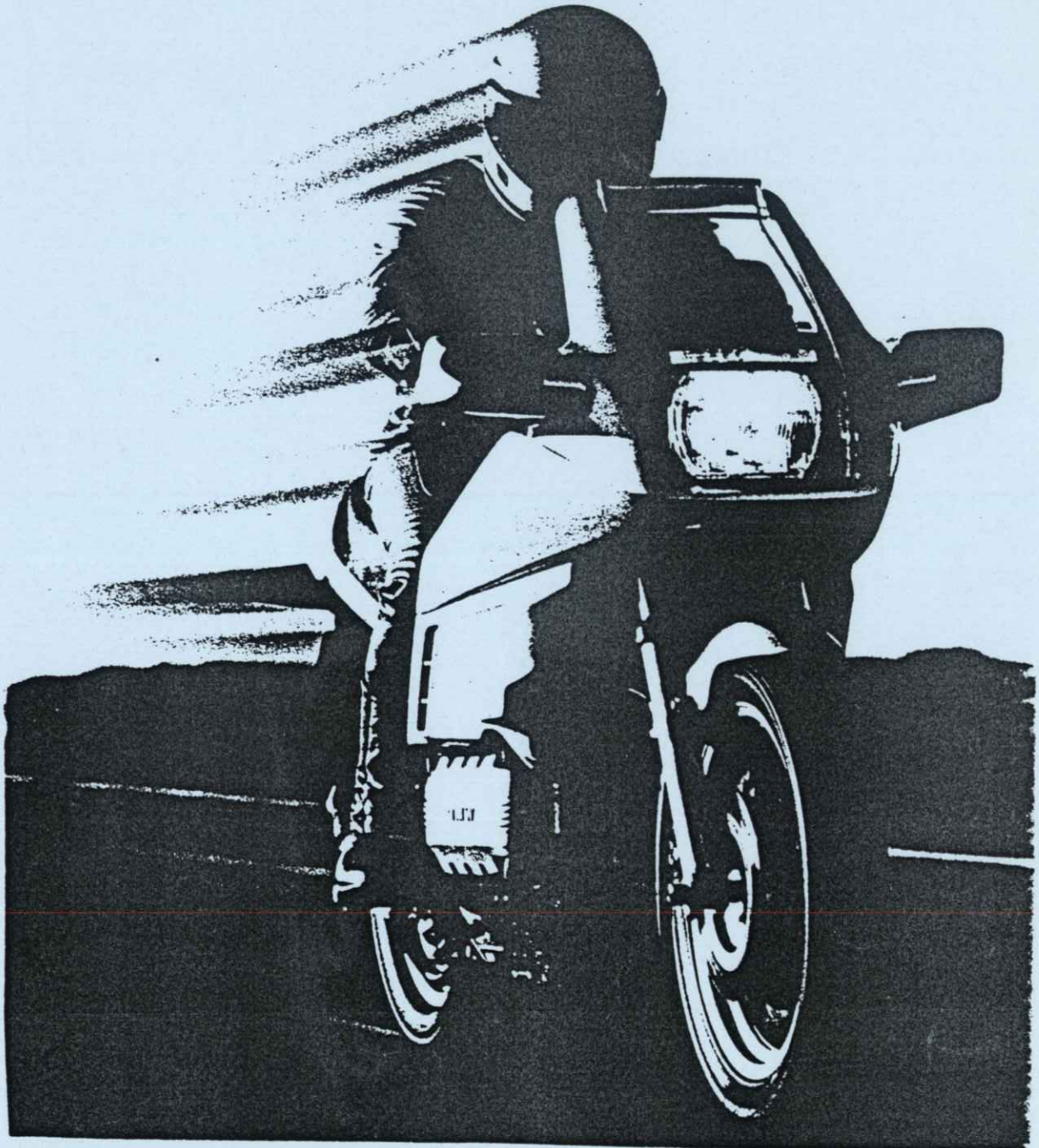




MONTHLY JOURNAL OF THE  
**ACT BMW MOTOR CYCLE CLUB**  
P.O. BOX 1042, WODEN, A.C.T. 2606



VOLUME 4 No. 7

SEPTEMBER 1984





A NOTE FROM THE PREZ.

Well this month has been a busy one for me (and several others), and yet we have tried to get the Journal out a little earlier. This is the last page to be completed, as usual, and I struggle to think of what to write.

I guess I have to comment on the "Fathers Day Massacre" of bikies in Sydney. Motorcycle groups work hard to improve the 'image' of motor cycling, and then a bunch of irresponsible types go out for a little 'gang war' in the middle of a crowded public place. Not satisfied with a little punch-up, they had to bring along their shotguns and start blasting away. Now it's back to square one and the average rider is on the defensive again.

