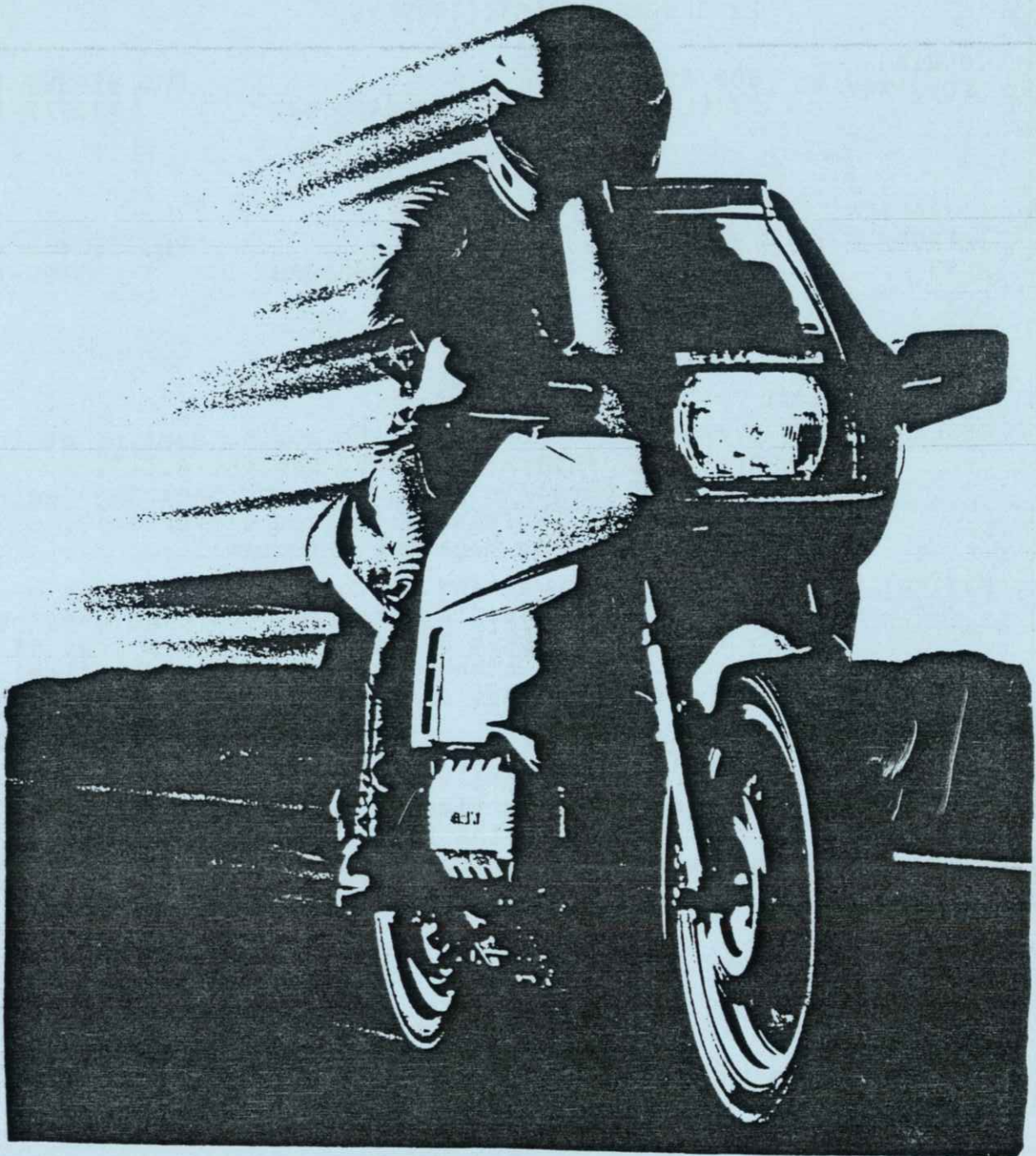




MONTHLY JOURNAL OF THE
ACT BMW MOTOR CYCLE CLUB
P.O. BOX 1042, WODEN, A.C.T. 2606



A.C.T. BMW MCC COMMITTEE

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

SECRETARY :- MARK COGLAN, PH. 318059 (H)
64 FINCHAM CRESCENT, WANNIASSA.

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

TOURING
SECRETARY :- BOB RUMSEY, PH. 919329 (H)
73 CLIFT CRESCENT, RICHARDSON. 733777 (W)

LIBRARIAN,
IMPROMPTU :- FRANK MILLWOOD, PH. 957403 (H)
RUNS 89 CALEY CRESCENT, NARRABUNDAH 633799 (W)

MEETINGS

GENERAL Every second Monday of the month, meeting at the Austrian/ Australian Club, Mawson, A.C.T. (located opposite the Southlands Shopping Centre), from 7.45pm. Unless advertised differently. (2CA 'Community Magazine' program).

MONTHLY RUNS On the first weekend of the month, Saturday or Sunday, as decided at the previous club 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 Kosciusko 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.

