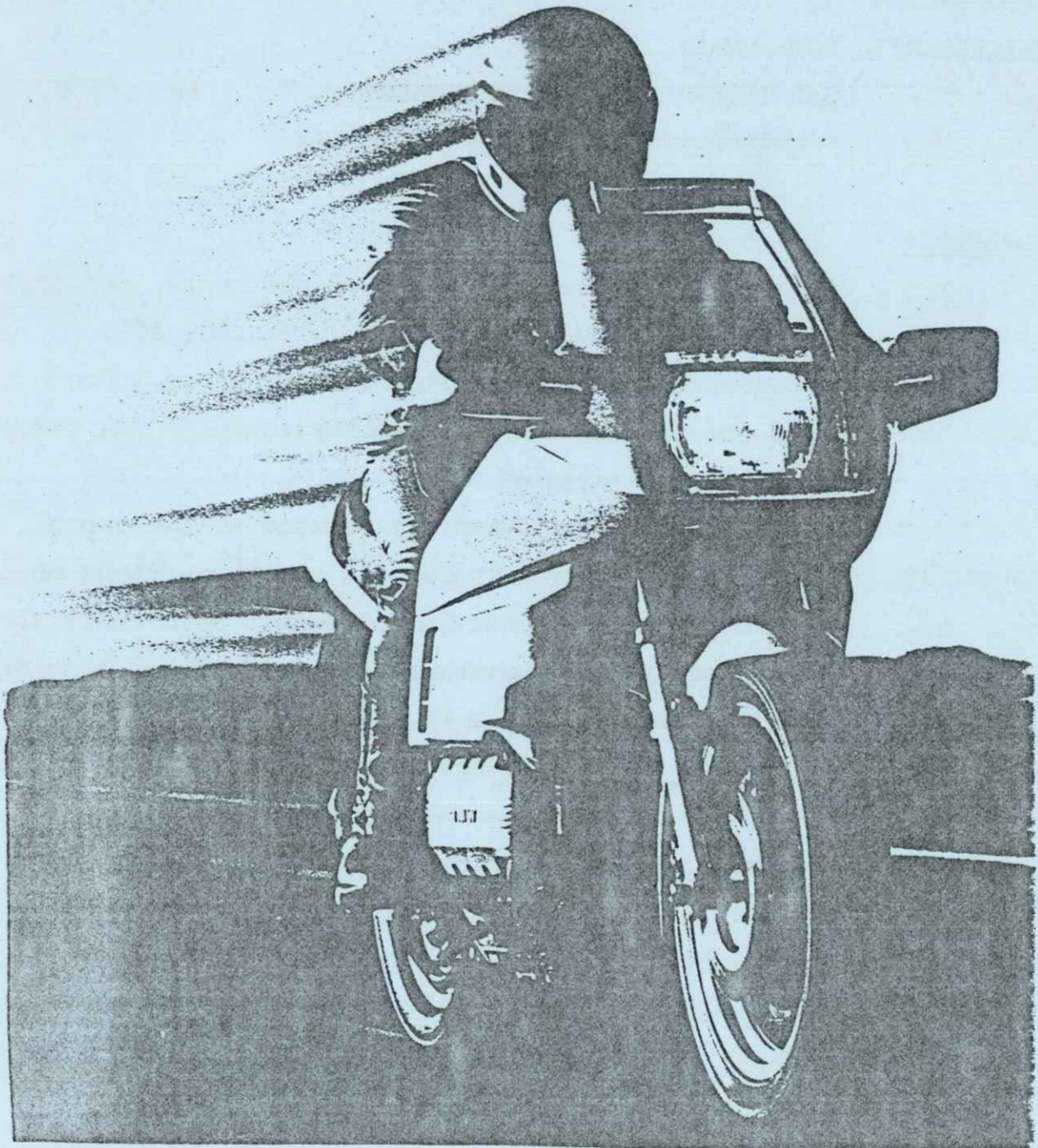


MONTHLY JOURNAL OF THE
ACT BMW MOTOR CYCLE CLUB
P.O. BOX 1042, WODEN, A.C.T. 2606



VOLUME 4 No. 4

JUNE 1984

A.C.T. BMW MCC COMMITTEE.

