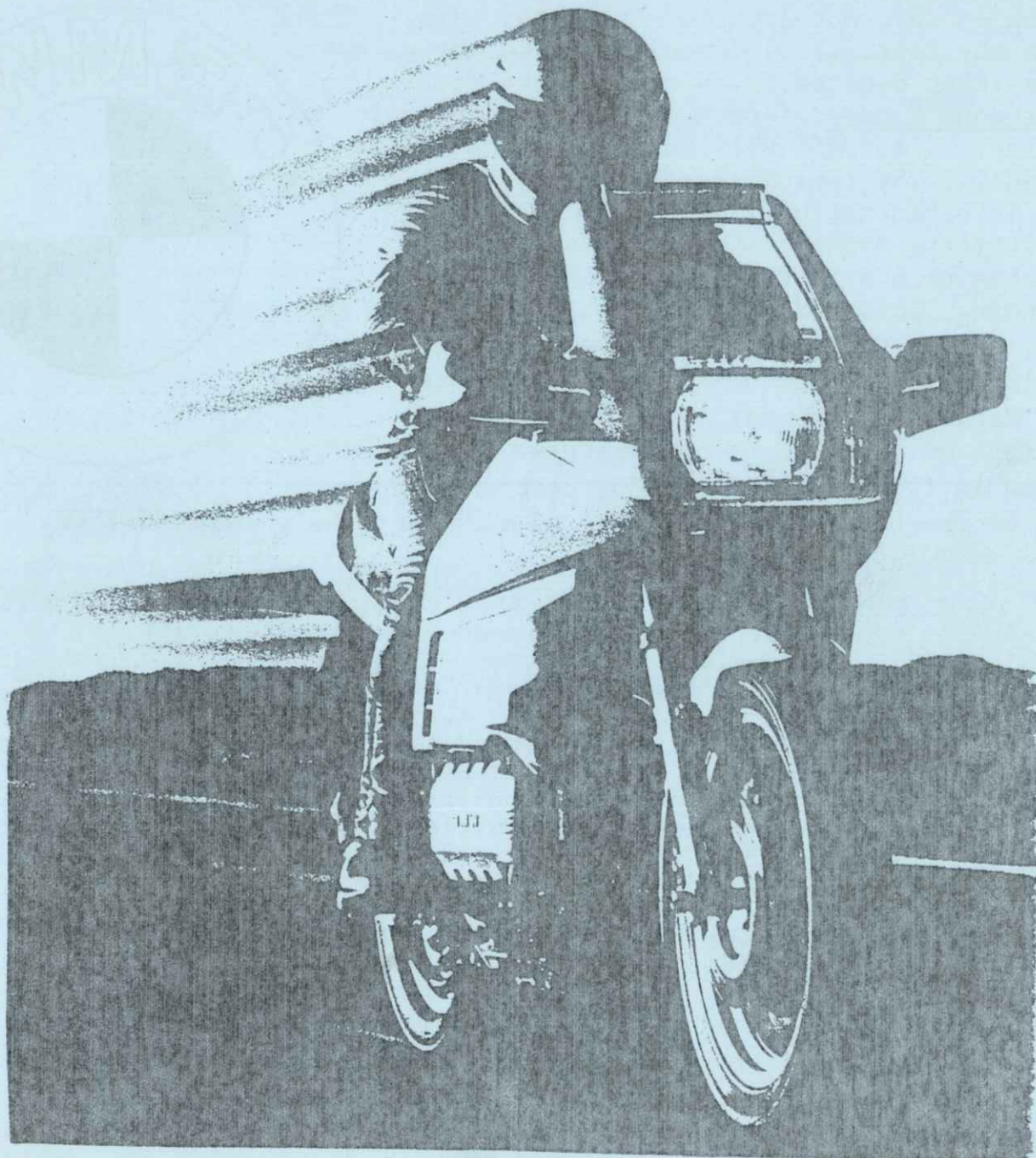


MONTHLY JOURNAL OF THE
ACT BMW MOTOR CYCLE CLUB
P.O. BOX 1042, WODEN, A.C.T. 2606



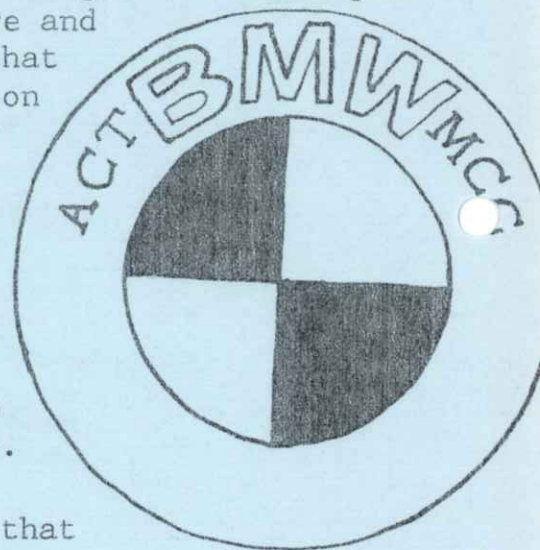
Well, we have done our best to bring you another 'Bumber edition' of the journal, so there is not much room for me to waffle on, (Stand up that person that said "thank goodness", 20 lashes from the Secretary when he gets his wip back from the cleaners....)

Some members will have read or heard about the 3rd. Party insurance increases mentioned in the minutes, perhaps some may care to write to, or phone the NRMA and your local member to lodge your own views on this matter, (Why should motorcyclists pay a disproportionate amount, when we are usually the injured party, not the cause of an accident?) If you do decide to complain , then you had better act quickly, before it is too late and we face even more expense to enjoy the thrills of fresh air and freedom on two wheels.

for those that did not attend the last meeting, (You had a good reason I hope, not just to sit by the warm fire and watch the tele.....) I would like to advise that it has been decided to change over to meeting on the second Monday of each month, from the July meeting. (i.e. June will be the last on a Thursday) The reasons are mainly that 'our' room is often not available due to other committments made by the Austrian club on the same nights, and a lot of members are attending Tech. or other courses during the week, and take a night off to come to the club meeting, or miss out on the meeting altogether.

Monday was the day least required for bookings of our room at the Austrian club, so that helped in the decision. We hope that the change is one for the better. 'Till next time, ride safe.

CHRISTOPHER.