DISCOUNTS

Available from the following :

Doug Bryant's Motorcycles, PH. 888747
49 Brierly Street, Weston

Genge Motorcycles, PH. 497923
7 Lonsdale Street, Braddon

PLEASE SHOW YOUR CLUB MEMBERSHIP CARD FOR DISCOUNTS -
(AMOUNT DEPENDS ON ITEMS)

A NOTE FROM THE PREZ

1985 has started well for BMW, judging from the items appearing in the papers and motorcycle magazines. For example :- news of the win by Gaston RAHIER on his BMW in this years Paris-Dakar Rally (for His second, & BMW's fourth time in 7 years of the Rally). The win in this 11,000 km event is even more remarkable when you realise that he crashed on the first day and had to work his way up from 27th place to take the lead only 3 days from the end of the 3 week DESERT RACE. At one time more than 20 riders got lost in a vicious sand storm, including the leader of that stage on a Yamaha. And next year they want to make even tougher !!!!

Following on with that, BMW Australia may bring Gaston & possibly his team mate, Eddy Hau, out for the 'Wynn's' Melbourne - Darwin Safari, if there is some 'real' competition - (i.e. Yamaha or Honda factory backed bikes entered). Seems they don't want it to be 'TOO EASY'.

BMW cars also took out the first event of the touring car series for '85 with a win by John Richards at Winton (VIC) recently. A BMW was second also.

'Revs' magazine gives October as the likely date for the world release of the new K75 (3 cylinder) 750 cc BMW with the 'RS' version due later. BMW will no doubt let us know more details closer to the release date in Australia probably early '86.

Registration figures for 83/84 show a marked increase for BMW motorcycles. For the period Jan. to Nov. sales went from 562 ('83) to 1386 ('84) no doubt due to the popularity of the K100 series.

No news to pass on about Don Wilson's K100 RS racing efforts yet, we'll let you know how it's going when we next talk to him. He planned to race it at Bathurst this easter.

Well, that's the general news. Two Wheels magazine has done an article on the future of BMW in this month's (FEB) issue, which also makes interesting reading.

The A.G.M. is just around the corner, so I hope you can make the effort to come along to this important meeting, as it is your chance to have a say in the running of the Club by voting for the new Committee, or even nominating for one of the positions yourself, as we hope to have TWO extra positions on the Committee for this year if the notices of motion are approved.

My thanks to all for their support during this last year, especially to the other Committee members who have worked very hard on your behalf. I hope you will give the same assistance to the new Committee and pitch in when ever you can.

Ride safe & STAY ALIVE IN 85.

Christopher

A VISIT TO THE 'TOWER'

On Saturday 9th Feb several members took up the invitation to look over the Air Traffic Control Tower at Canberra Airport.

Bill Searl organised the visit (as he works there, it seemed the logical choice) and met the 'visitors' at the Admin Office when they arrived. After viewing a D of A videotape showing most aspects of Air Traffic Control, Flight Service operations etc, we went across the tarmac to the tower in a D of A vehicle. After visiting the Radar & Procedures area, we went upstairs to the 'Glass House', where we could watch aircraft while they took off or landed under supervision of the officers on duty. We then returned to the Admin. Office after driving along the rows of light aircraft in the 'G.A.' area, to have a BBQ lunch in the park opposite.

Everyone enjoyed the day, and we would all like to thank Bill for the time & effort he put into this visit.

Christopher
R60/6

MINUTES OF GENERAL MEETING - 11 FEBRUARY 1985

Meeting opened at 8.08pm at the Austrian-Australian Club with 20 members and 6 visitors (Phillip Yialeloglou, Dawn Hunt, Theo Masselos, Peter Johnson, Richard Gard, Moff) present. Six apologies were received.

MINUTES of January meeting accepted without discussion. Moved by Werner Strotmann, seconded by Taffy Williams.

CORRESPONDENCE

- OUT : - Boxer Twin T-Shirt order
 - "Stay Alive in '85" stickers to Bob Hawke (P.M.)
- IN : - BMW Australia - Police K100 TIC photo and data
 - BMW VIC Club 10th Anniversary celebrations details
 - National Parks and Wildlife thankyou for donation
 - Rally Forms - Yabby ; Black Duck

BUSINESS

- . Werner Strotmann to host fish BBQ - Sunday 10 March.
- . Future events suggested - Coastwatch operations at Weston; Rally & camp in snow this winter; suggested date for steam train trip.
- . Chris Fulker presented with temporary custody of Club Person of the Year perpetual trophy - favourable comment on trophy expressed by members.
- . Additional Committee person discussed - name of Vice President moved by Frank Millwood, seconded Bert Trinks (see motion 3 below).
- . Shorter formal business at general meetings suggested by Werner Strotmann - use Journal to highlight details of business, more social chat at meetings - much discussion followed.
- . Need for a good accurate BMW motorcycles history book noted by librarian Frank Millwood - no action yet as haven't found one - also need for some more Club tools.
- . Current technical problems with Constitution discussed - especially AGM 50% membership quorum requirement - agreement reached to review this (see motion 2 below) - assistance with Constitution update volunteered.
- . Navy style pullovers c/w patch for \$33 would be purchased on order.
- . New Club memberships - fees to be set by Committee.
- . Thanks to Bill Searl for visit to ATC Tower on 9 Feb.
- . Bungonia weekend booking and slides arranged by Frank Millwood.
- . "Stay Upright" Course date unknown - numbers needed to confirm date(s) - contact Jeanette Hahn.
- . Last of cookies from Rally to be donated to Smith Family and Salvos.
- . Some nominations were received for Committee positions - AGM elections in March - nominations will also be taken in March.