PRESIDENT:- CHRISTOPHER FULKER,
61 BOSWORTH CIRCUIT, KAMBAH, ACT. Ph: 310114 (H)

SECRETARY:- MARK COGHLAN,
64 FINCHAM CRES. WANNIASSA, ACT. Ph: 318059 (H)

TREASURER:- URSULA STROTMANN,
22 DUNCAN STREET, TORRENS, ACT. Ph: 864057 (H)

TOURING

SECRETARY:- BOB RUMSEY,
2/9 THURRALILLY St. QUEANBEYAN, N.S.W. Ph: 977507 (H)

MEETINGS:-

General, Every second MONDAY of the month, meeting
at the AUSTRIAN/AUSTRALIAN Club, Mawson, ACT.

(Opposite the Southlands Shopping Centre,) From
7:45 pm. Unless advertised differently. (2CA radio
" What's on" program etc.)

Monthly Runs, On the first weekend of the month,
Saturday or Sunday, as decided at the previous monthly
meeting. Starting from Doug Bryant's Motorcycle shop
at Weston, unless otherwise arranged. Start time and
destination as advised in the monthly journal.

Club Rally:- Held at the Kosciuszko National Park,
Geehi Hut Campsite, each year in October.

Social Events:- As arranged from time to time, and
advised at the meetings and in the Club Journal.

A.G.M. Held as the normal meeting for MARCH each
year, All positions declared vacant for re election
etc.

A NOTE FROM THE PREZ

On looking or venturing outside before eight o'clock on any given morning this month, one could guess by the frost and or fog about that Winter has well and truly arrived in Canberra. It introduces several problems for your average motorcyclist who chooses to ride to work etc.

Perhaps the main problems are: Ice on the road and wet patches in the shaded areas which require more caution than at other times of the year; Poor visibility caused by fog, or your visor misting up; Not to mention the danger of car drivers who cannot see out their windows because they are too lazy or careless to clear them before leaving home (besides being illegal), and then proceed to change lanes while you are next to them often without even using their indicators.

A good toot on the horn is usually enough to alert drivers to your presence. However this action does not always stop them from pushing you out of the lane though!!! (Then you consider the relative tensile strength of your footwear and decide if a boot in their door will deliver a meaningful message).

Most of you reading this are old hands at riding bikes in all conditions, you no doubt have learnt to cope with these hazards. This is therefore a reminder for all of us to be on our toes.

And have you checked your tyres recently? You know, pressure, tread depth, tread deformities. It's too late to find out that the back or front tyre is nearly bald when you have 'lost it' on some wet greasy patch under brakes.

May I suggest you go and check over your bike to see whether it will see you safely through the Winter. Besides the recently published tips in our Journal, I recommend attention to the following: tyres, headlight, tail/stop light, indicators, battery condition, oil levels (all), cables, shock absorbers. This will then see you both make it through to the warm weather again.

'Till next time, Ride Safe.

Christopher.

RIDERS, PLEASE NOTE

Helmets 'scaring' bank tellers

MELBOURNE: Bank tellers are appealing to motorcyclists to remove their helmets before entering banks because robbers often use helmets as a disguise.

An Australian Bank Employees' Union organiser, Mr John Clancy, said yesterday that most tellers' hearts "skipped a beat" when a helmeted motorcyclist entered a bank.

Detective Chief Inspector, Max Williams, of the Victoria Police, said only 5 per cent of bank bandits used motorcycle helmets last year, but he warned that it took only one case to alarm bank staff.

CANB. TIMES
15/6/84.

SYDNEY TELEGRAPH ↓

Call for motorcycle helmet research

Motorcycle and bicycle safety helmets should be subject to tighter controls, according to the House of Representatives' Standing Committee on Road Safety.

The committee has made a number of recommendations to tighten controls, after an inquiry into helmet safety and enforcement of safety standards earlier this year.

Most importantly, it has recommended that the Minister for Transport fund a continuing program of motorcycle helmet research, and that the Government implement two outstanding recommendations of a similar previous report.

These were the introduction of a Department of Transport system of post-accident analysis of helmets and the monitoring of compliance to Australian Standard 1698 by an independent testing agency.

Third-party increases criticised

The latest increase in the NRMA's ACT third-party insurance rates has been slammed by lone parents' and motorcycle riders' groups.

"They should be classed as bandits... it's just ridiculous," the president of the ACT branches of Parents Without Partners and Lone Fathers Australia, Mr Barry Williams, said yesterday.

The Motorcycle Riders Association has also labelled the increases as a "rip-off".