Perhaps our club will have to become more 'visible' as a responsible group of motorcyclists. Any comments from any other members?

Now for something completely different. On a recent trip to Wagga for a weekend, we found an owl in the middle of the road. After swerving to avoid it, I returned to see why it hadn't flown away and found out that it had a damaged wing. (It was probably hit by a car whilst hunting mice.) We didn't want to leave it to fend for itself, so we wrapped it in a blanket and continued on to Wagga.

In the morning we took the owl out to the Murray Cod Hatchery and Fauna Park, where they were very happy to accept and take care of it.

So next time you visit Wagga, call in and see the Fauna Park and ask to see "Ollie" the owl!

WHAT'S GOING ON HERE (Local gossip, etc.)

Peter White has at last picked up his K100 RT - he was even able to get the girls at the motor registry to give him a 'special' rego number plate. Doug found out at a recent BMW Conference that Peter's bike was the first K100 RT to be registered in Australia. A small claim to fame for Peter.

Ray Stone and Jane have returned from a week 'out back' on their K100 safely. A sort of 'test-run' for a planned 'round Australia trip next year (see article "Puddles Goes West"). Why 'Puddles', Ray? - is it not house trained yet!. Oh, I forgot, Ray wants to bring Josephine to a club meeting, and she now has to share her digs with a 6ft friend named 'Spud'.

Bob Rumsey celebrated his 29th birthday on the day after our last meeting, so that's why we had the B/D cake etc. (He said he would have been older, but he was sick one year.)

I hear Ursula has a birthday soon, too.

Mike Houston kindly brought along his BMW leathers to show everyone at the last meeting. (Shame he can only wear them as a pillion for a couple of months - any volunteers to chauffeur him?)

Back to Bob again - he has at last found a suitable house to buy. It's in Chisholm, not far from Tony Wurzer's. We may call for volunteers to help him move from QBN sometime in October.

Ian and Jeanette Hahn are looking for members interested in water skiing, who would like to 'crew the boat' regularly most weekends this summer; most equipment is available, and it would be on a 'share fuel costs' basis. They have a van at Hume Park (near Yass) and ski on Burrinjuck Dam. Give Ian or Jeanette a call on 31 9314 if you are interested, and she/they will give you all the details.

More juicy items next month!

MINUTES OF GENERAL MEETING - 10 SEPTEMBER 1984

Meeting opened at 8.02 p.m. at the Austrian-Australian Club Mawson, with 20 members present, 8 apologies, and Gary Colcott an intending member.

MINUTES of August meeting as printed in Journal were accepted without discussion - Received by Frank Millwood and seconded by Werner Strotmann.

CORRESPONDENCE

- IN : Perfection Plate P/L - quotation for 200 metal Club badges.  
: 4B's Organisation - thank you for donation, call for volunteers.  
: Consumer Affairs Council of the ACT - invitation to comment on proposals for amendment to Sale of Motor Vehicle Ordinance 1977 to include warranties cover motorcycles.
- OUT : Perfection Plate P/L - acceptance of quotation.  
: Consumer Affairs Council of ACT - "Club supports any positive moves ..."  
: Council of ACT Motor Clubs - annual affiliation fee \$10.

BUSINESS

- : Motor vehicle warranty specific details to be obtained for consideration and comment  
- Doug advised we were misled and amendments unrealistic.
- : Kosciusko Rally details  
- Sub-committee volunteers Tony Wurzer and Barry Steele (plus Jeanette Hahn)  
- Members to pay entry fee by 1 Oct to obtain discount (pay \$2 each)  
- Signs being made by Werner and helpers.
- : New BMW accessories range (not clothing).
- ++ : Christmas dinner Friday 7 December at Austrian Club  
- Club pays \$4.25 of \$8.50 per member meal only; Non-members pay 100%.
- : Camp Anglers Reach 6/7 October  
- 10 berth Stanley Lodge, cost \$150 for the 2 nights; pay Ursula quickly.
- \*\* : Bowling Night Wednesday 19 September Woden Bowl, book for 12 from 8.30 pm.  
: Cloth patches voted for - cost = \$1.60 each; will buy 50.  
: New Club flag agreed - Jeanette Hahn will make it.  
: Progress report on Minister's attitude towards Third Party Insurance  
- now MRA has two official positions on Review Committee  
- rates are to be reviewed now.
- : Rover Car Club invitation to BBQ breakfast  
- Sunday 21 October, for details see "What's On".
- : Frank Millwood suggested Club concourse for summer sometime  
- more info next meeting.
- : All Girls Rally - Frank Millwood & Jenette Hahn to arrange date Feb or March - hopefully at Bungonia Gorge  
- contest open for Rally name - prize for your best suggestion at next meeting
- : Jeanette also requested your negatives and photos of Club events and gatherings - particularly older members - for Club album.
- : Mike Houston showed and explained the attributes of his BMW touring leathers which included: bib & brace trousers, zip on jacket, gloves, boots, plus orange BMW rain suit and lined wash up gloves.
- : Surprise birthday cake for Bob Rumsey.