MOTIONS

1. Carried "That the Committee set the new membership fees for the Club."
Moved by Bob Rumsey, seconded by Liz Coghlan. Agreed.
Committee to action and advise.
2. for "That the Committee review the quorum required for an Annual
March General Meeting and put forward a notice of motion at the 1985
 A.G.M. with a view to reducing the quorum."
 Moved by Bob Rumsey, seconded by Peter White. Agreed.
3. for "That the need for two additional Committee positions, being
March a Vice President and a Social Secretary, be voted on at the A.G.M.
 and if accepted that the positions be filled at the A.G.M."
 Moved by Bob Rumsey, seconded by Tony Wurzer. Agreed.

NEXT MEETING Monday 11 March 7.45pm

The busy meeting closed with supper at 9.44pm

Mark C.

SECRETARY'S BIT

For members who missed the Bungonia 'Claytons' Rally, it was a top weekend. Because of the total fire ban imposed on Saturday, the eating and electric cooking hut was popular, and not being a normal rally, the hot showers and toilets were also utilised. At the idyllic Bungonia Creek swimming pool several of us took a dip on Saturday afternoon. I only regret having to leave early.

About the forthcoming elections. Would you like to introduce ideas, inject enthusiasm or make changes to benefit the Club? If so, please consider nominating for a position.

Mark C.

Doing a ton is fine... carrying one is not.

There's no better way of seeing Australia than touring on your bike. But touring becomes a lot more fun when the load you carry doesn't weigh you down, and when you know you can stay dry and comfortable whatever happens.

Mountain Designs knows all there is to know about travelling light. As suppliers to many lightweight mountaineering expeditions (including the 1st Australian Mt. Everest Expedition) we know that our gear is not only light, it performs.

Take our totally waterproof, windproof Gore-tex clothing that breathes to minimize sweating. Great when the weather turns mean.

Or get into some really effective thermal underwear. No matter how cold it gets you'll be warm and dry from head to toe. Great under leathers. Balaclavas, socks and liner gloves too. We've got it in synthetic Chlorofibre or luxurious pure silk.

Our Superwarm downfilled sleeping bags range from the ultralight 900 g Travellite to sophisticated expedition bags. They pack into

amazingly tiny spaces and feature truly advanced design and construction, ensuring a long trouble free life!

All tents are not created equal either. Ours are extremely light, pack down small, and made to take years of the worst conditions. Choose from featherlight personal shelters to roomy 3-man domes.

How about something to put it all in? We've got the best. Travel packs that instantly convert from suitcases to top class backpacks. Conventional packs from roomy daypacks to full scale expedition models. Every one's built with total reliability and comfort in mind.

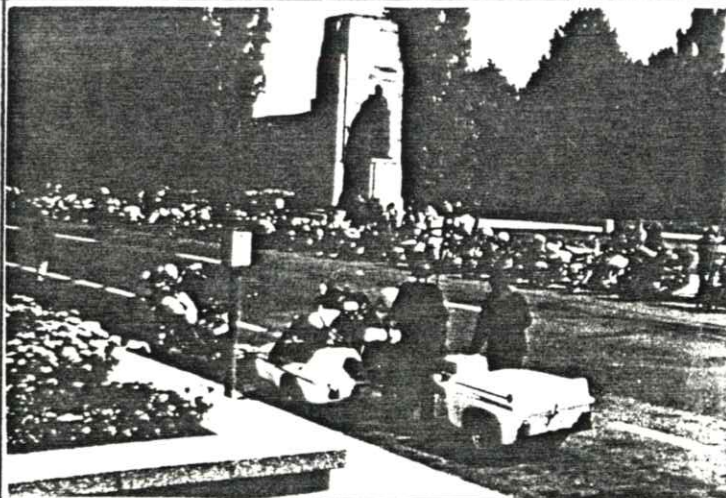
Why not marvel at the whole range of useful gear we stock as well. Gear such as featherlight mountaineer's stoves, compasses, indestructible torches, camera bags that work, insulated clothing, brilliant Bolle sunglasses; the list is endless.

Be sure to give us a visit before your next trip. We'll take the weight off your bike.



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Spotted outside Parliament
House at the Toy Run
The Hahn's outfit !

A.G.M. - NOMINATIONS

ELECTIONS WILL BE HELD FOR ALL THE COMMITTEE POSITIONS AT THE MARCH A.G.M.

IT WILL BE REFRESHING TO SEE MORE PEOPLE INVOLVED AND ATTENDING THIS YEAR.

