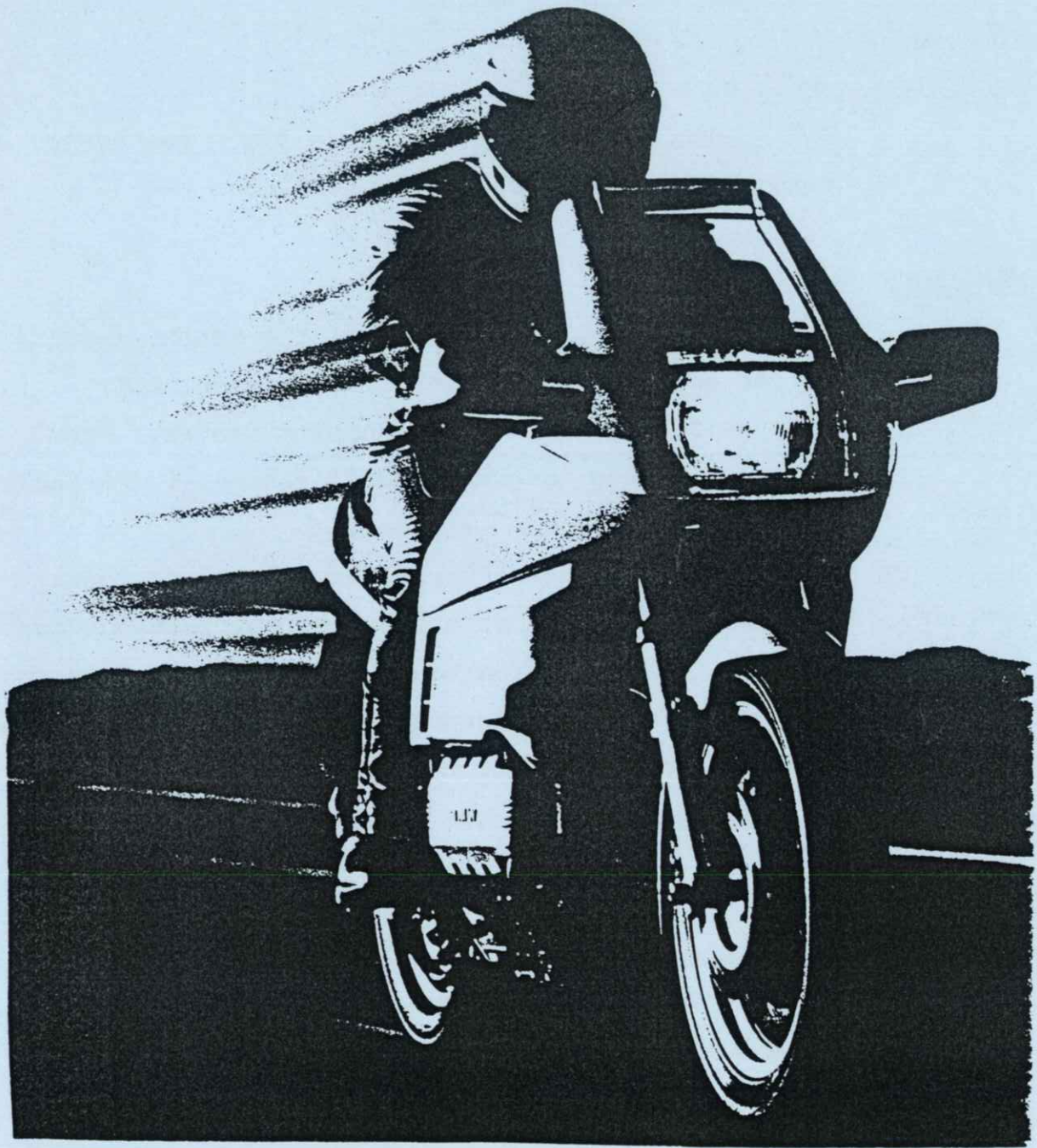




MONTHLY JOURNAL OF THE
ACT BMW MOTOR CYCLE CLUB
P.O. BOX 1042, WODEN, A.C.T. 2606



A (SAD) NOTE FROM THE PREZ

The memory of a club run to Captain's Flat on Sunday 5th August was tragically marred by the death of Margaret Wylde-Browne as she was returning home in her car at about 6.30 p.m. Her son Blair and his friend Xavier Ward were both injured but are now recovering. Apparently a ute loaded with wood sideswiped a truck and came back onto the road to collide with Margaret's car.

Our ladies' corner at the General Meetings won't be quite the same anymore without Margaret. We will all miss her wonderful sense of humour and her friendship. She was an easy-going lady who was a friend to all. She would offer advice and assistance to those who needed it, for which I was often grateful.

To Tony we all extend our condolences, and offer our time and friendship when he needs us. Nothing will replace Margaret, the memory of her as a laughing and fun-loving lady will stay with all who knew her and loved her.

Jeanette Hahn

As you can see from the above, this last month (August) has been a sad one for the Club. The Club will miss Margaret very much, and as Jeanette has said, we will continue our support and friendship to Tony, Rachael and Blair.

A collection taken at the last meeting was given to Tony on behalf of the Club's members, and he expressed his grateful appreciation for the gift. He would like to thank all those who have assisted them over the last few weeks, and for those that were able to attend Margaret's funeral. It was good to see the Club members being supportive in this way (Tony and Margaret had discussed what they would like in such a situation, and Margaret had expressed a firm desire that the members should turn up wearing their Club jumpers and riding their motor cycles, which most who attended from the Club were able to do).