"The increases for motorcycles below 300cc and above 600cc are unjustified and discriminatory," a spokesman for the ACT branch of the association, Mr Paul Edstein, said.

He questioned the competence of the ACT Third Party Premiums Advisory Committee to calculate the proportions of a car premium which motorcycles should pay.

"The ACT's motorcyclists won't take the new rates quietly," he said. "We now have large motorcycles being charged nearly \$100 more than a car for third party and that's at least \$40 more than it should be."

CANB.
TIMES
15/6 →

MINUTES OF GENERAL MEETING 14 JUNE 1984

Meeting opened at 8.30 pm at Austrian-Australian Club, Mawson, with 17 members present and 10 apologies.

CORRESPONDENCE

- Out: . Two letters to 2CA Community Announcements
. Protest 3rd Party Insurance increases - Tom Uren (T&LG) and Ros Kelly (MHR).
- In: . Crusaders for Christ, about Famous Last Words Rally 27,28 Oct.
. 4B's - for injured motorcyclists.
. Ken Monro moved to Sydney.
. Club magazines - Qld, Vic, S.A., W.A.
. Kosciusko Rally entry.
. Rally forms for Bonneville, Wombat, World's End.

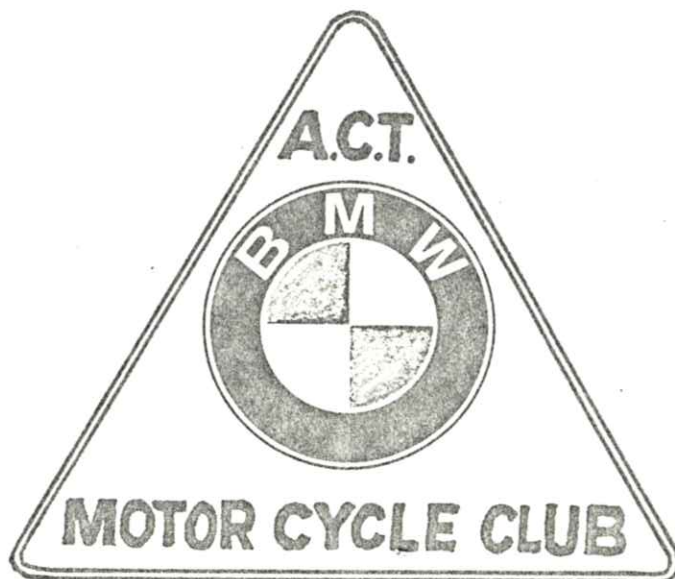
BUSINESS

- . Minutes of May meeting read. Accepted Frank Millwood, 2nd Barry Steele.
 - . NEXT RUN to Gunning, Sunday 1 July meet 0930 Doug Bryant's, Weston.
 - . Next meeting: Second MONDAY of month, 9 July 1984.
 - . Further discussion concerning follow up on 3rd Party Ins. premium increases and contacts we should approach.
 - . Discussion and support 4B's by donation of \$40 and volunteers if available - will publish letter in Journal.
 - . Bob Rumsey reported on forthcoming rallies and locations.
 - . MRA Protest (3rd Pty Ins incr) Friday 15 June 1230 at A.C.T. House of Assembly.
 - . Formal approach to NRMA and Dept. Territories and Local Gov't - with members consolidated views as presented at July meeting.
 - . Frank Millwood reported on Incorporation Sub-committee progress plus Females Only Rally contact to be followed up.
 - . Club sticker design voted to be triangle with rounded corners. (see full details of design in this Journal)
 - . Future meetings to commence 8pm sharp, sort of, and turn up at 7.45pm.
- Meeting closed with supper at ten to ten and slides by Bob Rumsey.

Mark C. (Sec.)

THIS IS IT. THE CLUB'S STICKER.
AFTER SOME INTERESTING DESIGNS
FROM A NUMBER OF FOLK, WE CAN
NOW LOOK TO PROMOTING OUR CLUB
AND STRENGTHENING OUR IDENTITY.

The design is based on an equilateral triangle with rounded corners, the BMW logo takes up some 40% of the triangle, and the Club name is spelled out in full. Colours are; white reflective background bordered black line, standard BMW colour emblem, bold black wording.