SO FAR THE FOLLOWING NOMINATIONS HAVE BEEN RECEIVED :

PRESIDENT : FRANK MILLWOOD, WERNER STROTMANN, CHRIS FULKER,

GENERAL
SECRETARY : FRANK MILLWOOD,

TREASURER : FRANK MILLWOOD, URSULA STROTMANN,

TOURING
SECRETARY : BOB RUMSEY, FRANK MILLWOOD,

PLEASE NOTE CAREFULLY

1. ALL POSTAL VOTES MUST BE RECEIVED IN A SEALED ENVELOPE, BY THE SECRETARY, BY THE COMMENCEMENT OF THE MARCH MEETING.
2. ONLY POSTAL VOTES MAY LIST SEVERAL PREFERENCES FOR EACH POSITION OTHER THAN THE PRESIDENT, TO ALLOW FOR ANY MEMBERS ELIMINATED DURING THE ELECTION PROCEDURE.
E.G. PERSON A ELIMINATED FROM GENERAL SECRETARY POSITION BECAUSE PERSON A WAS ELECTED PRESIDENT.
SECOND CHOICE IS THEN CONSIDERED.
3. VOTING WILL BE FIRST PAST THE POST, DEALING WITH ONE VACANCY AT A TIME.

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TOURING , BY BOB RUMSEY

Australia Day Long Weekend

Friday was still quite a warm day as I set off in the company of Tony Wurzer & his brother Mike to go to the Australia Day Rally near Tumut. But by the time we reached the Adaminaby turnoff outside Cooma I was cold enough to put on overtrousers and, for the first time since last winter, a balaclava. Consequently a hot coffee was most welcome at our fuel stop in Adaminaby.

Beyond, on the scratchers road through Kiandra, it was very cold & dark, with only a sliver of a moon, just above the horizon and the wildlife were out in force.

The temperature rose remarkably at the bottom of Talbingo Mtn. and we arrived in Tumut around midnight and found a group of riders from Albury who didn't know how to get to Argalong either. As we chatted in the main street two policecars constantly circled the block and attempts were made to stop one to ask directions.

Waving at the driver had no effect, he just waved back, and eventually someone stood out on the road and pulled him up.

While he obtained directions to Argalong the rest of us were keenly checking out his radar gear (it's nice to see where your money goes). A passing car registered 30 kph and Tony achieved 3 kph by running along in front of the car.

Out at Argalong, after 30 km of steep & winding dirt road, there was only one person in attendance at what was apparently the Rally site & he was of course, asleep. We followed a couple of cardboard signs a few hundred yards and found another 50 or so people camped near a small house. This was the unofficial, alternative rally site.

We pulled up and began chatting with some friends from Sydney. It seems that this old bush hermit type had invited everyone to camp at his shack, as the rally site was supposed to be snake infested. But after a few beers he decided that it was way past his bedtime & that we should all shut up so he could go to sleep.

After a one sided argument lasting five minutes or so he added a few rifle shots to reinforce his point. Suddenly everyone was quiet, lights were doused and much murmuring discussion ensued. We left immediately and camped at the official alternative rally.

By the time I got up in the morning the only representative of the organising club had left the scene (he didn't return until mid afternoon) and there was much confusion amongst everyone who turned up during the morning as to whether this was actually the rally site.

The site was just an area of bush alongside the road, three feet deep in grass and only a few acres in area, hard to tell apart from any other piece of bush in the district.

Almost everyone who arrived that morning left again soon after, heading for the Clubman Rally, but we stayed for a while and Ian & Jeanette Hahn arrived from the unofficial rally site come shooting gallery. Werner & Ursula came from Angler's Reach around midday.

It was a very hot morning so lunch at a pub in Tumut seemed a good idea before heading south through Batlow to Tumbarumba where we sat in the pub, watched cricket on T.V. and beat the locals at pool.

After we had cooled down we took off for Jingellic where the Clubman Rally is held. At the pub there were about 200 people, mostly outside, it's only a small pub. There was a cricket game in the middle of the road & plenty of burnout and wheelstand demonstrations on various japanese noisemakers. At one time there was such a crowd on the roof of the hotel verandah that the iron caved in and the beer was turned off until suitable repairs were effected.

continued

- MAR 2 - 3 Club Run to Wagga Wagga. Meet at 9.00am Sat.(see Map.)
- MAR 2 - 3 Ellenborough Falls Rally,
near Taree, NSW.
- MAR 9 - 10 Mother Hardy's Rally,
near Briagolong, VIC.
- MAR 11 A.G.M. - 7.45pm, Austrian Club.
- MAR 23 - 24 Vintage/ Classic Rally & Trial at Sale, VIC.
- MAR 31 Club Run to waterwheel at Lowden via Hoskinstown.
Meet at 10.00am. Map in March Journal.
- APR 4 - 8 Bathurst Races and Easter Rally at Bathurst.
(Easter Long Weekend)
- APR 4 - 8 Retreat Rally,
near Mackay, QLD.
- APR 8 General Meeting - 7.45pm, Austrian Club.
- APR 20 - 21 Famous Last Words Rally,
near Euroa, VIC
- APR 20 - 21 Kangaroo Rally,
somewhere in VIC.
- APR 27 - 28 Yabby Rally,
Lake Hindmarsh, VIC.
- MAY 4 - 5 Emu Rally,
near Ararat, VIC.
- MAY 25 - 26 BMW MCC VIC. - 10th Anniversary Weekend & Exhibition,
Melbourne, VIC.