As I do not have much else to say at this time, I'll end my piece with a request that we all take care on the roads, riding or driving; we don't want to loose any more of our close friends.

Till next month then,
travel safely

Christopher

LIVE FOR THE PRESENT

BUT LOOK TO THE FUTURE

AND REMEMBER THE PAST.

WHAT'S ON

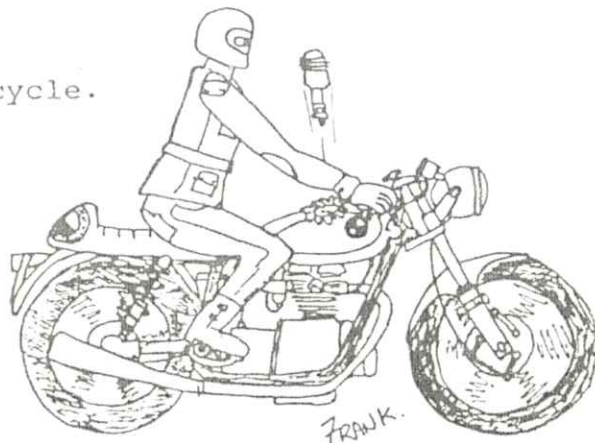
- SEPTEMBER 2 CLUB RUN - Rehinkles Animal Park - a family day
(SUNDAY) Depart Doug Bryant M/C's Weston 10.00 a.m.
- SEPTEMBER 8/9 (Wombat Rally near Neriga, NSW
(Dargo High Plains Rally (usually in snow),
Vic. highlands
- SEPTEMBER 10 Monthly GENERAL MEETING, 7.45 p.m.
- SEPTEMBER 22/23 (Worlds End Rally near Quorn, SA
(Jack Frost Rally near Taralga, NSW
- SEPTEMBER 29 (Bonneville Rally near Dubbo, NSW
OCTOBER 1 (Goanna Rally, Lake Douglas, WA
(Long Weekend) OR Run to K. Rally site with Bob Rumsey
- OCTOBER 1 Impromptu run - contact Frank Millwood
- OCTOBER 6/7 King River Rally (you're invited) near
Wangaratta, Vic
- OCTOBER 6/7 CLUB CAMP - By booking only, Anglers Reach Lodge
- details September General Meeting
(in lieu of Burrinjuck Dam run previously advised)
- OCTOBER 8 Monthly GENERAL MEEETING, 7.45 p.m.
- OCTOBER 21 Invitation to Rover Car Club, ACT, b.y.o.
(SATURDAY) breakfast, b.b.q. run to Uriarra Crossing,
details Sept. Gen. Meeting.
- OCTOBER 27/28 KOSCIUSKO RALLY (ours) - Kosciusko National Park
Geehi Camp Site (ACT Club members discount for
entries before Oct - details Sept. Gen. Meeting).
- NOVEMBER 3, 4 Capital Rally near Tharwa, ACT (MRA Organisers).