THE 84 ALPINE (OR THE BRINDABELLA'S REVISITED)

The long week-end in June has been Alpine Rally time since 1969. Bob Rumsey and I decided to attend this year with it being Bob's tenth time and my second. The weather before the week-end was dry and unusually warm, so I had great hopes for a reasonably good trip up. Unlike the last two years - '82 was very wet and '83 had 1½ feet of snow on the way.

Bob had to fix a few small matters on his outfit, and so it was after a light lunch at my place before setting off to the rally. I took advantage of Bob's sidecar space to accommodate my large tent and a few odds and ends that would not fit into my Hallmark pack. The Pressley panniers I've had on order from S.A. since November haven't arrived....he has promised them by the end of this month, just in time for the 'Bike' rally.

A quick pit stop for fuel at Weston and then out of town on the Cotter Road. Since my last trip, the road up the hill from the Uriarra homestead has been sealed for several more kilometres and it's only on the last few k's to the turnoff at the ^{top} where it changes to loose gravel for the rest of the trip.

The temperature had dropped as we continued up the hill, so we stopped to warm up by the fire with several other riders at the turn-off into the valley. The road surface was in much better condition compared to my last trip up this way, however there were several wet and slippery patches on the way down to the bridge over the Goodradigbee River that required careful navigation.

About five k's before the site as we slowed to ford a creek crossing, Bob told me to stop and check my right-hand muffler. It had broken from the rear mounting bracket. As this event is a long story I will skip how that happened. Anyhow, we did a five minute repair job and hooked it up with an ocky strap for the rest of the way. By now quite a lot of other bikes were on the road in and we felt it was best to get to the rally site and set up camp, which we did without too much delay.

Bob found a spot near some of his friends who also rode outfits, and we pitched the tent, stowed our gear and went for a look around, after making a brew to warm us up of course.

After an early tea by our small fire, we set off to several much warmer/bigger fires in search of some company. We met up with some friends from the Vic and NSW BMW Clubs as well as some more of Bob's mates from Rallies past. The tents were covered in ice by 8pm and I knew it was going to be a cold night. Some one said it reached -6 and I would have to agree with them. (Most of the late night ragers were well fortified with "anti freeze" by 10pm anyway.)

We finally hit the hay after midnight and tried to sleep the few hours till the nearby children woke in the early hours and decided they could make enough racket to wake anybody else within 50 metres as well! (before 7am even).

With a little reluctance to face the still cold morning light, I crawled out of the sleeping bag about 7.50am to stir our fire and put the billy on for our first cuppa to brush the cobwebs away, and to make some breakfast, etc.

The badges were handed out about 9.30am amid much confusion and I was told later that they drew badge numbers (8 times before the first lucky person) to "raffle" a new Honda 400F (you had to be present at the draw to win, a point not made clear to many people who did not know anything about it until too late!).

Making the most of the gathering, Bob and I set off to hand out our Kosciusko Rally forms to the throngs as they lined up for their badges. After handing out all we had, it was time to visit some more of Bob's friends (we met up with Frank at this time - the only other person from our Club we saw there - did any other Club members go?)