TOURING continued

At the rally site, out of town, there were about 1400 people camped on the edge of the Murray River in a huge paddock, not a bad spot, but the fire ban put a damper on things after dark. Everything seemed well organised and it was a pleasant rally to be at.

My friends from Sydney were there and Chris Fulker and Howard Moffat arrived around sunset after passing through the Australia Day Rally. It was refreshing in the river after such a hot day.

What happened to the Australia Day Rally ?? We left a note on the organiser's tent detailing who was there and the badges were collected by Chris late in the afternoon. Most people seemed to have bypassed the site in favour of the Clubman and only a small number camped there. Seems it was a big mistake to move the rally from its previous location near Dungog.

BOB

R80/7

Victoria's mug drivers are the 'world's worst'

'THE AUSTRALIAN'
THU. 31 JAN. 85

By CAROLYN FORD

A ROAD traffic authority yesterday said Victorian drivers were the worst in the world.

Mr Jack Martin should know. He recently retired as Victoria's Assistant Commissioner of Police (Traffic).

Mr Martin made the declaration while receiving Australia's first annual Road Traffic Authority Road Safety Award at the offices of the Ministry of Transport in Melbourne yesterday.

"People who have been overseas and driven in the biggest cities, come to Victoria and are terrified," Mr Martin said.

He had a rather uncomplimentary code for many of the State's drivers:

THUGS — people who drove while impaired.

THUGGERY — intimidating other drivers at red lights.

MUGS — people who cut off other drivers without indicators or tail lights.

Mr Martin said Victoria's drivers were "rotten", the worst in Australia — he later expanded that to the world.

But Mr Martin has helped his State's "rotten" drivers at least to stop killing one another. He was honoured for his major contributions in reducing Victoria's road toll from 1061 in 1970 to 645 last year.

In that time, the number of vehicles on the State's

roads nearly doubled to about 2.4 million.

During the presentation, Victoria's Premier, Mr Cain, said Mr Martin's dedication meant there were many Victorians alive in 1985 who might otherwise have been killed in road accidents.

During Mr Martin's years with the Police Force — he joined in 1946 and was appointed Assistant Commissioner in 1981 — he had been involved in the introduction of compulsory blood alcohol tests for road accident victims, compulsory wearing of seat belts, overall speed limits, random breath testing blitzes and increased drink-driving penalties.

DAWDLERS AND HAT-WEARERS BEWARE

HOLIDAY motorists please note — it is now a bookable offence to run in the right hand lane on a freeway — unless you're overtaking a slower car.

Too many Aussie drivers blissfully ignore the signs that say, Keep Left Unless Overtaking.

But to ignore them any longer invites a \$50 fine and the loss of two points.

A recent change to the law virtually makes the lane closest to the centre line on a multi-lane road, an overtaking route only. The new rule came into force during late October and the period of amnesty is now over.

While most motorists normally wouldn't be too pleased with the addition of yet another bookable

offence, this one makes a lot of sense. Lane discipline in Australia is among the worst in the world.

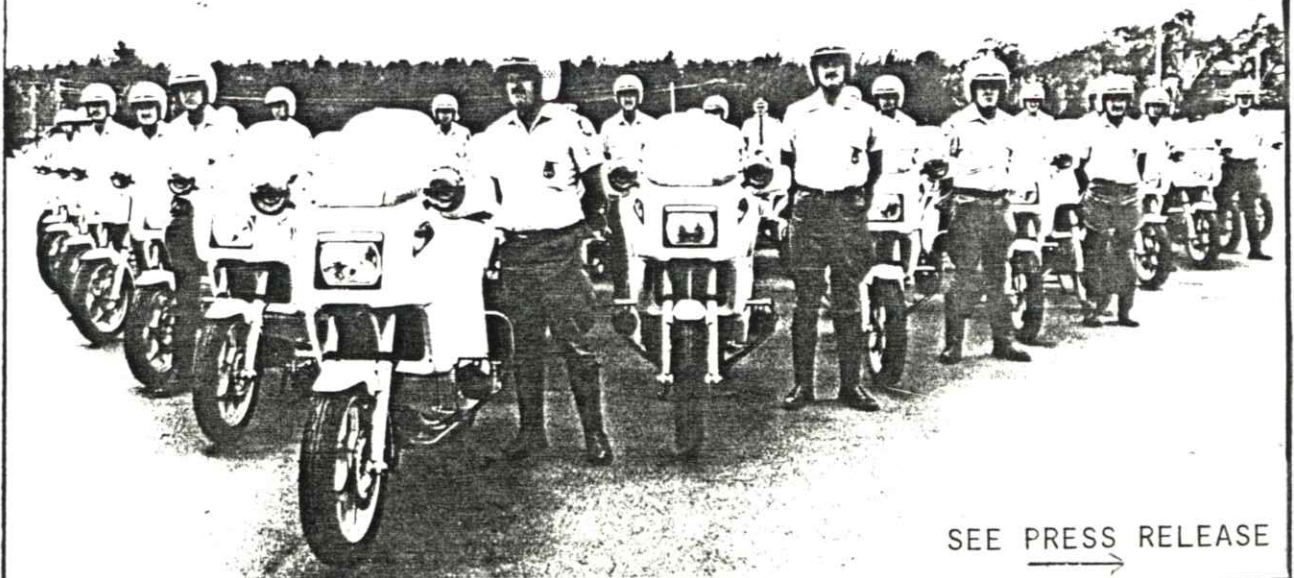
In many European countries, fast lane dawdling is a serious breach — not only of the law, but of driver etiquette.