NOTE : Dates underlined are Club activities.
Rally details obtainable from Bob Rumsey, Touring Secretary.

POEM

Thirty days have September,
April, June and Nowonder;
All the rest have strawberry jam,
Except grandmother who rides a motorcycle.

INSANITY IS TRYING TO GET
300KM/H OUT OF A R27



WHAT'S GOING ON HERE!!!
(local Gossip, etc)

With reference to last month's Note from the Pres:

Bill Searl has left on his 2 months visit overseas, and Taffy & Nancy Williams have just returned. (Perhaps they can make it to a meeting now?) How's the new bike, Taffy? Can we expect an article from you for the Journal about your O/S adventures?

Brian Blemings proudly advertised our Club in a large photo in a recent issue of the Canberra Times. He was photographed explaining the work of Coastwatch to Michael Waldock (Young Australian of the Year, 1983) - he was wearing his Club jumper at the time. Good one, Brian!

Cheryl Benham is/was in hospital, but should be up and about again soon. Hope everything went well. Ursula paid her a visit with a card and some chocolates on behalf of the Club.

Some of our new Club members lead very interesting lives - one couple who joined recently have a pet Carpet Snake (one way to keep the mice plague at bay!). Her name is Josephine Blake (you know: Joe Blake - snake - only it's a Lady). I'm told their cat treats it with extreme caution. (I do too - it's almost two and a half metres long!!) Imagine a burglar breaking in one night and coming face to face with Josephine on guard duty! ("MAY I BE OF SSSSERVISS, SSSSIR?")

Work is slowly progressing on the rebuilding of Ian Hahn's sidecar. He has rounded up most of the parts he requires, but time and money to do it all at once are both short.

Geoff Witheridge is engaged! Congratulations Geoff. When are you going to bring the lucky young lady along to meet the Club? (or for the Club to meet her).

Jeanette Hahn is now the ACT representative for Womens International Motorcycle Association (WIMA). We mentioned this group some time ago in the Journal - for more details contact Jeanette on 31 9314 (home).

Doug tells me that his last visit to their weekender at the Coast was an interesting one. Seems a fuse blew before they left on the previous visit, but Helen didn't think the fridge was on the affected circuit and didn't worry Doug about it, as it would be easily fixed next time. Ever wonder what un-refrigerated bait smells like after a week or so?

Anyway, Doug fixed the power up and was about to settle down to watch something on the tele, when a couple of the local lads, in a Torana travelling much too fast, crashed into a power pole nearby: you guessed it - No power again. Fortunately no-one was too badly injured apart from bloody noses, cuts and scratches etc. (It was thought that the large number of beer cans in the car didn't help with their story to the Police), and Doug and some others quickly got them out of the car. He said seat belts had probably saved their lives.

That's it for now. Any gossip (suitable for print) can be phoned, or forwarded to the Secretary for inclusion next issue.

I SPY

P.S. The latest order of the Club's "Jumpers" have still not turned up. Investigations by the Secretary are under way.

The Girls at Doug Bryant's have told me that new BMWs are on the way again from Germany after the recent strikes over there. They also have some BMW panniers and a "Touring (Kidney) Belt" if anyone is after these items.