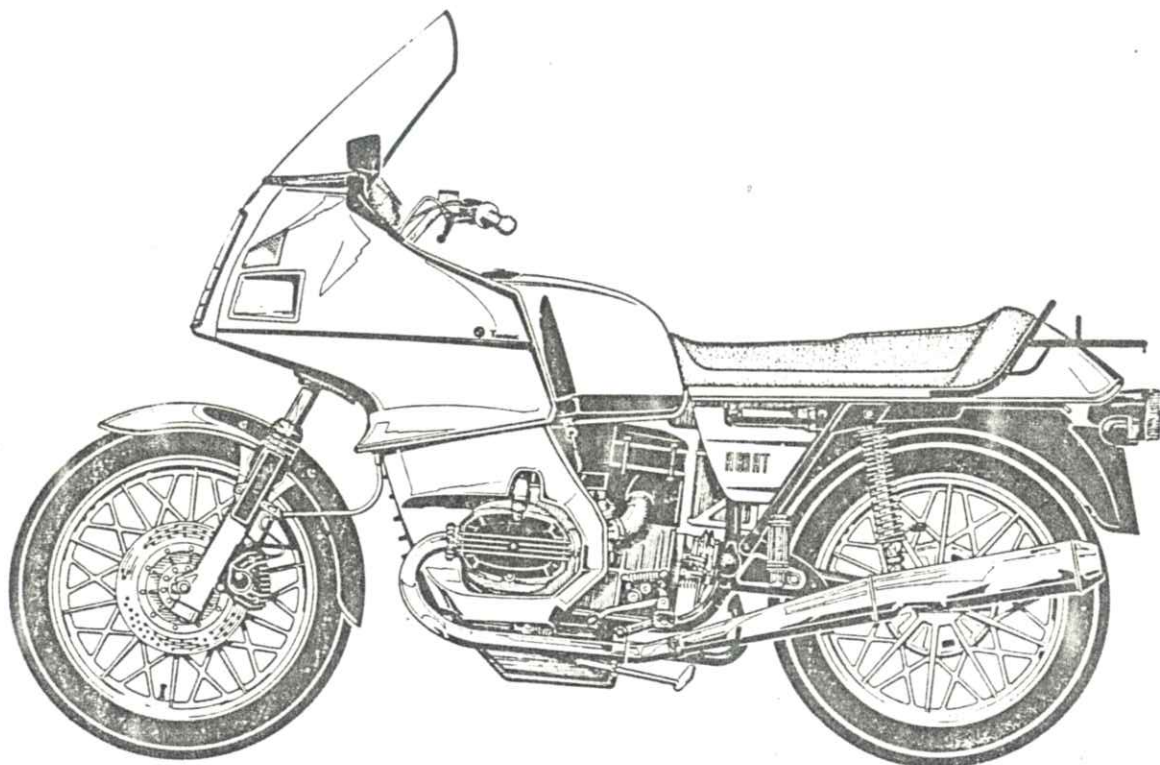
After drying out my tent and making an early lunch, we packed up for the trip home, another 10 minutes to tighten up the muffler for the return journey and a last look around before leaving the site after 1pm. Without any more dramas we arrived at my place about 3.10pm, in time for another cup of coffee to warm us up again and unpack our gear. (It was a slow trip both ways as Bob had found a crack in his sub-frame on Saturday and his bike's handling left a little to be desired on the rough road.)

Well, the weather was fine, if cold, and the Rally was reasonable (but not "great" like ours) so I won't lose a lot of sleep if I don't go again next year.

CHRISTOPHER
R60/6

- WHATS ON??? WHATS ON -----WHATS ON..... WHATS ON *****
- JULY 1 SUNDAY - Club run. 9:30am start from Doug Bryant's at Weston, for the trip to Gunning, via Gundaroo, for B.B.Q.
 - JULY 9 MONDAY - General meeting, Austrian Club, Mawson. 7:45pm.
 - JULY 13-15 Cockatoo Rally, near Gladstone, QLD.
 - " " " Winter Rally, near Neriga, via Braidwood, N.S.W.
 - JULY 28-29 'BIKE'(Mag.) Rally, at Genoa, VIC. (Bob and Christopher are going, any-one else ?)
 - AUGUST 3/4 Club run, To be advised. (possibly Captains Flat.)
 - AUGUST 13 MONDAY General meeting, Austrian Club, Mawson. 7:45pm.
 - AUGUST 18/19 BMW Clubs get together at Innaminka, northern S.A.
 - SEPT. 8-9 Wombat Rally, near Nerriga, N.S.W.
 - " " Dargo High Plains Rally, Victorian Highlands, in snow.
 - SEPT. 22/3 Worlds End Rally, near Quorne, S.A.
 - SEPT. 29 to Bonneville Rally, near Dubbo, N.S.W.
 - Oct. 1
 - OCT. 27/8 KOSCIUSKO Rally, National Park, Geehi camp site. (OURS.)
 - NOV. 10-11 Fish Holes Rally, VIC.
 - NOV. 24-25 Boggy Creek Rally, VIC.
- FOR FURTHER INFO ON RALLYS ETC. CONTACT BOB RUMSEY.

*H SALE. BMW R90S. GOOD CONDITION. BLACK/SILVER.
 1974 MODEL. 85,000 kms. PANNIERS ETC. NO REG.
 \$2,200. PHONE RAY HINTON. 41 6636 (A.H.)
 KALEEN.*



BMW Australia announced the release of the new (for us) R80RT (Available in Europe some months ago,) A brief review of the Press Release follows:

The R80RT will be available for \$5 892 (plus rego. etc.) and is oriented towards the long distance rider/ tourer. Powered by the 800cc ' Boxer' engine, shared by the R80GS, renowned for it's reliability, outstanding torque characteristics and ease of maintenance, considered by many to be the optimum size for this engine configuration.