WHAT'S ON:- WHEN - WHERE

- | | |
|--------------------------------|--|
| May 26-27 | - Roo River Rally, near Kangaroo Valley via Moss Vale
(Take your own firewood or gas stove) |
| | - Croweater Rally, SA |
| June 3 | - Club run to Bungonia Gorge near Goulburn,
meet at Weston at 9 a.m. |
| June 9-11
(Long
Weekend) | - Alpine Rally at Brindabella, 80km from Canberra
- Sapphire Rally near Warialda, northern NSW
- Anniversary Rally near Waikerie, SA |
| June 14 | - Club meeting at Austrian Club, Mawson - 7.30pm
(NOTE: From JULY, meetings will be on the
SECOND MONDAY of the month) |
| June 23-24 | - Ice Rally near Omeo, Vic |
| July 9 | - Monday - Club meeting at Austrian Club, Mawson |
| July 13-15 | - Cockatoo Rally, near Gladstone, Qld |
| July 14-15 | - Winter Rally, near Neriga via Braidwood |
| July 28-29 | - Bike Rally at Genoa
- Green Ginger Rally at Paringa, SA |
| August 13 | - Monday - Club meeting |
| October 27-28 | - Kosciusko Rally
- Famous Last Words Rally, Strathbogie Ranges, Vic |
| November 10-11 | - Fish Holes Rally, Vic |
| November 24-25 | - Boggy Creek Rally, Vic |

The June club run is to Bungonia Gorge near Goulburn, a distance of 130km. We meet at Doug Bryant's, Weston at 9 a.m. on Sunday the 3rd of June. Bring your camera and BBQ lunch etc.

Route:- Queanbeyan, Bungendore, Kings Highway to Doughboy, turn left to Tarago, Lake Bathurst, Goulburn turn right to Bungonia.

MINUTES OF MEETING HELD 10 MAY 1984

Meeting opened at 8.15 pm at the Austrian Australian Club with 18 members present and 6 apologies. There were no visitors or new members present.

CORRESPONDENCE:

- Received . BMW Club Vic (Mick Fagan) "100,000 on One" badge info.
 . Turbo Helmet \$20 Trade-in offer
 . Bel-Ray Oil Australia P/L press release
 . MRA request for Club input for its proposed Rally Function Calendar
 . Interstate Club's mags. - Qld, NSW, Vic, SA, WA
 . Info on 4 in 1 tool from N. Borgett (Vic)
 . BMW Vic owners and machines survey
 . Post card from Peter Oliver in Germany
 . Request for info on Club from prospective member - Jim Bent.
- Sent . Thanks for SA Club past mags.
 . C.D.D.C. thanks for invite to Oils talk.

BUSINESS

- . Minutes of April meeting read without discussion. Received = Werner Strotmann, seconded = Don Burt.
- . NEXT RUN: decided after much discussion - Bungonia Gorge - Sunday 3 June, depart Weston 9.30 am.
- . "100,000 on One" involvement supported by Club regarding Badge costs.
- . Discussion on a weekend run in near future.
- . Committee to plan runs/events 3 months in advance for discussion and confirmation at June meeting.
- . Club to protest proposed 3rd Party Insurance increase.
- . Clubperson points system discussed at length; decision supporting system as used last year; view to amendments for next year.
- . Club sticker designs discussed - will publish more ideas in Journal and vote on official design next meeting.
- . Cut off date for Journal articles to be weekend after Gen. meeting.
- . Discounts participating dealers will be listed for Journal - to become regular feature.
- . Incorporation sub-committee formed:- Mark Coghlan, Frank Millwood, (Mike Houston - to be asked to be a member).

- . Meeting night to be changed to 2nd Monday of month from July.
- . Journal printing facility to be examined for future.
- . More details for published Club runs regarding distance, route etc.
- . Frank Millwood proposed a rally where only females may enter
- . - he will put his ideas in the Journal.

NEXT MEETING

Thursday 14 June, 7.30 p.m. Austrian Australian Club Meeting Closed with slides from Chris and supper at 9.45 p.m.

Mark
Secretary

MAY MONTHLY RUN REPORT - TO COWRA:-

(THE CLAYTONS RUN - THE RUN YOU HAVE WHEN YOU'RE NOT HAVING A RUN ...)

After spending half an hour remounting the carbs that I had overhauled that week I set off for Dickson Motor Registry at 9 am and arrived 20 minutes after the proposed starting time. Of course there was no-one there. Not surprising considering the weather, about 5 degrees, cloudy, wet roads.

I decided to go to Yass at least to try out the bike. If anybody had gone they would probably stop there for a while.

After replacing the diaphragms and generally cleaning out the carbs and air filter the outfit was flying. Doing over 130 km/h on flat ground, I made good time to Yass.

Saw a red K100 and a Honda in one service station but I thought they were probably just travelling through. I later learned that they were Mike Houston and friend; the only others to brave the elements that day.

Since it was not actually raining I carried on thinking that if I didn't catch anyone by Boorowa, another 50km, then I must be the only one. Of course it gushed down rain most of the way there. I went straight back to Yass. The rain stopped and I had a pleasant, if cold, trip home.

BOB RUMSEY

→
TWO SUGGESTED
SAMPLES OF
NEW CLUB
LOGO FOR
STICKER / BADGE)



NOTE FROM BMW RE SYSTEM HELMET, COURTESY DOUG BRYANT

ATTN: BMW DEALERS & INDIRECT DEALERS

THE FOLLOWING RELEASE RELATES TO THE CURRENT SITUATION ON THE BMW SYSTEM HELMET.

QUOTE:

NATURALLY BMW AUSTRALIA ARE DEEPLY CONCERNED WITH THE CURRENT ALLEGATIONS THAT MANY OF THE HELMET BRANDS SOLD IN AUSTRALIA FAIL TO COMPLY WITH SAFETY STANDARDS AND ARE POTENTIALLY CAPABLE OF CAUSING SERIOUS INJURY TO CYCLISTS. THESE ALLEGATIONS WHICH INCLUDED CRITICISM OF THE BMW SYSTEM HELMET STEMMED FROM PUBLIC STATEMENTS MADE BY MEMBERS AND WITNESSES OF THE STANDING COMMITTEE ON ROAD SAFETY HELD IN CANBERRA ON APRIL 4, 1984.