NEXT RUN : Club Camp Anglers Reach, 6/7 October (see above).

NEXT MEETING : Monday 8 October 7.45 pm at Austrian-Australian Club

Meeting closed at 9.05 pm with supper and viewing of slides of Geehi dam construction and others by Ian Hahn.

Phew! Mark C.

++ See "What's On" page (for change in details).

\*\* Please Note : We missed out on Bowling Night as the Woden Bowl did not tell me that it will book in league competition anytime it thinks fit. Seems social bowling is not encouraged. M.C.



WHAT'S ON

NOTE : Due to circumstances beyond our control, the  
Ten Pin Bowling Night (Wed 19 Sept) has been deferred  
to a date to be advised.  
(When we can get a booking for a suitable night.)

- 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 - Anglers Reach, 10 berth Lodge,  
                         cost \$150 for the two days = \$15 each berth -  
                         Contact and pay Ursula quickly as we must book.
- OCTOBER 8            Monthly GENERAL MEEETING, 7.45 p.m.
- OCTOBER 21         Rover Car Club BYO BBQ food & drink breakfast  
(SUNDAY)            Meet at the Mint car park 8.00 am, leave 8.30 am.  
                         Eat at Uriarra Crossing. BBQs will be prepared.
- OCTOBER 27/28      KOSCIUSKO RALLY (ours) - Kosciusko National Park  
                         Geehi Camp Site (ACT Club members discount for  
                         entries before Oct) - contact Ursula ASAP if not  
                         already entered.
- NOVEMBER 3/4         Capital Rally near Tharwa, ACT (MRA Organisers).
- NOVEMBER 10/11      Fish Holes Rally - Cobbonbonee State Forest, -  
                         \$5 (\$6 late)  
                         (Organisers FHR, PO Box 347, Portland, VIC. 3305)
- DECEMBER 7         Club Christmas Dinner, Austrian Club.

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

The Club's Christmas Dinner arrangements are being made, with a few changes to plans as discussed at the last meeting.

The costs were originally to be \$8.50 each per meal, and it was voted that the club would pay half for club members (non members full price). Plus buy your own drinks etc.

The club manager has explained that if we used the "big hall" (as we would need to with our anticipated numbers), then the cost including the 3-course meal would be \$13.00 per head (i.e. members pay \$6.50 each), and we would have to provide our own music for dancing etc. as the Band is no longer available.

The Committee has booked the big hall on this basis, as we would miss out if it was left till after the next meeting.

The best time of year to go touring is here again. Spring & early summer provide great riding weather for us southerners, provided your wet weather gear is up to it.

Coming up in the near future are some great rallies to go to. The Jack Frost & Worlds End this week, the King River, Thunder & Outfit rallies next month & of course the Kosciusko Rally on the 27th & 28th of October.

What makes a great rally ? Well not just what happens at the rally site but things like the scenic quality of the site, availability of interesting & varied routes to the rally & the other people who attend, all determine the worthiness of going to various rallies.

The best way to find out about various rallies is to talk to others at a rally. If you just go to any old event you may be bitterly disappointed, or even injured.

On another subject, you don't need me to tell you why you should avoid police radar traps, but think about this :

From the Sydney Sun 17.9.84, headline

"BIKE HITS POLICE RADAR CAR"

It transpires that said police car, while its driver was in a mad rush to chase after the perpetrator of the hideous crime of exceeding the speed limit, pulled out from the roadside & clobbered two other following motorcyclists inflicting various broken bones etc.

The aforementioned law breaker stopped just up the road anyway.

Being the graduate of a disturbingly similiar near miss & having forked over copious funds to the N.S.W. Police Force over the years I cringe in desperation at the all too common consequences of their over-enthusiastic efforts to lighten the wallets of motorists, in the glorious name of road safety.

Just to highlight the massive effectiveness of wallet lightening on road safety, the same newspaper article goes on to mention how fourteen were killed on N.S.W. roads last weekend & that the N.S.W. road toll so far this year is 50 more than last year despite the national road toll being the lowest for 20 years.

N.S.W. Transport Minister Barry Unsworth says:

"One thing that has concerned me for some time is the disproportionate number of accidents involving pedestrians, motorcyclists & car passengers."