Dawdlers and men in hats please take heed — it could save you \$50.

'SUN-HERALD'
23 DEC. 84

(This is a
N.S.W. law)

WORLDWIDE FIRST WITH BMW MOTORCYCLES IN CANBERRA



SEE PRESS RELEASE

PRESS INFORMATION

For Immediate Release:

Thursday, January 31, 1985.

WORLDWIDE FIRST WITH BMW MOTORCYCLES IN CANBERRA

The Australian Federal Police (A.F.P.) based in Canberra have become the first police force in the world to take delivery of the latest BMW K100 TIC motorcycles adapted specifically for law enforcement duty.

The delivery of 45 BMW K100 TIC motorcycles was accepted by the Officer in Charge of the A.F.P. Traffic Division Chief Inspector Peter Curtis and forms part of a total order for 92 machines.

The high reputation established by BMW Motorcycles in use by police forces worldwide led to the new machines being placed under assessment by several Australian State Police Forces. The A.F.P. were the first force to evaluate the K100 TIC and commenced trials in July 1984. Low overall operating costs combined with a high resale value provided very significant factors in the decision to confirm the order.

The innovative police versions share the following hi-tech features with the standard K100 Series which was released to the Australian market in October 1983:

- Four cylinder, light alloy, water cooled engine of 998 cc
- Twin overhead camshaft design for smooth operation
- Electronic ignition for trouble free running
- Computer controlled fuel injection for maximum power and performance linked with minimum fuel consumption.

Maximum acceleration is stated by the Federal Police to be in the region of 0-100 km/h within a time of 3.9 seconds whilst the top speed is 220 km/h. This exceptional performance is a pre-requisite for the job of patrolling the capitals' road network and the apprehension of traffic and crime offenders.

Commenting on the handing-over of the vehicles to the Federal Police, Mr Steve Crouch, National Sales Manager - Motorcycles, of BMW Australia Ltd. said: "Meeting the rigours of Australian operations is just another example of BMW's approach to engineering excellence and technical innovation."

*** E N D S ***

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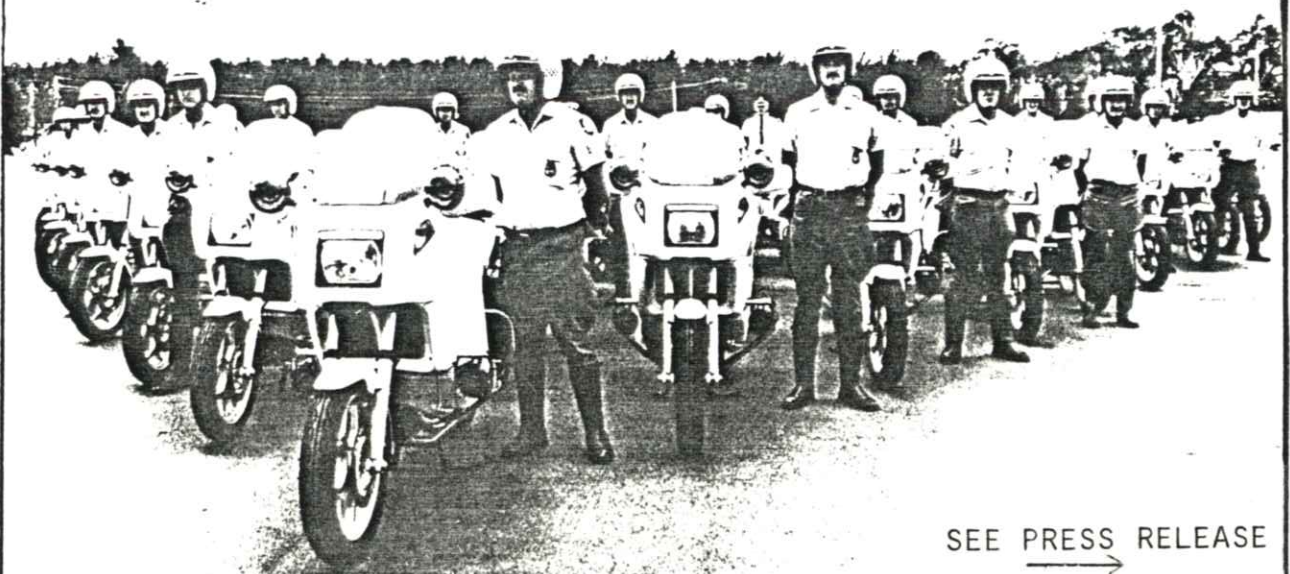
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SEE PRESS RELEASE
→

After spending Christmas at home with the family it was time to start travelling again. A quick trip back to Canberra and then to pack my bags for Tassie. I left just after midday on Sun. 30 Dec. with a strong chance of rain. The thought of going down the Hume didn't appeal, and since I was planning on taking two days to get to Melbourne, I decided to head for Cooma, over Brown Mountain and down the coast.