ON APRIL 5 BMW SUSPENDED ALL RETAIL AND WHOLESALE SALES OF ITS HELMET IN AUSTRALIA. THIS ACTION WAS TAKEN VOLUNTARILY AS WAS THE IMMEDIATE APPROACH BY BMW TO THE TRADE PRACTICES COMMISSION FROM WHOM AN IMPARTIAL DECISION HAS BEEN SOUGHT ON THE TECHNICALITIES WHICH SEEMED TO CONCERN THE ROAD SAFETY COMMITTEE. SUSPENSION OF SALES WAS CONSIDERED TO BE RESPONSIBLE REACTION TO THE ALLEGATIONS WHICH WOULD ALLOW THE TPC AND THE ROAD SAFETY COMMITTEE TO GATHER A MORE COMPLETE BODY OF EVIDENCE FROM ALL INTERESTED PARTIES AND ENSURE A BALANCED APPROACH ON WHICH TO BASE FURTHER RECOMMENDATIONS AND ACTION.

SINCE THE BMW HELMET IS ACCEPTED AND IN WIDE USE AROUND THE WORLD AND BECAUSE THE HELMET HAD GAINED STANDARD ASSOCIATION APPROVAL USER SAFETY IS NOT CONSIDERED TO BE COMPROMISED. THE QUESTION APPEARS TO BE THE APPLICATION OF THE AUSTRALIAN STANDARDS (AS1698) TO CURRENT TECHNOLOGY AND INNOVATION, INCORPORATED IN THE BMW HELMET.

THE UNIQUE FEATURE WHICH ENHANCES THE UTILITY AND SAFETY OF THE BMW HELMET IS THAT THE CHIN GUARD IS NOT FIXED. THAT IS THE CHIN GUARD MAY BE TILTED UP CLEAR OF THE FACE OPENING. THIS CONSTITUTES A SIGNIFICANT SAFETY ADVANCE OVER CONVENTIONAL "FULL FACE" (FIXED CHIN GUARD) HELMETS AS IT PROVIDES ACCESS TO A WEARERS FACE FOR RESUSCITATION PURPOSES WITHOUT THE NECESSITY FOR REMOVAL OF THE HELMET AND OF COURSE THE RISK OF FURTHER AGGRAVATING INJURIES ALREADY SUSTAINED BUT NOT DETECTED BY THOSE FIRST ON THE SCENE OF AN ACCIDENT. IN EVIDENCE SUBMITTED TO THE ROAD SAFETY COMMITTEE IT WAS SUGGESTED THAT THIS LIFE SAVING FEATURE WAS A MARKETING GIMMICK A CRITICISM THAT IS CERTAINLY UNFOUNDED GIVEN THE TENS OF THOUSANDS OF HELMETS ALREADY IN SERVICE.

IT IS BMW'S VIEW THAT NEITHER THE PRESCRIBED AS1698-1974 NOR THE SUCCEEDING AS1698-1980 STANDARDS IS DESIGNED TO CATER FOR A HELMET WITH PIVOTING CHIN GUARD.

THE AREAS OF CONTENTION WOULD APPEAR TO BE IN TWO MAIN REGIONS.

- (1) INTERNAL PROTRUSION OF THE VISOR/CHIN GUARD PIVOT SCREW LOCK NUTS.
- (2) THE USE OF HARD EDGES AROUND THE FACE AND HEAD/NECK OPENINGS OF THE HELMET SHELL.

THE 1698-1980 STANDARD PROVIDES THAT RIGID INTERNAL PROJECTIONS IN AN AREA DESIGNATED "BETWEEN THE TEST LINE" AND "BASIC PLANE" SHALL NOT EXCEED 2MM EXCEPT FOR THE CHIN STRAP ATTACHMENT WHICH MAY BE UP TO 5MM. ON THE BMW SYSTEM HELMET THE VISOR CHIN GUARD PIVOT SCREW LOCK NUTS ARE LOCATED CLOSE TO THE CHIN STRAP ATTACHMENT AND THERE IS NOT PRACTICAL REASON WHY THE LIMIT SHOULD NOT BE 5MM FOR BOTH EXCEPT PERHAPS THAT WHEN THE STANDARD WAS CONCEIVED PIVOTING CHIN GUARDS WERE NOT CONTEMPLATED. THE WEARER OF THE HELMET IS PROTECTED IN THIS AREA BY A SUBSTANTIAL AMOUNT OF LINING/PADDING.

AS FOR THE QUESTION OF HARD EDGES AROUND THE FACE AND HEAD NECK OPENINGS, THESE ARE PROTECTED BY INTERNAL LINING/PADDING RATHER THAN SOFT TRIM. THIS IS SPECIFICALLY DESIGNED TO ABSORB AND DAMPEN MOVEMENT OF THE HELMET. SOFT TRIMMING OF THE OPENINGS WOULD INTERFERE WITH THE PIVOTING CHIN FEATURE OF THE HELMET. IT WOULD NOT ENHANCE THE SAFETY INDEED THE ADDED WEIGHT MAY SLIGHTLY PREJUDICE THIS ASPECT.

OBVIOUSLY THE BMW SYSTEM HELMET REQUIRED SAA CERTIFICATION PRIOR TO ITS RELEASE ON THE AUSTRALIAN MARKET A PROCESS WHICH REQUIRED EXTENSIVE TESTING EVEN THOUGH THE HELMET ALREADY MET STANDARDS IN MANY OTHER COUNTRIES INCLUDING COMPLIANCE WITH THE USA STANDARD FMVS216 ON WHICH THE AUSTRALIAN STANDARD BORROWS SIGNIFICANTLY.

APPLICATION FOR AS1698-1980 WAS ORIGINALLY SOUGHT FOR THE BMW HELMET ON JANUARY 21, 1982. AS IS NORMAL PRACTICE FOR HELMETS MANUFACTURED OUTSIDE AUSTRALIA, TESTING OF THE BMW HELMET WAS REFERRED TO THE BRITISH STANDARDS INSTITUTE (BSI) WHO CARRIED OUT TESTS AND REPORTED ON DECEMBER 17, 1982. THE REPORT CONTAINED VARIOUS COMMENTS ABOUT CERTAIN FEATURES OF THE HELMET, AND THAT THE HELMET HAD BEEN MODIFIED AND CLEARED BY SAA. ON THE BASIS OF THE BSI REPORT, A LICENCE WAS ISSUED BY THE SAA ON APRIL 14, 1983 WITH HELMETS BECOMING AVAILABLE TO THE AUSTRALIAN MARKET IN OCTOBER OF THAT YEAR.