Very good Barry, obviously being concerned is about as effective as wallet lightening !

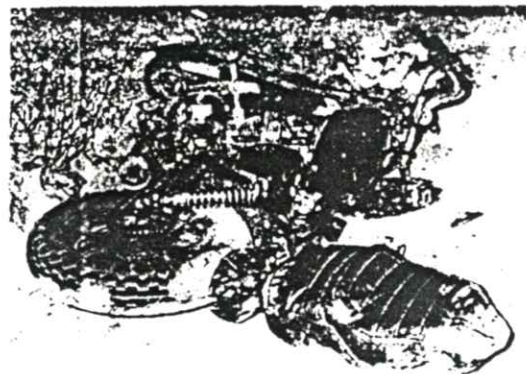
P.S. HAVE YOU ENTERED FOR OUR RALLY YET ??

So far we have about 20 from the club & we have nearly 70 members.

How about it, are you coming.?

# BIKE HITS POLICE RADAR CAR

A MOTORCYCLIST who allegedly went through a radar trap last night at 136 km/h returned to the scene moments later to find his brother on another bike lying seriously injured after colliding with a Highway Patrol car.



© The wrecked bike lies by the roadside after the collision with the police car.



"PUDDLES GOES WEST" : A K100 OUTBACK

The trip had been a month in the planning, and we were going to leave on Saturday morning. But, I had had an order in for a custom-built rack for the BMW, and it wasn't ready until after dark on Friday, and wasn't on the bike till after lunch on Saturday. We loaded up and attempted to leave that afternoon, but were beaten back at Yass by a solid wall of water, gale-force winds, and a total loss of enthusiasm.

On Sunday when we did leave, the weather was almost civilised, and by lunch-time that day, we were in Hay. The wind was still howling across the plains, but it was at least a little warmer than Canberra.

We reached Wentworth at the confluence of the Murray and the Darling by evening, 830 k's down the track, after a solid but enjoyable day's ride. We shouted ourselves to a counter-tea at the local, and wound up with a couple of the natives in the RSL Club, joining in the ritual consumption of vast quantities of mystical ceremonial liquids.

By 11 the next morning, we were on our way to Broken Hill after time out in Wentworth to reprovision, visit the Wentworth museum (which contains "the actual saddle-bags that weren't used by Ned Kelly"!), and to lose our camera. We stopped for lunch about 150 k's north of Wentworth, at the foot of some red, red sand dunes about a k off-road. It took us about 3 hours to cover the distance to Broken Hill (270 k's) and after about an hour or so looking round the place, we decided it wasn't for us so, hopped back on the BM and headed east for Menindee, 110 k's away.

We made it as far as the banks of a certain Lake Pamamaroo by nightfall, and set up camp under the most starlit expanse of meteor and satellite-filled sky either of us had ever seen. Although we had intended to spend a few days in Kinchega National Park, we wound up returning to Pamamaroo, after a sortie into Menindee proper, and a ride through Kinchega. Most of the campsites in the park were underwater, and those that weren't were festooned with tissue-paper-topped piles of human waste. It was everywhere!

Pamamaroo itself was quite pretty, and teeming with life, mainly in the form of water birds and birds of prey. And there were the shinglebacks: small, stumpy-tailed lizards, delightful creatures, which, it became apparent, were the favourite targets of local big-game hunters in their cars.

On Thursday, we loaded (and I mean loaded!) "Puddles" and headed East for Ivanhoe, via Menindee. The road to Ivanhoe was in fact a 'maintained track', hacked and scored by four-wheel drives and trucks after the wet weeks before. But the BM wasn't perturbed! In fact, it seemed to enjoy itself. We cruised on 100-120 km/h for much of the distance, but had a couple of 1st gear crawls, and a few rapid stops to avoid, or observe, groups (flocks?) of emus and the odd red roo. And there were plenty of sheep to keep us on our toes as well. All in all, that stretch was probably the most enjoyable part of the entire trip.

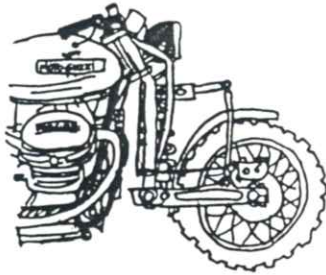
We stopped off in Griffith for a rest, a coffee, and to observe the locals, then trundled out to a friend's property, about 20 k's down the road. After playing farmers for a couple of days, we geared up and wound our way back home, a hop-skip-and-jump of 370 k's, on Sunday.

The BM, fully laden with its riders, panniers, gearsack, pack, and borrowed tank bag, performed brilliantly throughout!