It started to rain shortly after I left and rained most of the way to the coast. Thick fog over the mountains made it very interesting as it became quite dark and it was raining quite hard. Fortunately there was no traffic around me and I had a slow but safe ride through the twisty corners. I hope it's not going to be like this in Tassie, I thought to myself.

After reaching the coast the weather improved and I enjoyed the ride to Bairnsdale for an overnight stop. The caravan park I stayed at was expensive at \$8 for a tent site, but the amenities block was very good.

In the early afternoon of New Year's Eve I rode into Melbourne for the very first time. In all of my previous trips I have avoided Melbourne, for fear of suspension damage but I had no trouble finding the ANL terminal.

I met up with several other riders, many of whom had tried to book a few months beforehand, and were told - no chance. One in particular, Nigel, on a CB550, had been at the terminal all day, and had placed his name on a list. Some of the others hadn't even heard that there was a list. Nigel seemed very surprised when I told him I had booked 12 months ago.

When the office opened just after 5pm Nigel was in the queue but was told there were no deck chairs available; so he said "How about a cabin then" and they said "Oh yeah, you can have a cabin!"

Shortly after the office opened, a bloke announced that all drivers of vehicles do not need to be in the queue, and to line up in their vehicles outside. Perhaps a sign in the office area would be better.

The gate opened about half past six, ticket checked, and I was onboard. Securing the bike for sea was quite simple. For those of you who haven't 'ridden' to Tassie, the bike is backed into a bicycle style stand, where the rear wheel sits in a rectangular frame. I tied the ropes supplied to the crash bars.

Since this trip was on New Year's Eve, it was decided to keep the bar open till 12.30. Beer was \$1 per middy.

The ship berthed just after 10am and I was off for Hobart down the central main highway. Good weather and great roads started the trip on a high note. I did a lot of overtaking.

I stayed at a mate's place in Hobart and made several day trips. Freycinet National Park up the east coast contained a magnificent bush walk up to the Wineglass Bay Lookout. Apparently some of the Sydney-Hobart yachts call in there on their way back to the mainland, but I didn't see any there. Judging from what I saw at Constitution Dock the day before all the yachts were still in Hobart. I saw Mystic VII arrive, having been at sea for seven days. Their faces were filled with relief - for they had finished whereas many yachts had retired. The pollution in Constitution Dock from beer cans and wine bottles detracted from the spectacle somewhat.

Other day runs from Hobart included Hastings Caves to the south, Port Arthur to the south-east and Mt. Field National Park to see Russell Falls. Here also I went walking through the National Park and was lucky enough to see seven wallabies.

cont over

After Hobart I made a dash up the west coast. The sky was overcast but not too bad. It started to rain after about an hour and rained nearly all the way to the north coast.

The road meets the coast at Somerset and I turned right mainly in search of fine weather. I promised myself to go back down the west coast when the weather improved. I stayed in Devonport for a few days where I met up with my parents.

One fine morning the weather looking ripe for a trip down the west coast. I picked a great day, for there were no clouds on the western horizon and a mid twenties temperature had been forecast.

Travelling south, I turned right to go down to Savage River. What a road ! It really is something else. I scraped my boots on both sides, but when my left boot was knocked from the footpeg I slowed down a bit. Continuing further south I rode through Strahan, Rosebery, Zeehan, Queenstown and a two night stop was made at New Norfolk.

The next day belongs to Strathgordon. I found the road to be more interesting than the Savage River road. There was far less hair-pin bends and the scenery was more spectacular. The huge granite cliffs in particular were outstanding. They were viewed from a curve in the road across a deep valley floor. They stood out boldly against the vegetated hills surrounding them. They appeared to be in clear contrast to everything else and reminded me of being at the pictures where the film stands out from the dark walls surrounding it.

Jeffrey's track, covered in a recent issue of BIKE Australia, was found just south of New Norfolk. It is a dirt road short cut between New Norfolk and Huonville further south. The track wound its way up through hilly country which contained many secluded and attractive looking farms. Unfortunately I came up to a locked gate and had to turn back. The track was narrow but quite good otherwise.

After New Norfolk I headed north again to stay in Launceston for two nights. The weather was still fine and warm with little chance of rain. From Launceston I made a day trip of the entire north-eastern section of the state. I went north to Georgetown, turned east to Bridport and south through Scottsdale, Derby, St. Helens, St. Marys, Bicheno north-west to Avoca Park and then north back to Launceston via Conara Junction. This trip included about 20-30km of dirt, but that was quite alright by me.