IT IS ALSO INTERESTING TO NOTE THAT AUSTRALIAN STATE AND FEDERAL POLICE FORCES HAVE ALL EXPRESSED INTEREST AND ARE CURRENTLY TESTING HELMETS FOR USE AS STANDARD ISSUE. POLICE FORCES IN GERMANY, SWITZERLAND, SWEDEN NORWAY AND DENMARK ALREADY USE THE BMW HELMET AS STANDARD ISSUED UNDER EXTREMELY ARDUOUS ROAD CONDITIONS WHERE THE SAFETY REQUIREMENT OF THE HELMET IS PARAMOUNT.

OTHER INDEPENDANT AND HIGHLY REPUTABLE TESTING AGENCIES INCLUDE THE GERMAN PRODUCTS TESTING INSTITUTE, THE STUTTGART DESIGN CENTRE, THE UNITED STATES TESTING COMPANY ALL OF WHOM CERTIFIED TO THE SAFETY AND DESIGN OF THE BMW HELMET WHILST EUROPE'S LARGEST MOTORCYCLE JOURNAL MOTORRAD AFTER CONDUCTING EXTREMELY THOROUGH TESTING RATED THE BMW SYSTEM HELMET AS 'VERY GOOD' IN ITS 7/81 AND 8/82 ISSUE AND AWARDED BEST HELMET IN ITS 4/84 EDITION. THERE IS INDEED A GREAT VOLUME OF INFORMED EXPERT OPINION WORLD WIDE THAT SUPPORTS THE BMW SYSTEM HELMET AS A LEADING PRODUCT IN ITS FIELD.

THE TPC REQUEST FOR RECALL IS CURRENTLY UNDER REVIEW AND FURTHER INFORMATION WILL BE ADVISED WHEN AVAILABLE."

UNQUOTE

REGARDS, BMW AUSTRALIA LTD

NOTE: ANY FURTHER INFORMATION ON THIS MATTER WILL BE PASSED ON AS SOON AS IT BECOMES AVAILABLE TO US. C.A.F.

By GWEN ROBINSON

A LLEGATIONS that sub-standard motorcycle helmets were certified by the Standards Association of Australia (SAA) and sold to consumers has raised questions of liability which could lead to a benchmark case.

After holding preliminary hearings, the House of Representatives Standing Committee on Road Safety has announced an investigation into the SAA.

The committee advertised a public inquiry scheduled for May 23 after BMW Australia refused requests from the Trade Practices Commission to recall its BMW Systems helmet. However, the helmets have now been withdrawn from sale.

Both the House of Representatives Standing Committee on Road Safety and the Trade Practices Commission have publicly stated the helmet appears to contravene the Australian standard.

BMW issued a reply this week stating that the "SAA maintains the BMW helmet complies with its standards".

But chairperson of the House of Representatives committee, Elaine Darling, said this week the issue goes "far beyond the question of helmets".

"The reason we are going ahead with this inquiry at such short notice is because of what we consider to be an urgent need for investigation into the SAA," she said.

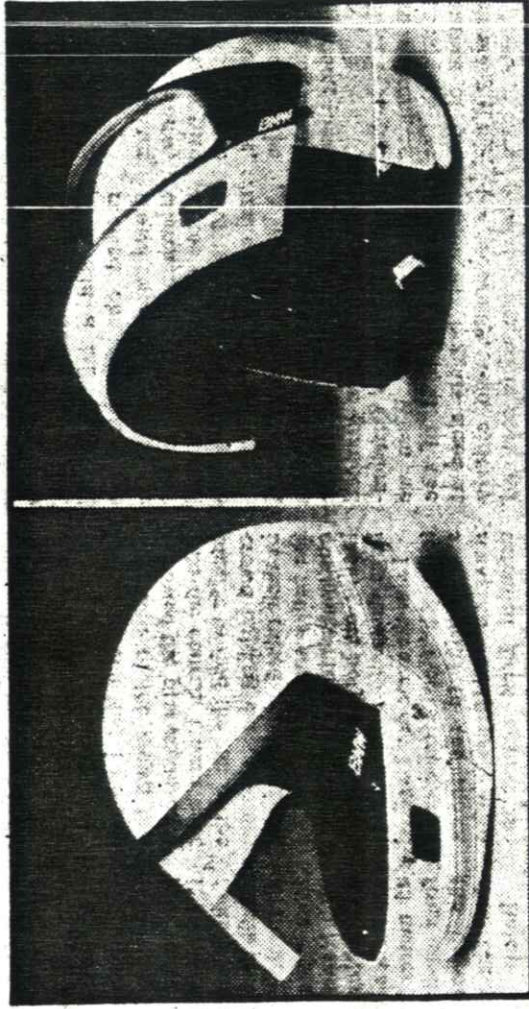
Darling told The National Times that her committee possesses "substantiating evidence" that sub-standard helmets had been given Standards Association approval.

"We could be opening a Pandora's box," she said.

"Although we can't go into the details of allegations until the inquiry takes place, the issue is not just over claims that this helmet is sub-standard, but that it has been sold bearing the approval stamp of the SAA," said Darling. "After the inquiry, if action needs to be taken it will be taken very quickly by the Government," she said.

CONSUMER AFFAIRS

Helmets spark standards probe



The BMW helmet, withdrawn from sale

The Trade Practices Commission said on Wednesday that it is waiting for two independent reports on the helmet, expected this week, before it decides on further action.

The SAA has replied to claims that it knowingly approved a sub-standard safety helmet with strong statements that the allegations are "unfounded".

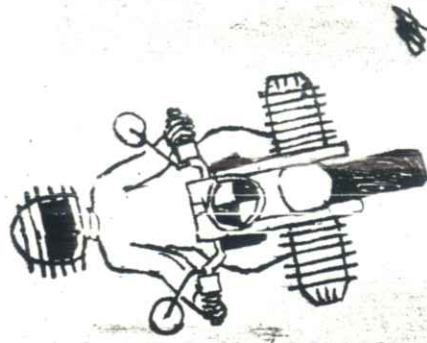
Although the British Standards Institute, which acts as an agent for testing of Australian standards in Europe, failed the helmet for the British market, the SAA's director of approval, Helen Gray, told The National Times that the BSI "has different standards for its own market".