CONT PAGE 12

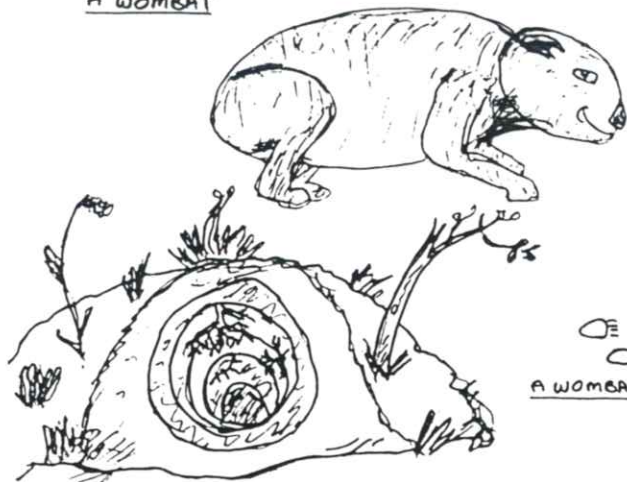
The next morning after breakfast we went up to the awards presentation which was quite entertaining, although there were a few four letter words floating around. When what seemed like half the rally entrants got up to tell their hard luck stories, although I can't remember who won the awards but the Guzzi outfit won the rat bike award. After the awards were given out I saw Bob pull up on his R80/7, the only other person from our Club we saw there. Did any other Club members get there? Bob gave me some Kosciusko Rally forms to hand out to the people which didn't take long as I got one of the girls from the NSW Institute of Technology MCC to help me. It was then down to the camp to get everything packed for the trip home. As the people I was camped with would be going straight back to Sydney, I rode with them to the Tarago turnoff where we said our good-byes and promised to meet up again at the Kosciusko Rally. I headed out to Bungendore and back to Canberra in nice sunny weather. All in all it was an enjoyable weekend, but I wouldn't have called the Wombat a family rally.

FRANK MILLWOOD  
R80ST



FRONT END ON MOTO GUZZI  
OUTFIT

A WOMBAT



OE OE OE  
OE OE OE  
A WOMBAT'S FOOT PRINT.

A WOMBAT HOLE

NOT ONE OF THE ABOVE WAS SEEN  
AT THE RALLY!!



GIVING OUT THE AWARDS



## MOTOR CYCLE ELECTRICS, PART 2 ...

(continuing our series on things technical ...)

### COMPONENT FAULTS

Many electrical faults are easy to check and put right with only simple aids. A circuit tester is a cheap and useful checking tool consisting of a bulb, a battery and two wires, fitted with probes (firm metal ends), so connected that the bulb lights when the two probes touch each end of a conductor, or one another.

At the first sign of an electrical fault, check to see which circuits are working. See whether all have failed at once, or if the fault is confined to one component.

If only one component has failed, such as a light, check to see whether the filament has broken, and then check the fuse for that circuit, as a blown fuse will stop the power. Also check the rest of the wiring for damage, which may have caused the fuse to blow, and repair it before fitting a new one. If the fuse is sound, disconnect the component and check for faults. Apply the probes of a circuit tester to the terminals. If the tester does not light, the component is faulty and you need to fit a replacement.

If both the fuse and the component are sound, check the wiring, including the switch, for breaks.

### IGNITION FAULTS

If the engine stops suddenly, remove a spark plug, hold it against the cylinder head and crank the engine over. If there is no spark, check the wiring and plug cap for damage. In wet weather, dry the lead and plug cap thoroughly or treat with a moisture dispersant spray. Check the contact breaker points (if fitted), to see that they are adjusted and operating properly. Electronic trigger mechanisms can only be inspected for physical damage. (So don't get physical with them!) And testing requires sophisticated equipment (i.e. go see Doug...)

Sudden total power failure may be caused by a blown main fuse, which should only be replaced after checking for other faults. It can also be due to a faulty ignition switch, so inspect this carefully, and operate it several times to see whether it works properly. Another cause may be a broken battery lead or loose terminal, so check these and repair if necessary. One of the commonest causes of failure and erratic performance is a bad earth (ground). Locate and check these connections following fuse inspection.

Gradual total power failure is indicated by the lights dimming and the engine stalling at low revs. It is usually due to a faulty charging system, where the bike is running only on the power reserve in the battery, which will not last long. The charging system is difficult to check, but make sure that the battery connections are sound, and inspect the wiring for any damage where power might be leaking away.

A faulty charging system is also difficult to repair, so the best course is not to stop but to ride on, using as little power as possible by avoiding the use of non-essential systems such as turn signals. At night avoid riding if possible, dim lights are an extreme danger to yourself and other road users.