Standard on the R80RT is the excellent 'RT' fairing, electronic ignition, wire wheels (for Australias rough roads) rack and pannier frames, accessories socket, engine protection bars, first aid kit, two-tone horns and steering damper etc. Optional extras include the clock and voltometer, touring cases, oil cooler and the rest of the excellent range of BMW accessories.

For full details the press release will be at the next meeting, or call into Doug Bryants showroom for details of colours and delivery information.

Also mentioned in the P.R. was news of two other new releases for '84. First will be a Paris-Dakar replica R80GS (also available in kit form, if you already have a 'GS.) and this will be for the Off-road tourer. Second item was the K100RT ' High-teck ' version of the successful 'K' series.

Since I am seldom swamped by huge numbers of club members when attending the odd rally or two, I figured it must be because they just didn't know what they were missing. Here are a few interesting little incidents that have occurred in the last year or so.

At the recent Alpine Rally: Some jerk, while committing blatant smart-arsery on one of those 2 stroke trike thingies, overcooked it & flipped it 1.2 metres (Four feet for the oldies...) down into the freezing Goodradigbee river. A large crowd gathered to watch the trike float down the river as he chased it.

No-one dived into help and when he finally landed it he stayed there, freezing and wet, until he got it running, just so he could ride it away without losing face.

I bumped into the following conversation around a camp fire one night:

First bloke- " Ah yes, those Kawasaki's always suffered from electrical problems".

Other bloke- " Yeah, the crankshaft used to break in half and throw a 'rod through the alternator !"

(Never had electrical trouble like that on a BM!)

At the Roo River Rally (close to Sydney, no dirt road) I discovered the 'all Australian Consumer Bokie' :

While preparing to remove the front wheel (from my outfit) In order to fix a puncture I became involved in this conversation with a bloke who rides what is these days referred to as a 'Lead Sled' (A Honda Goldwing).

Him: " G'day, what are you doing? "

Me: " I'm fixing a flat tyre."

Him: " Yeah? How are you going to do that ?"

Me: " I'm going to take out the front wheel and patch the tube."

Him: " Gee, I wouldn't know how to take the front wheel out of my bike! "

Me: " Well what do you do when you get a puncture?"

Him: " I ring the missus and she brings out the trailer."

I didn't bother continuing this pointless exchange, and the 'Lead Sled' rider was rather amazed when I lifted the rear end of the bike 300mm (a foot) off the ground and placed it on a block of wood.

TOURING Cont.

I wonder how he lifts his 'Sled' into the trailer with it's flat tyre ? Perhaps he has a hydraulic hoist.

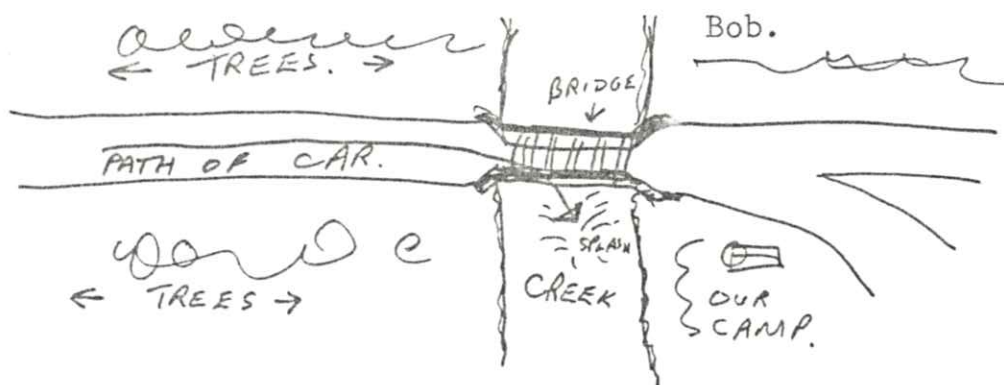
While I was patching the aforementioned tube another passing smartarse remarked:

" You blokes are always taking those BMW's apart! " I replied " Doesn't your bike have tyres ?" You only see those people at the easy rallies.....