MOTORCYCLE ELECTRICS (Watch the sparks fly)

No bike can run without electricity, and although electrical failures cause more breakdowns than any other fault, most riders are painfully ignorant about this aspect of their machine. Electricity provides the ignition spark, which makes the engine run, and the power for many other components, such as the lights, which are essential, and electric starters, which are convenient.

The electricity needed by a bike is produced by an engine-driven generator. On most modern bikes this is an alternator. Other machines may have a dynamo or magneto. The power is regulated to produce 12 volts or, on old machines and most trail bikes, 6 volts.

Most machines have a battery to store this power, so that it can be used when the generator is not producing as much as the bike is using. Occasionally the generator is connected straight to the electrical components, and no battery is fitted. This is called 'direct electrics' and means that the ignition and lighting only work when the engine is running.

Each system is connected to the power source, usually by separate wires. One side of the circuit is made by connecting the component to the metal frame of the bike, which is connected to the power source. This is called the earth (ground) connection. The ignition switch controls power to all systems, but each usually has its own switch as well.

The power also flows through one or more fuses. A fuse is a thin piece of wire which burns out quickly if too much current passes through it, stopping the current and so protecting the rest of the circuit.

The ignition system has a separate circuit, switched on by the ignition switch. This circuit includes the contact breaker points (or an electronic trigger), coils and spark plugs. The spark plugs have high-tension leads which are connected with insulated plug caps.

FAULT PREVENTION

There are four main reasons why electrical systems fail:

- 1) A circuit can break because a wire has chafed through.
- 2) A loose or corroded connector stops power getting through.
- 3) A short circuit develops, allowing electricity to find an easier path than through the component usually because a wire has worn through and made contact with the frame to earth.
- 4) The power source itself can fail.

Protection against the first two faults is easy, and consists of making regular checks to see that none of the wires is strained or rubbing, and making sure that all the connections are sound. If a wire is at fault, bind it with insulating tape or replace it. Trouble with connections is often due to water, which corrodes them or causes short circuits. This can be prevented with a moisture dispersant spray or by binding with insulating tape to keep water out. Always clean the connection thoroughly first. Replace corroded connections.

Generators rarely fail and are not easy to repair if they do. Most power failures are due to a faulty battery, so regular checks are important. Keep the fluid level up to the mark by adding distilled water. If the battery is in a low state of charge, use a battery charger to keep it topped up. Make sure the terminals are clean, and prevent corrosion by smearing them with petroleum jelly. (Note, Winter is the time most batteries choose to fail! due to the extra demands placed on them.) Check the other components from time to time, and clean or replace them if they are suspect. Pay particular attention to bulbs, contact breaker points and spark plugs.

It is a good idea to carry replacements for the components which are most likely to wear or which may develop faults. Spare bulbs and fuses are essential (see July issue of this journal for item on safe storage) but also carry replacement spark plugs and contact breaker points (if fitted; K100 owners need not worry themselves with this last item).

(Material from "The Motorcyclist's Handbook" by David Minton)

Next Issue we will look at Electrical Fault Finding.

BMW Australia Ltd.



Your reference
Our reference
Date
Subject

Parts JAF:lja
July 30, 1984
Parts Price Reductions

Dear Sir/Madam,

BMW Australia has recently undertaken a substantial parts price review focussed on the more expensive BMW motorcycle parts, particularly those sensitive to smash damage and wear through extended use. The result of this review is that approximately 800 parts have had substantial reductions in list prices, effective from August 6, 1984.

This pricing review has been applied to all BMW motorcycles produced prior to the K-Series, ranging from R24 through R69 and R90, to the R100RT.