"We strongly deny the inference of any persuasive interests, and there's no question of products being approved on faith," she said.

She told The National Times that after receiving initial test reports about the BMW helmet from the British testing authority in 1982, the SAA recommended "certain modifications" be made to the BMW helmet.

After that, she said, the helmet went to the SAA's quality assurance and certification panel which applied its own interpretation to "descriptive elements in the standard" to meet its requirements.

According to Gray, the issue is purely about interpretation of the current standards, not of



COOLER THAN THOU.

non-compliance on the SAA's part. She said a meeting of the SAA's AU/12 committee — which sets standards for protective motorcycle helmets — is scheduled to take place in Melbourne next week, and could be expected to clarify the current standards for motorcycle helmets.

"There seems to be a problem with some of the words in the standard. The meeting will consider a revised edition of the 1980 standard, the draft revision of which was put out for public comment last November.

"Both BMW and SAA consider the current standards satisfactory, and if the TPC is asking BMW to recall its helmets then it should be asking many other manufacturers to recall theirs," said Gray.

However, according to Elaine Darling, the House of Representatives committee is not taking the matter as one of interpretation of the standards.

"On the basis of technical advice from an expert, our committee has taken the matter further to investigate why the SAA gave that helmet an approval sticker. Whatever takes place during the SAA committee meeting next week can't change that.

"The TPC has little power to take legal action. There are thousands of those helmets and if people are buying them knowing they have been SAA-approved, there is an urgent need for us to conduct an investigation."

TOURING by Bob Rumsey

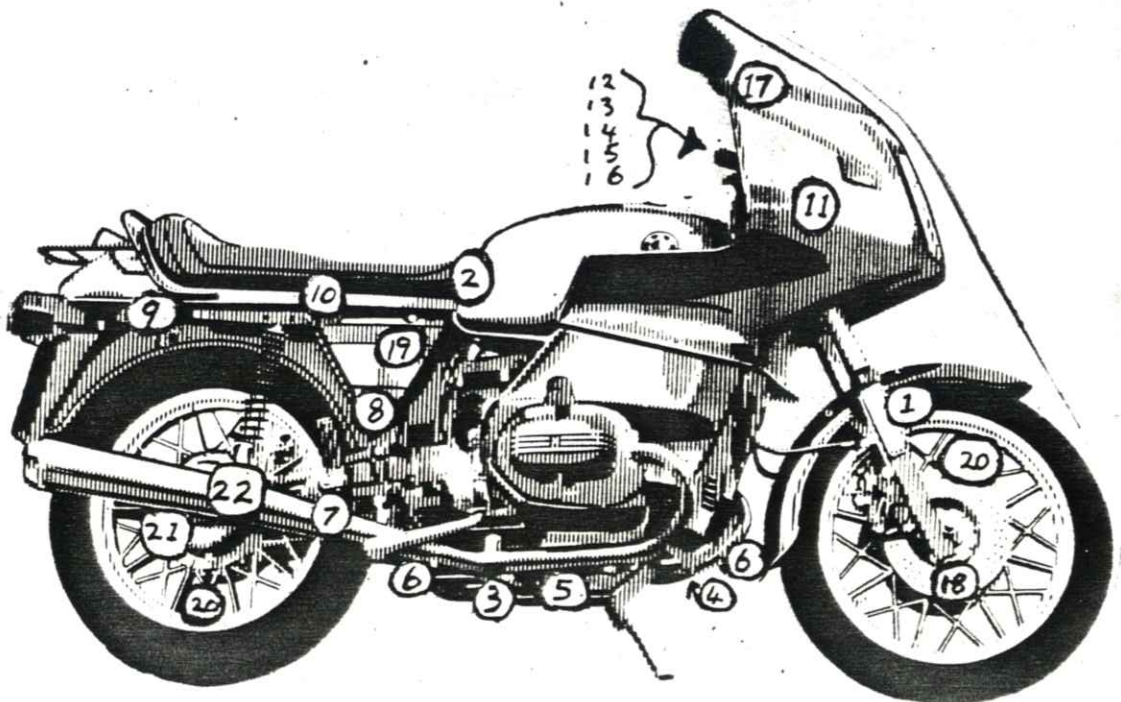
Do you know that strange feeling when something small and metallic drops out of the fairing and flies off into the countryside or bounces off your boot, never to be seen again?

Well, there are certain fixtures on the well worn BMW twin which are apt to coming loose, specially when you're not watching. It is well worth the effort to check them occasionally and perhaps carry a few suitable replacements in your toolkit. From experience, here's a list of those most likely to:

1. Front mudguard bolts (and lower bracket on /5 and /6).
2. Fuel tank and battery mounting nuts.
3. Sump fastening bolts (will leak oil).
4. Nuts on engine mounting studs (engine vibrates).
5. Centre stand bolts.
6. Exhaust balance pipe clamps.
7. Rear muffler mounts.
8. Rear mudguard mounts (rattles).
9. Pannier mounts and rear racks.
10. Seat hinge screws.
11. Fairing attaching bolts and joining screws.
12. Fork cap screws (will leak oil).
13. Steering head/handlebar nuts (particularly the nut who holds the handlebars). Some others that rarely come loose (only at the most inconvenient times).
14. Speedo and/or tacho face.
15. Instrument unit mountings (/6 and /7).
16. Speedo and/or tacho cables.
17. Rear view mirrors.
18. Lower fork caps (will leak oil).
19. Plastic side cover rubber bands.
20. Wheel spokes.
21. Rear axle clamp (will cause strange handling).
22. Lower rear shock mounts (will cause vauge handling).

Next month in the cynical department;

Which transistors are most likely to come loose on your K100, and a short course on how to perform roadside repairs to hermetically sealed, computer controlled, fully integrated micro-electronic engine control systems.



PENCYCLE TRADING
50 TELOPIA ST. MT. COLAH 2079
PH: (02) 476 1574

27.3.84

Mr C. Fulker
c/- ACT BMW MCC
PO Box 1042
WODEN ACT 2606

Dear Sir,

Thank you for your recent letter regarding Lumination
Optronic Ignitions. There are two standard kits available for
BMW's, these being as follows:

- 1/ MCK500 - Twin Cylinder 1970/78 (excl. R24 + R65) - \$165.00
- 2/ MCK501 - R24, R65 and models 1979 onwards - \$165.00.