Sitting around a fire at another rally, the following events unfolded: It was very foggy, we were camped beside a track just past a small bridge over a creek. A car is coming down the track, headlights blazing up into the fog. Someone in the car yells out, " Turn right here ! "-

There is an almighty thump as the old Monaro crashes off the side of the bridge and into the creek. (See drawing.)

Many more things have happened at other rallies, but more off those at some other time.



DOUG BRYANT has a ' preloved' K100 at the shop at the moment, a Dec. 83 model, silver, done about 13 000 kms. with N.S.W. rego. If you want a K100 at less than the full new price, then see Doug about this one, He wants \$ 5290.00 for this one as the previous owner is moving up to an 'RT' k100 when they become available.

New BMWs of various models may be few and far between shortly due to industrial problems in Germany, so if you have been thinking of trading up to a new K100, or R80RT etc. than you had better see about it soon. Doug has a few on display, and will be getting some that have been already ordered, then you will have to wait untill new stocks arrive. They also have a supply of BMW batteries in stock or available at short notice, so if your old one needs replacing, now is the time to do so, it's very hard 'bump' starting on cold days!!!

DAY RUN TO BUNGONIA GORGE - SUNDAY 3RD JUNE

This scribe and wife who are new members of the club and going on their first club run arrived, as keen as mustard, at Doug Bryant's shop at 8.35 for a 9 am start and didn't see a soul. I am now much wiser and will not arrive in future until 5 seconds before the appointed time.

Between 3 mins to 9 (Doug arrived) and about 9.15 all the others (a whole 9 of us) arrived, these being Bert Trinks and Phillipa, Bob Rumsey, Chris and Ann Fulker, Doug Bryant and Werner Strotmann.

After a bit of mucking around we all got away at about 9.30 with Meryl keeping Ann company in the Meteor (it was too cold to ride with me - so she said). We went via Queanbeyan, Bungendore and Doughboy to Goulburn under overcast skies which cleared to beautiful sunshine about halfway there. Bob set a good pace and we paused momentarily at Goulburn so Ann could catch up. We went on to Bungonia Gorge over some dirt road, which, very cleverly due to the shade from the trees, had some rather large potholes. It shook my bike around that much that the container of Kenyucky coleslaw in the pannier spread its contents all over the place.

We arrived just before 12, went to the viewing "lookdown" (not "out") and had to suffer Doug testing the "Cooeeing Point" without result. We then adjourned to the BBQ area for lunch and were treated to the sight of Bob paying homage to the lowly BBQ plate on his hands and knees in an effort to get the fire going and Doug demonstrating his karate skills on long twigs to break them up for the fire.

Shortly after lunch Mike Houston (red K100) and Andy Warnes plus dolly bird (on a Ducati) arrived and said they couldn't make the 9am start at Weston because they ate (and drank??) too much the previous night at the Black something (Swan, ED) (a pub) at Binalong. That was their excuse but at least they turned up.

After lunch Chris, Ann and Bob went off to look at the camping facilities which included a tiled shower/toilet block with hot and cold water and a small hall with an open fireplace. It was suggested that it would be a good spot for a future weekend run. Werner had to leave early as he was under orders to be home by 2pm and Mike and Andy plus one left shortly after.

A bit more chinwagging ensued by which time it was decided to head off home via Goulburn (fuel stop for the heavy right-hand pilots) and the Federal Highway. As we passed through Collector we observed a red K100 and a Ducati parked outside the pub (wondered why they left early). Bob left the group at the Queanbeyan turnoff and Bert at the Barton Highway turnoff and the remainder lobbed on poor Helen Bryant who couldn't come on the run as she wasn't feeling too well. We all enjoyed a very welcome cup of coffee and a very nice piece of "mushy" cheesecake after having travelled some 330 km in total. Thanks very much Helen.

After Doug had taken the washing off the line, he, we and Chris went to Doug's shop to return the bike. In case this seems a bit odd, I have to tell you that Meryl and I were only able to go on the run due to Doug's generosity. He took pity on a poor bikeless motorcyclist who had sold his Honda CX500 last Feb. patiently waiting for his K100RT (looks like August now) and who is also suffering withdrawal symptoms from not being able to ride. Doug came to the rescue and lent me a R100RS for the day and we thoroughly enjoyed ourselves. Many thanks Doug for your generosity and we look forward to many more club runs in the future on the RT (eventually).

To those who looked out the window early on Sunday morning and decided it wasn't worth getting out of bed to go on the run I can assure you it was your loss as you missed a most enjoyable outing.