Whenever electrical failure occurs get it properly checked later with a test meter, starting at the component involved - such as a plug cap which might short out when damp. Use your machine's circuit diagram to work through in stages.

Christopher Fulker  
R60/6

*LIFE IS NOT SO SHORT BUT THAT THERE IS ALWAYS TIME FOR MOTORCYCLING  
ON A BMW.*

*Smile more often  
- it improves your face value*

## UNWELCOME GEARBOX NOISE

MACHINE : BMW R100/7, 1977 model, first registered 12/1978  
Owner No. 1 to 27,000 km 5/1983, Owner No. 2 to date.  
Owners No. 1 and 2 long time good friends.

In the interests of protecting what many devotees regard as a long term possession of reliability, the following experience is intended to shed some claims of oil additives being beneficial to prolonged mechanical life.

Owner No. 1 elected to use a small quantity of oil additive called "Molybond", which contains Molybdenum disulphide (m.d.). Owner No. 1 was pretty meticulous with the BM and discussed the correct proportion of additive with the Distributor's technical officer, having due regard to the oil change interval, machine type and recommended oil grade. The m.d. was then included with each oil change for gearbox, engine, drive shaft and differential.

As the properties of m.d. are quite satisfactory in providing a filmic coating, Owner No. 2 decided to continue the inclusion of some additive, which to date has been once.

After approximately 31,000 km a brief shrieking noise occurred on various occasions, with a duration ranging between 4 and 9 seconds. The sound is readily describable as several hundred dollars, or a bearing expressing gross reluctance to continue its task. Because of its duration, the noise was difficult to source. Through a process of elimination the noise was found to be within the gearbox. A check of oil levels revealed an additional 300ml in the drive shaft (within the universal joint rubber boot) and a corresponding amount less in the gearbox.

A new gearbox output flange oil seal was inserted and some 1,500 km later the fearsome noise returned. This time a teardown of the gearbox revealed a mixed bag. All mechanicals were in excellent condition. A lot of thinking later the cause was located. Mr. BMW dealer made an interesting observation, "How much Molybond DID you put into that gearbox?" A quick ownership and servicing history ensued.

There was a thick accumulation of what resembled treacle on the internal webbing of the cases, plus a subtle problem; the hole in the speedometer cable drive gear was fully blocked. This hole plus the centre hole in the bolt fastening both the battery ground lead and speedometer cable to the gearbox forms a pressure release valve. The hole in the bolt which should be kept clear was not blocked. With the help of a solvent bath, everything was cleaned.

Diagnosis of the cause of the noise was therefore that of a pressure buildup in the gearbox which could not release through the designed valve. Consequently, the next weakest point was caused to fail, that being the output flange oil seal.

Because of m.d.'s proven residual properties, Owner No. 2 no longer uses it. From experience, the m.d. is not suitable for the BM at least in accumulation through regular addition with oil changes. It may be of some significance that the BM was not frequently ridden for various periods of its life. It is very difficult to successfully drain the m.d. as it adheres to everything.

Mark Coghlan.

Note : Some members already know the miscellaneous details of the abovementioned experience which do not affect these facts.



## TOURING/RALLY

### HUNTING FOR WOMBATS

On September 8th and 9th the NSW MRA held the Wombat Rally and as half of our Sydney membership was coming down with some people from the NSW Institute of Technology MCC for the Rally I thought that I would go out there and meet them. (Actually, we have 3 members from Sydney - Ed.)

So on the Wednesday before the rally I rang up my brother George, the half of our Sydney membership that was coming down (the other half, his wife, was staying in Sydney), to make arrangements on where to meet, and decided to meet at the Hotel next to the park in Braidwood at about 12 o'clock on Saturday.

With still a few things to do on Saturday I did not get away till 12 o'clock but I thought that our Sydney member would be running late anyway. The ride to Braidwood went quite well except for a little rain. Coming into Braidwood with the rain I notice quite a few bikes heading out of Braidwood waving to me to go back. Pulling up at the Hotel I found that the road from Braidwood to the rally site was under a metre of water so I had to cross the Shoalhaven River by the bridge and come in to the rally site the back way. After a short wait I saw George riding down the main street on a CB250RS as he hadn't picked up the K100RT yet. He had been alternating with the CB250 owner between riding the CB and riding in the sidecar of his Moto Guzzi outfit that had a Suzuki Motocross rear end grafted to the front forks. After a drink and something to eat we set off for the rally site in bright sunlight. The road to the site had about 25km of dirt, two creek crossings, and quite a few muddy bits on it. Outside of that it was quite a good road. We arrived at the rally site at about 1.30 and set up camp with the people from the NSW Institute of Technology MCC. After getting the site set up we heard that there was a Wet T-Shirt contest down by the river so we went down to the river to see why anyone would want to win a wet t-shirt but we did not see much except the backs of a lot of people. I did see two naked hairy things in the river and I thought they may have been wombats, but I found out later that they were just a couple of Harley riders.