The above prices include Sales Tax and overnight delivery
to ACT.

Although there are a number of "copies" of the Lumination
system available, we believe that ours is the finest available.
All units are guaranteed for 3 years.

For the technically minded, Performance data of the units
is as follows:

TEMP ... Range of Operation - for optical switch -55°C to +125°C
ambient. For power module -55°C to +85°C.

SYSTEM VOLTAGE ... Range of Operation - +5 to +16 Volts
(negative ground) continuous

OVER VOLTAGE ... +30 Volts for 1 minute without damage.

REVERSE VOLTAGE ... " " " " " " " "

LOW SPEED LIMIT OF OPERATION ... Approximately 3 RPM

HIGH SPEED LIMIT OF OPERATION ... Limited by Time Constant of the
coil, but will switch at 6 kHz (0.4 kHz is equivalent to
12000RPM on a 4 cylinder 4 stroke)

FIRING POINT ACCURACY ... Between cylinders $\pm 0.5^\circ$ Crank.
Same Cylinder (spark scatter) less than 2° Crank (due to
engine variables).



↔
COURTESY
BIKE AUSTRALIA



If anything is used to it's
full potential...it'll break,

DIRT ON LENSES ... Results of worldwide testing indicate no deposit of dirt on lenses sufficient to change performance parameters. These tests cover more than eight years and some 300,000 systems - if dirt can deposit on lenses, system operates to 70% light loss.

DWELL ... Fixed by chopper blade configuration.

RELIABILITY ... System guaranteed for 3 years (except for mechanical damage and excess current conditions).

COIL SUITABILITY ... Can be used with any system 7 amps.

TOTAL PROCESS TIME ... 100 microseconds (max).

LOAD DUMP TEST ... 120 volts.

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Whilst I have the opportunity I might also make mention of Penrite Lubricants. The Managing Director of Penrite, Mr John Dymond, recently gave a talk to the Victorian BMW Club who are apparently wrapped in the product. Due to the distances travelled by most BMW owners, they requested a list of retail outlets for the product around Australia. John asked me to compile a list of NSW stockists, which I shall do in the near future. When this is available, I shall send you a copy.

On May 14th, John will be in Canberra giving a talk to the Ducati Owners' Club at the Finnish Australian Club, Bowen St, Macquarie. He is an extremely knowledgeable and interesting man, so if any of your members want to find out more about Penrite you could possibly sit in on the DOC meeting.

If, subsequently, your membership wish to try Penrite, I would supply direct to the Club, or alternatively you could talk one of the local bike shops into carrying it. Although my Penrite distributorship encompasses all areas within the NSW borders, I don't get as far as Canberra in my travels. However, at the Sydney M/C Show, "Robbo's" expressed a good deal of interest in the product, so they might be worth a try. I hope to hear from you in the future.

Yours sincerely

CHRIS MOONEY

love is



*. when you
feel part
of his life.*



PENRITE OIL CO. PTY. LTD.,

3 CROSS STREET, EAST BRUNSWICK 3056 TELEPHONE: (03) 387 2635

INFORMATION SHEET, OCTOBER 1980

HPR-50

This oil is already setting a new standard of acceptance throughout Australia. HPR-50 is being used in a wide variety of engines varying from vintage sports cars such as Bentleys and Vauxhalls, classic M.G.'s, modern high performance V8's, turbo-charged units and up to current Formulae 2 racing, stock, drag, and modified production cars.

When first used the most noticeable immediate effect is an improvement in oil pressure especially under hot idle conditions, a dramatic decrease in oil consumption and engine noise due to valve lifter rattle, etc.

Penrite HPR-50 unique viscosity characteristic and exceptional tolerance to high temperatures makes it ideal for supertuned engines fitted with turbochargers or water injection, etc.

Unlike other so-called "high performance" or "racing" oils Penrite HPR-50 can be used for everyday driving and normal oil drain periods can be maintained.

HPR-30

With the exception of using slightly lower viscosity base oils Penrite HPR-30 is identical to HPR-50. Its slightly lower viscosity — 30w/50 makes it more suitable in colder climates than HPR-50. Penrite HPR-30 has been used with every success in modern high performance motor cycles such as Laverda, Moto Guzzi, etc.

HPR-50M

This grade is a very heavy multigrade oil made particularly for Harley Davidson motor cycles. This grade is very suitable for all air cooled engines in which high oil temperatures are experienced. HPR-50M is guaranteed not to go "watery" at high temperature and will maintain that extra "body" required in these applications.

THE PENRITE HPR SERIES

The Penrite HPR series of unique high viscosity multigrade oils are formulated specially to suit Australian conditions. Their exclusive characteristics offer considerable advantages to all engines but more than ever to those motors where high oil temperatures, wear or the use of incorrect oils result in heavy oil consumption, low oil pressure and excessive mechanical noise.

The vast majority of multigrade oils sold today are of 15w-40 or 20w-50 viscosity characteristics. This means that, for a 20w-50 oil, they have the equivalent viscosity of a 20w oil at 0°C and of a 50 oil at 100°C. These oils are made by adding to a 20w oil a special additive which slows down the rate of thinning with temperature. These oils were developed for use in the low temperature areas of America and Europe and whilst they are excellent in new engines, after normal wear has occurred and when high oil temperatures are experienced, such as during normal Australian summer driving, problems associated with their low viscosity will be experienced. Penrite Oil Co. Pty. Ltd. being a 100% Australian owned specialised lubricant producer makes oils specifically designed for Australian conditions such as the HPR series.

Penrite HPR oils are made from specially selected high viscosity base oils and use only the best additives known to be able to withstand the high temperatures experienced under Australian conditions. These additives ensure that the oil will maintain its full body under all conditions, give maximum protection to high lift camshafts, virtually eliminate problems of rust during periods of high humidity, ensure engine cleanliness even with extended oil drains, minimise oil consumption and give the best possible oil pressure even under hot idle conditions.

HISTORY

Penrite Oil Co. Pty. Ltd. is a small but expanding company that prides itself on service to all their customers large or small has specialised in lubrication engineering since it was established in 1926 in Victoria.