Peter (and Meryl) White
(K100RT - to come)

P.O. Box 562,
WODEN, 2606.
25th May 1984.

The Committee,
B.M.W. Club of Canberra.
Dear Committee Members,

On the 24th of May 1984, I had a discussion ^{with} Chris Fulker about the funding of an ACT 4B's organisation. The 4B's (Bent, Buckled Bikers Brigade), which are a going concerns in the States under the auspices of the MRA, attempts to help those motorcyclists who have been in traffic accidents. Both while they are in hospital and, if necessary, after. This involves visits during the hospital stay, having a library of M/cycle magazines, games and anything else that a patient in hospital might like to have to make his/her stay as pleasant as possible.

At this stage we have about 8 volunteers for visiting and the Social Workers at the Royal Canberra Hospital will be using us as a referral service, starting the 5th of June. We will be attending all the Canberra Motorcycle Clubs' meetings to ask for volunteers and donations of magazines etc. What we also need is money.

The 4B's needs it's own P.O. Box, money for postage, stationary, printing and general administrative costs (i.e. reimbursing telephone costs if necessary).

I have already approached my own club (Canberra 4 Owners) about donations and have been promised about \$25 plus. I will be attending a committee meeting of the ACT MRA, but at this stage not sure what sort of support we will be receiving. Also I have been trying to contact Rob Harden of the Canberra Road Racing Club.

We are hoping that the ACT BMW club will be able to donate some money as well as some possible volunteers, magazines etc. We have asked for \$100 plus from the ACT MRA, \$50 from the 4 Owners, would it be possible that the BMW club could donate \$50 if not any donation would be gratefully accepted.

This request is only a one off, as the 4B's hopes to be self supporting by the end of it's first year. If the Canberra Motorcycle Clubs support us with money in the first year, this will allow us to concentrate on visiting and strenghtening our organisation. The support of the Canberra Motorcycle Clubs is crucial in getting the 4B's off the ground.

We look forward to your support.

Ride Safe.

Michael Kelly

Canberra 4B's.

DI\$COUNT\$

As you may be aware, discounts are not necessarily a simple calculation "off the top!" Recommended retail price is often only a guide but sometimes is very difficult to avoid. Many influences determine a retailer's price at a given time. For example, market penetration promotions, competition, bulk buy purchasing power, clearance of stock, cash flow, volume turnover, overheads, and so on. Therefore friendly co-operation and pooling of resources benefits you and the participating retailer. Repeat sales is what the retailer wants and repeat discounts is what you want.

This month's write up is on three participating retailers.

RALLY CENTRE (new address) 68 Wollongong Street Fyshwick Ph.805173
open M-F 9 to 5.30. Sat 9 to 12.

items available

- ⊕ headlight inserts complete units or 7in. QH inserts
- ⊕ Unifilters (foam element) ⊕ Sonic intercoms
- ⊕ headlight sealed beam units
- ⊕ small rectangular Cibi or Marchal bolt-ons
- ⊕ Marchal "Ampilux" driving lights (10% discount)

Ask for Bob - discount available depends on item.

DOUG BRYANT MOTORCYCLES 49 Brierly Street Weston Ph. 888747
open M-F 9 to 5.30 Sat 9 to 12

items available

- tyres (10%) • lubricants (10%) • BMW spare parts (10%)
- motorcycle servicing • new & pre-loved motorcycles
- helmets, gloves, jackets, boots, goggles, wet weathers
10-15% *15%*
- multitude of accessories (most 15%) • badges, stickers, patches

Discount varies considerably - workshop disc.10% for parts only.
If the item you need is available cheaper elsewhere, chat to Doug or the girls.

GENGE MOTORCYCLES 7 Lonsdale Street Braddon Ph. 497923
open M-F 9 to 5.30 Sat 9 to 12

items available

- ⊙ lots of accessories, tyres, batteries, helmets - AGV, Turbo, Arai, Bell, Lazer, etc.

Many items attract a 10% discount, again the item will determine the discount.

PLEASE SHOW YOUR CLUB MEMBERSHIP CARD FOR DISCOUNTS..

NEWS FOR MEMBERS AWAITING THEIR NICE
WARM CLUB WOOLY PULLY'S.

By the time you have read this your
neat article should be ready waiting
to hug your person immediately
following the exchange of some folding
stuff with our honourable Treasurer.