Back at the camp a young chap came up and asked the Guzzi rider if he could go for a ride in the chair. So he took the chair body off, told the young chap to stand at the rear of the sidecar platform and to hold on to the roll bar, and proceeded to give everybody a demo in sidecar motor cross.

Later in the afternoon Martin the guy who owned the CB250RS and I borrowed the Guzzi outfit to get some firewood. After loading up the sidecar with wood we headed back to the camp only to have Martin bog the Guzzi up to its axles. So we unloaded the firewood off the sidecar and when we started to dig the Guzzi out of the bog, it started to rain, but after a lot of work using the logs as levers we were able to get the Guzzi out of the mud only to have it bog again 50 metres down the road. So it was off with firewood again and with a lot of pulling and pushing we got the Guzzi free again and reloaded the firewood again. This time we were able to get 100 metres before getting bogged again but with some quick work from me pushing the outfit while Martin was riding it we got the Guzzi out of the bog and me covered with mud. We finally got back to the camp with most of our load, losing only a few logs on the way. As it was still raining George and I went up to the catering tent to buy some food. Then it was back to our tent to get out of the rain. After a while the rain stopped so we got out of our tents and built up the fire. After a while we decided to go wombat hunting. We thought that the best place to look for wombats was around the camp fires as there was more light to see them and much warmer. Although we didn't see any wombats we did meet a lot of people.

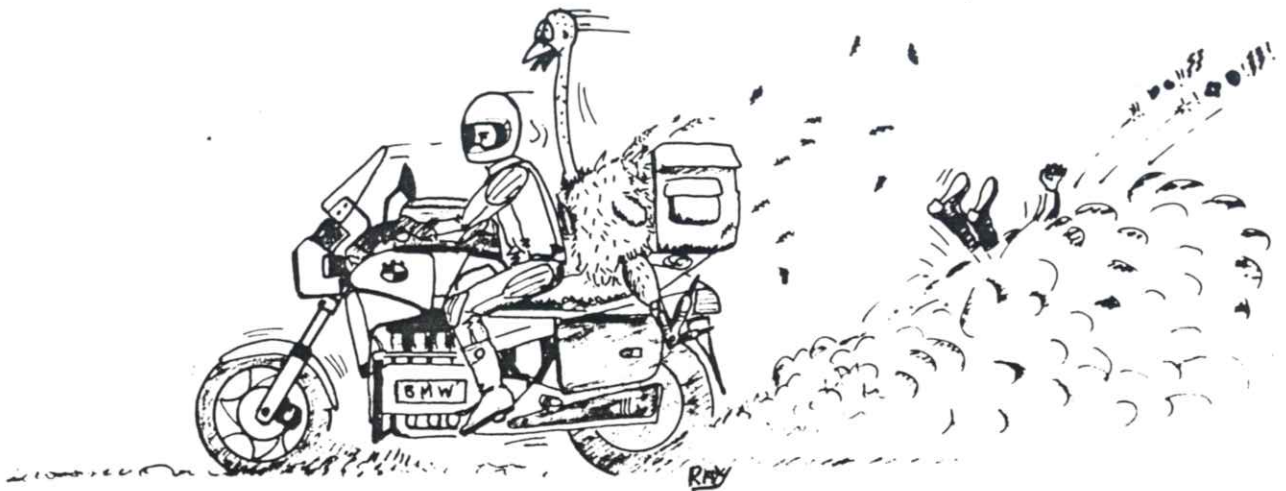
CONT. PAGE 8

Average consumption was 15 k's/litre (43 mpg) at an average speed of 120-130 km/h. The lowest figure obtained was 12.3 km/litre (35 mpg), for the windswept stretch from Hay to Euston, with Jane, up front, making an attempt on the world low-altitude air speed record. The best figure obtained was 18 km/litre (51 mpg) for the tortuous stretch between Menindee and Ivanhoe.