The present Managing Director, Mr John Dymond took over the company in 1979. With technical engineering qualifications/background in a large world based additive company and a major overseas oil company he has combined his knowledge and experience in lubrication with a keen interest of Vintage/Veteran cars and motorcycles and produced a range of High Performance lubricants especially designed for Australian conditions as well as specialised oils and greases for the Vintage/Veteran market.

As an owner of several Vintage/Veteran cars and motorcycles himself you can be assured that the oils he recommends for your car/motorcycle are ideally suited to the application/performance requirements.

SILICONE Brake Fluid

A Silicone based brake fluid designed for safety and long life.

Penrite can offer a full range of oils and speciality lubricants to suit your application.

Our staff of engineers/chemists are available to assist you with any lubrication problem.

HPR

The Penrite HPR oils are a series of High Performance, Heavy Multigrade oils designed for Australian conditions for all types of engines. It is widely used in lubricating all types of cars/motorcycles and offers considerable advantages over its rivals:-

- (i) Better oil pressure.
- (ii) Lower oil consumption.
- (iii) Better high temperature performance.
- (iv) Less mechanical noise.

Penrite HPR oils are based on high V.I. paraffinic basestocks blended together with a balanced combination of detergent/dispersant additives and high shear stable Viscosity Index improver to ensure the oil will not break down.

HPR 30 — A 30 based multigrade suitable all cars (particularly in winter) as well as most modern motorcycles.

HPR 50 — A 40 based multigrade for summer conditions or when low oil pressure/high oil consumption is a problem and also for most British, European and racing motor cycles.

HPR 50M — A heavy based multigrade made specially for Harley-Davidson motorcycles.

Specialised lubricants
for
thoroughbred cars
and motor cycles

PENRITE

"EMU RALLY" Ararat, Victoria. 5-6 May 1984.

The next weekend run Margaret & I had planned was the Emu Rally in Victoria on the 5-6th May. Because the rally site was some 900kms from Canberra we decided that we had better get a very early start on the Saturday morning. Post-birthday celebration recovery meant leaving Chisholm at exactly 10 o'clock....We filled the bike in Civic and set off for Yass, A.Jay behind us all the way!!! Our first stop was Tarcutta where we re-fueled and stopped for a cup of tea. The time was 12.05 and we had to move on..'come on Margaret, can't you drink that Tea any faster....' On the bike and the next town is Albury-Wodonga but guess who had to stop and rest his bum - hey and "Margaret where's the loo paper"...er..yes!!!

Then through to Wangaratta and then Benalla where we re-fueled and about half way there. At this stage we didn't require the use of a watch because sore bums were quite enough. On again to Shepparton, then Bendigo where I claim with utmost innocence that I rode through an intersection with the 'RED' lights agin' me in the main, main, street... Margaret was happily high speed window shopping (girls don't you know this feeling...) at the time. I would like to mention that at this stage we were getting quite saddle sore, cold and most of all - You know who's tummy was rumbling!.. Dusk had set and there was no time to light a B.B.Q. to cook.

Next stop was Castlemaine where we pulled up outside this fancy Chinese Restaurant, previously recommended by a driveway attendant. The "NOSH" was tops. Full tummies, Margaret's pantyhose stuffed with table napkins (wind deterrent) we set off again. Next stop was Maryborough where we stopped shortly to warm up, then on to ARARAT... On the way to Ararat we were met with some 30kms of thick fog producing some interesting night time mirages. We arrived at Ararat at 9 o'clock and into a pub for whisky & such..

The rally site was another 16kms of fog once more, plus another 5 kms off the main road. The site itself was not spectacular... In our frame of mind we wanted nothing more than a camp fire and companionship, but we were greeted by a somewhat noisy local band (no comment..). Getting our badges required some bullying and then we attempted to get out of range from the so-called MUSIC!!!

Sunday "BRUNCH-TIME" - packed the bike- thumbs to the rally organisers and back to Ararat. It was here that we decided to take an alternative route back to Canberra. We left for St.Arnaud, then Wedderburn-Boort-Durham-Mitiamo-Echuca, then to Deniliquin - Findlay - Berrigan and finally Corowa.

The next morning we were to experience something quite unusual. A lovely couple namely Ross & Meg Smith of Victoria felt sorry for us having to sleep in a tent that cold evening before, so they generously made us a lovely breakfast. This is a gesture I have never experienced and I must add that it is surely a rarity for motorcycle enthusiasts. It was much appreciated. Thanks Ross and Meg, we hope our paths cross again.

We packed up and were riding at 11 o'clock. On to Howlong, then Walbundrei and Lockhart. A short stop and then to Wagga Wagga, then from there onto the Hume highway, Yass and home by 4.30. A round 2,000 kms.

FINAL COMMENT: It was a great trip full of experiences. Would we do it again - YES!! Emu Rally - NO.....

Tony.

BATHURST '84

With Easter coming up this year I was in a bit of a bind, as I could not make up my mind whether to go to the Bathurst races or the Bi-annual B.M.W. Rally in Victoria. I was planning to go to both events but as I had to get my Bike registered, I was left with little money for Easter, so I could only afford to go to one of them.

Good Friday: A look out the window revealed rain with rain drops the size of swimming pools; not a very good day for riding; better sit it out and wait. Still unable to make up my mind as to which event I should go to, I decided to leave it up to the weather. If it cleared up on Saturday I would go to Bathurst, but if it didn't clear till Sunday I would go down to the B.M.W. Rally. I got a call from my brother George who lives in Sydney to see if I was going up to Bathurst as he was thinking of going. So I said I would go and would meet him outside the Court House at 12.00 o'clock.

Saturday: I got up early had breakfast packed up the bike and set off for Bathurst. It looked like rain so I put on my wet weather gear plus glad bags over my boots and a glad bag vest to take care of the weak points in my wet weather gear. Getting onto the Barton Highway the clock on the bike showed 8.45 and the rain started to come down. So it was a wet ride up through Yass and then on to Boorowa. Coming into Cowra the rain stopped and the sky started to clear up. I stopped to fill the bike and take off the glad bag boots as they had done their job and were getting a bit torn. I arrived at the Bathurst Court House right on 12 o'clock to find George waiting for me. After saying our hellos we set off for the Mountain to put up our tents. Then we went down to the track to see Doug Chivas and Margaret Halliday win the 1000cc Sidecar race which was followed by the 1000cc 'C Grade' won by N. O'Sullivan riding a Suzuki 1000. The next race was the Motoline Thousand which was won by Andrew Johnson on the Honda 500 G.P. bike. I heard that he had won the Arai 500 Endurance Race early in the day on the Honda superbike. The last race of the day was the 250 production won by T. Paviell on a Yamaha, followed by the Historic Machine Exhibition which was a parade of N.S.U.'s, Velocettes, Vincents, A.J.S.'s, Nortons and Triumphs. There was a B.M.W. in the program but I didn't see it - maybe he went to the B.M.W. Rally instead. While watching the parade I said to George,

"Just think when we are here in the year 2000 we will be seeing Honda VF1000R's in the Historic Machine Exhibition."