The parts covered in this Parts Pricing Review fall into the following basic areas:-

- Fuel Tanks
- Wheels (Alloy & Spoked)
- Fairings & Components
- Mudguards
- Seats
- Instruments
- Cylinder Barrels
- Cylinder Barrel / Piston Kits.
- Cylinder Heads
- Crankshafts
- Pistons & Rings
- Con Rod & Main Bearings
- Camshaft
- Major Electrical Components
- Carburettors
- Major Gearbox Components
- Fork Tubes & Sliders
- Differential Assemblies & Components
- Rear Shock Absorbers

Some of the more significant reductions are detailed on the attached listing. As may be obvious from this list, the cost of repairing and rebuilding BMW motorcycles with new, genuine parts is now an extremely viable alternative to the use of secondhand, rebuilt or repaired items.

As at the time of writing all items were available from BMW Australia's Melbourne Warehouse. In the event of a stock-out situation at BMW Australia further supplies are generally available by Air direct from BMW Munich at a delay of 2 - 3 weeks, on receipt of firm A/F order by BMW Dealer.

Please advise all your members of this action, and do not hesitate to contact your usual BMW Dealer with any queries.

Yours faithfully,
BMW AUSTRALIA LTD

*Experience is not to make the same mistake
too often.*

Head Office
390 St. Kilda Rd.
Melbourne, Vic. 3004
Postal Address
P.O. Box 414
South Yarra, Vic. 3141
Cables
Bavariacar
Telex
AA 37991
Telephone
(03) 267 6266

Parts & Service Division
1663-1665 Centre Rd.
Springvale, Vic. 3171
Postal Address
P.O. Box 220
Springvale, Vic. 3171
Telex
AA 31771
Telephone
(03) 547 6177



OVERLANDER EQUIPMENT

TEL.: (055) 62 6362
Mail to:
12 BOSTOCK STREET,
WARRNAMBOOL,
VICTORIA 3280
AUSTRALIA
A.H. TEL.: (055) 62 7949

THERMO FORMED PLASTIC AND G.R.P. MOULDINGS
STAINLESS STEEL, SHEET METAL AND TUBE PREFABRICATIONS

FACTORY: Barries Road, Bushfield (off Mortlake Road) — No Mail to this address.

NOTE: These prices include packaging but not freight, goods are usually sent by post unless otherwise instructed. Goods will be sent immediately upon receipt of your order and payment (Bank Cheque or Postal Order preferred). Single items, weigh less than 5kgs. All workmanship and quality is guaranteed.

FACTORY RETAIL PRICE LIST. Valid until 31 Dec 84

STAINLESS STEEL MUFFLERS.

B.M.W. Replica Mufflers.

/5 with BMW. internals	\$340pr
/5 with Overlander internals	\$295pr
/6/7, 90s, 100s, R65, R80 etc BMW internals	\$320pr
/6/7, 90s, 100s, R65, R80 etc Overlander internals	\$275pr
RT&RS [40mm] BMW internals	\$320pr
RT&RS [40mm] Overlander internals	\$275pr
R80GS near replica	\$170e

TOURING EQUIPMENT.

Pannier Bags. Moulded in black ABS plastic with steel reinforcement.

Inter 0.75 cu/ft each	\$100pr
Safari 1.00 cu/ft each	\$110pr
Replacement lids	\$ 13e
Pannier Frames	

Inter	\$ 35e
Inter with a carrier	\$ 53e
Safari	\$ 38e
Safari with a carrier	\$ 60e
Quick detach pannier assembly for any frame	\$ 26pr

Frames are steel, black epoxy coated.

Cylinder Racks, solid steel black epoxy coated, extremely strong.

BMW. Early models short, later long, depending on safety bar. Later models require a safety bar to mount rack.	\$ 65pr
Honda GL	\$ 65pr

Safety Bars.

Krauser type in stainless steel to fit all BMW	\$ 80pr
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Epray Deflectors.

Moulded in ABS. Fits to bottom of front & rear fenders BMW front and rear	\$ 7.00set
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Adjustable Handle Bars.