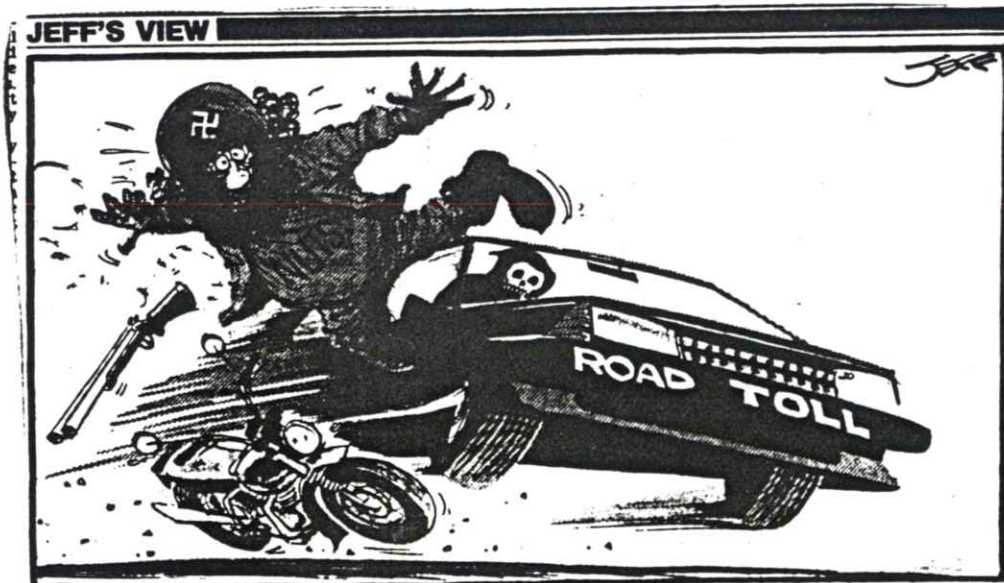
Newly shod with a Michelen, the bike handled beautifully on all surfaces, and while Jane could only just touch the ground with her tip-toes when stationary, the ride was smooth under all conditions. Though it was a bit thirsty, the BM worked very hard for the juice it consumed. All up, we covered 2328 k's during the one week trip, on a machine that performed silently and superbly under a very hefty load on tar and sand, and 300 k's of mud and bulldust that would have frightened the rear-end off a normal machine.

As a full dress-rehearsal for our round-Australia trip next year, and as a touring holiday in its own right, the week on our K100 outback in the red dust under the stars, was the stuff that memories are made of.

Ray Stone & Jane Godschalk  
( & Puddles, K100 )



"CHEEZ, JANE! WE ONLY JUST MISSED THAT EMU!"



ONE  
VIEW!

"DISGUSTING types!"



# 4B's

## Bent Buckled Bikers Brigade OF CANBERRA

P.O. BOX 101 CIVIC SQUARE 2608

ACT BMW CLUB  
P.O. Box 1042,  
WODEN A.C.T.  
2606

3 SEP 1984

Attention: Mark Coghlan

Dear Mark,

Apologies first of all for the long delay in replying to your letter of 1 July 1984.

On behalf of the 4B's of Canberra I wish to extend to your club our sincerest thanks for your contribution towards our establishment.

Your financial contribution has aided in the initial printing costs and for the purchase of a mini tape player to add to our library for lending to patients. We hope to be able to purchase another such player in the near future as it has proved itself popular with a few of our current patients.

We have found occasion to be rather stretched when it has come to visiting in the hospitals and would be most welcome to any help in this area.

If anyone in your club would like more information regarding the 4B's I would be most happy to answer any questions, and if requested attend one of your meetings.

Yours sincerely



(Laura Farrell)  
Co-ordinator,  
4B's Canberra.

*Cut it large & kick it into place.*

*There is no job so simple that it can't be done wrong.*

*When it gets to be your turn they change the rules*

SECRETARY'S BIT

With the Kosciusko Rally now only a matter of weeks away - end October - it is time for those various personal preparations to be made for the Club's event of the year. Careful preparation is particularly relevant when a number of us don't get to many or any other rallies these days.

Aside from the beautiful setting of the Geehi site surrounds, the folk who get together there are a rich collection of the keen motorcyclist who like a chat and a look at the interesting combinations on two and three wheels.

We should have our new Club flag ready for the Rally.

If you have been waiting for the promised membership list thanks for being patient. Extensive updating has been necessary because of recent increase in membership, and we must cut off somewhere. So with almost 70 members now, the list will be handy.

MARK C.

---

FOR SALE        .....        FOR SALE        .....        FOR SALE

BMW R90S (73/74 model) 40,000 km, Near original condition. Silver/Black, clean machine. First to see will buy at \$2,600 ono Phone CRAIG on 41 3763 (a.h.)

---

FOR SALE: TANK BAG - Black, medium size, as new, used only once (not required on my new K100). Good value at \$25.00 Phone Werner or Ursula on 86 4057 (a.h.)

---

T-SHIRTS, with Club logo on front (and/or back if required) Only good quality brand name T-shirts used.

Contact Bob Rumsey on 97 7507 (a.h.)

Logo screen printed onto other items available.