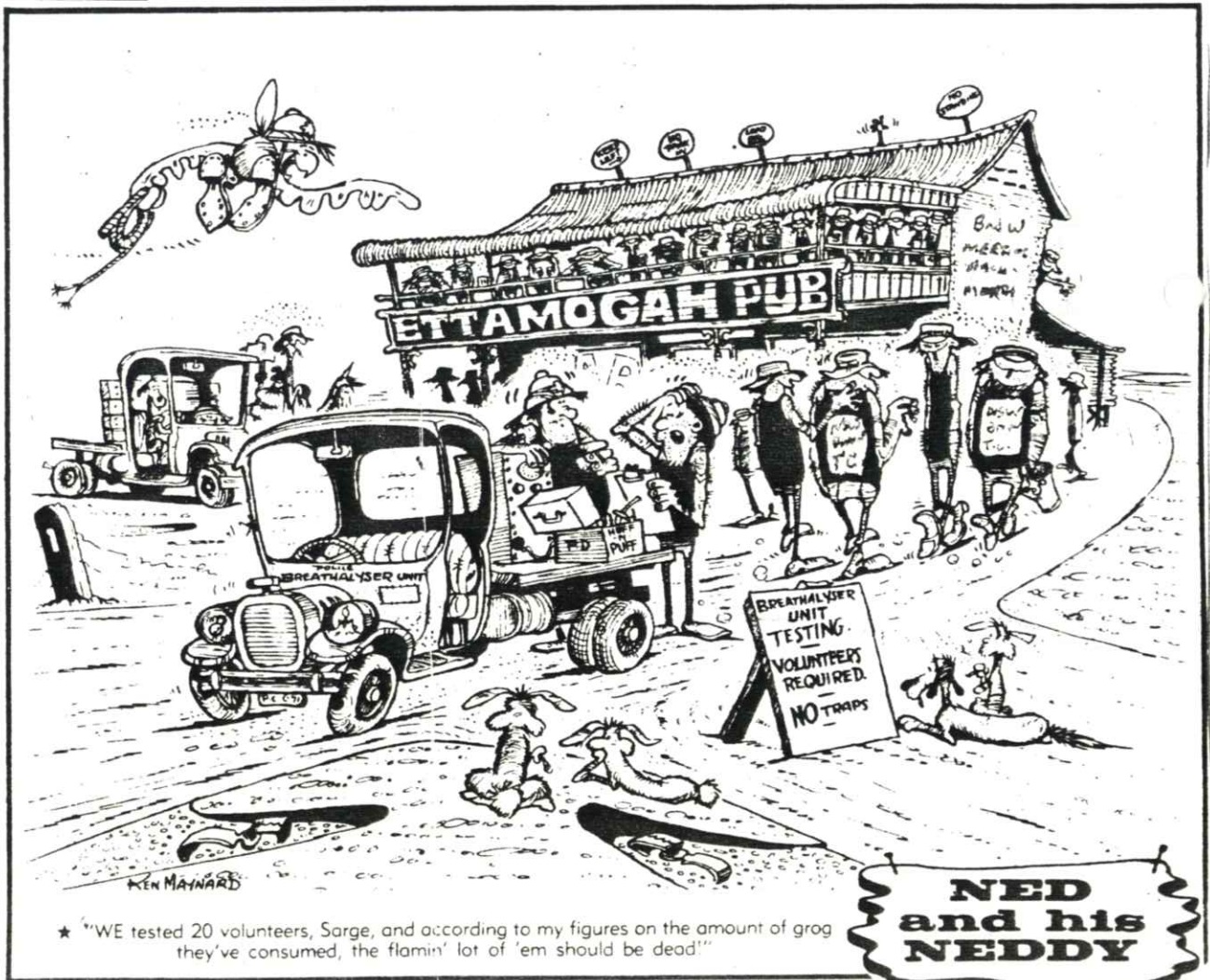
"I hope so," replied George.

(Unlikely they will last that long! ED)

With the days racing over, we got my bike and rode into Bathurst to have some dinner. After dining we went back to the mountain and as it started to rain a little, we went to our tent for a night's sleep. A quiet night was had by all on the mountain.

Sunday morning after a bit of time spent on breakfast and washing up we went down to the pit straight for the day's racing. After seeing N. Ljilja win the 1000cc 'B Grade' and N. Cubitt win the 250cc 'B and C Grade' races from the middle of the straight we went down to Murray's Corner for the rest of the day's racing. The next race was the Superbike Sprint won by M. Campbell followed by the Australian 350 Grand Prix won by P. McKay. The Australian 1000cc Sidecar Grand Prix was won by D. Chivas and M. Halliday. The Australian 125 Grand Prix was won by Tony Hinton making his father, uncle and grandmother happy, by becoming the third generation of that famous racing family to put his name into the Bathurst record books. Richard Scott won the Australian 250cc Grand Prix although Chris Oldfield lead for most of the race before he had to pull out. After watching the Production race which was won by Rob Phillis on the new water cooled Kawasaki 900, we headed up the mountain as we thought that Andrew Johnson would walk away with the 500 Grand Prix, we did not think it would be much of a race to see. So after a great weekend of racing it was time to pack up and head for home. So after loading up the bike I said goodbye to George and headed for Cowra where I stopped for a hot drink and to put on some warm clothing. Then off to Boorowa where I thought about stopping for awhile, but pressed on to Yass where I stopped for some dinner and filled the bike up. The rest of the ride back to Canberra was uneventful but rather cold. The hot shower at the end was quite welcome.

Frank Millwood
R80ST



★ "WE tested 20 volunteers, Sarge, and according to my figures on the amount of grog they've consumed, the flamin' lot of 'em should be dead!"

**NED
and his
NEDDY**