Various heights and widths, in stainless steel	\$ 65set
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Stainless Steel Pressure Cooker 1 ltr capacity	\$ 30e
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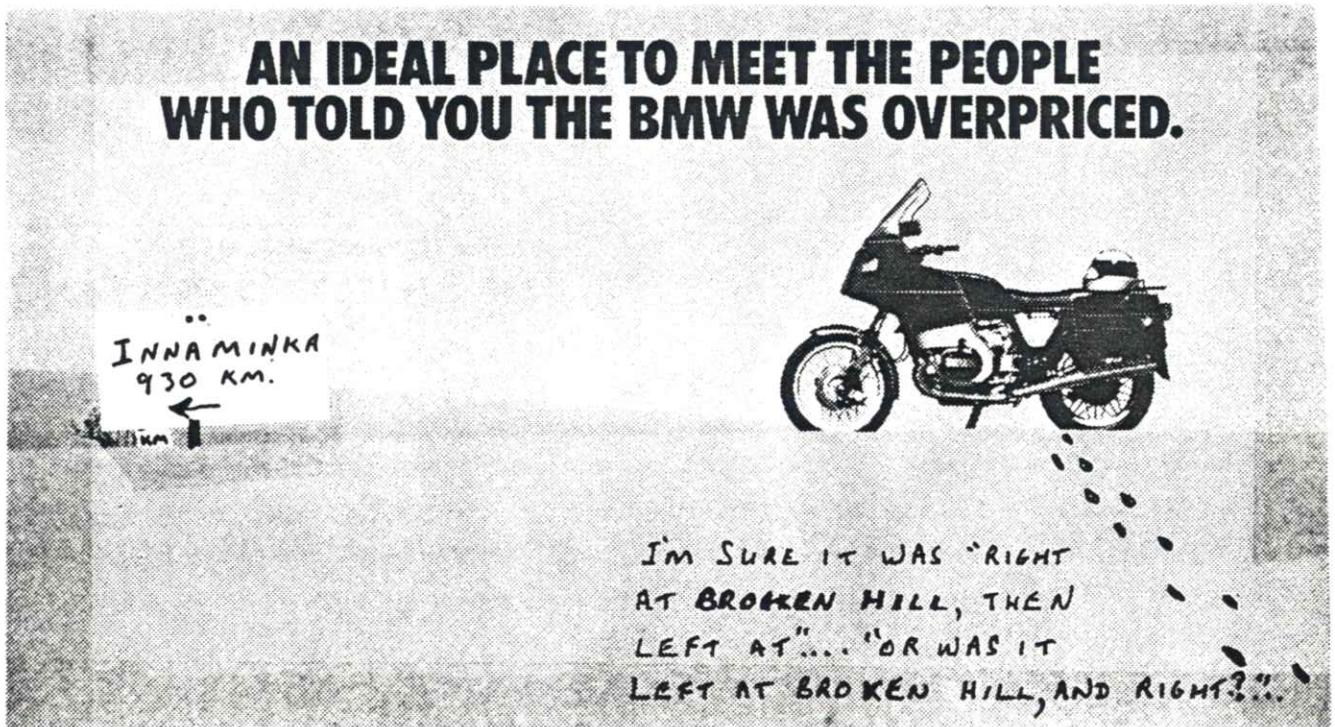
We have made and developed a good deal of equipment not listed. If you should have a special requirement we would be pleased to advise.

FOR FULL LIST, SEE THE SECRETARY AT NEXT MEETING, ETC.

(SEEN AT RECENT
'BIKE' RALLY)



**AN IDEAL PLACE TO MEET THE PEOPLE
WHO TOLD YOU THE BMW WAS OVERPRICED.**



LATE NEWS.....

A warehouse was broken into last night and 1 000 dog collars were stolen, - Police are still looking for a lead.

Q. How do you start a Teddy bear race ?

A. " Ready, Teddy, Go! "

Q. What do you get if you chop a policeman's head into four equal parts ?

A. Police headquarters.