After Launceston it was west again on the north coast to Stanley. It is in Stanley where 'The Nut' is located. This is an Ayers Rock type formation which towers over the coastline and was very enjoyable to climb. Good views along the coast were observed in the continuing fine weather.

After climbing the Nut, a good feed and a beer or two were enjoyed at the pub. I also rode out further west to Marrawah and had a look at Rocky Cape National Park with its lighthouse and cave.

On my last day in Tassie, 17 Jan., I had a look at Leven Canyon to see a magnificent V-shaped river valley. A short walk through the forest ended at a lookout point where one could see the river meandering through beautiful forest country.

Both Gunns Plain and Hastings Caves were well worth looking at. Because I had been to Tassie the previous year, I concentrated on the roads. This was ideal with the bike and the good weather.

The food on the Empress was good, but I was surprised at having to pay extra for it. A new ship, the Able Tasman, will be in operation about the middle of this year and bookings are being taken for it already, so all I can advise is to book as soon as possible. The great roads of Tasmania are there just waiting for you.

Garry Colcott

The saga of the lady learner's continues
Recently a couple of the girls had a practice session at a local car park with milk cartons & plastic bottles marking out the licence test course. One member had a lot of difficulty missing our home-made witches hats. (hope she improves quickly, as you aren't allowed to knock them over during the test). However, more practice sessions should achieve a better performance.

When participants swapped bikes there was a marked improvement on one person's ability and has since made an offer to buy the bike at a later date, if available !!

Since last month Jenni C. has entered the fray. She's just arranged to get her permit.

The challenge is on !!!!!!!!!!!

CLEAR THE ROADS - THE GIRLS ARE OUT !

Did everyone remember Valentine's Day ? Someone did, and her other half won't forget too quickly. Seems someone went out to their Telecom truck, (after his beloved had left extra early for work) to discover the cabin overflowing with pink and white ballons. What does one do with dozens of ballons T.J. ?

NOTICES OF MOTION

as agreed by the Committee - see minutes 11 Feb '85

1. "That Article 6(a) be added to the Constitution and read as follows :
That the fee for a new membership be the same as for renewals except that for new memberships received from the October general meeting only 50% of the rate shall apply."
2. "That Article 13 of the Constitution be appropriately amended for a quorum of 25% for an Annual General Meeting, a quorum of 15% for a general meeting, and a quorum of 25% for motions relating to articles 4, 14, 7, 17 and 18."

The Committee
19 Feb. '85

Some variations in odometer readings from the meeting place to the Bungonia State Recreation Area camp site.

R 80 ST 168.7; R 100/7 169.0; R 90/6 171.0; K 100 173.9.

- C L A S S I F I E D S -

FOR SALE : YAMAHA XV 1000, EX. COND. \$1,800
CONTACT T.J. OR JENNI H. 816559 W. 887508

FOR SALE : STROKE SIX SERIES ITEMS

1 X SET FRONT FORKS C/W TRIPLE CLAMPS (SINGLE DISC),
1 X REAR WHEEL (SPOKE TYPE),
1 X SET HANDLEBAR SWITCH MOUNTS (EARLY TYPE),
1 X TAIL LIGHT ASSEMBLY, 1 X BMW HORN, 1 X TACHO,
1 X SINGLE DISC MASTER CYLINDER,
1 X REAR BRAKE LEVER COMPLETE,
1 X INSTRUMENT HOUSING BRACKET,
1 X BATTERY CARRIER, 1 X CENTRESTAND, 1 X SIDESTAND,
1 X SET HEADLIGHT BRACKETS,
1 X SET RIDER FOOTPEGS, 1 X SET PILLION FOOTPEGS,
1 X SET HANDLEBAR CLAMPS,
1 X SET CARBS - 75/6,
1 X L/H KRAUSER CRASHBAR,
1 X L/H KRAUSER PANNIER FRAME & BAG,
1 X SET DUAL SPRING SHOCKS,
1 X FRONT & REAR GUARD - NEED MINOR REPAIR,
1 X 75/6 MOTOR COMPLETE

OFFERS ACCEPTED - (OR WILL TAKE \$1,000 FOR THE LOT)

CONTACT MARK HOPPING H. 547302

WANTED /7 HANDLEBAR SWITCHGEAR
CONTACT MARK HOPPING H. 547302

NOW AVAILABLE TAMIYA 1/12TH SCALE BMW K100 MODEL
(STANDARD K - NO FAIRING ETC.)
PRICE - \$ 17.50 AVAILABLE AT MODEL SHOP-
WODEN SHOPPING SQUARE - CLOCK COURT

WAGGA WAGGA WEEKEND 2 - 3 MARCH

MEET SAT. 9.00 A.M. AT DOUG BRYANT'S MOTOR CYCLES.
STAY AT WAGGA WAGGA COUNCIL TOURIST CARAVAN PARK.

CAMPING COSTS : TENTS - \$2.50 PER PERSON
ON SITE VANS - OLDER TYPE \$18 FOR 2
 - NEWER TYPE \$20 FOR 2
ADDITIONAL PEOPLE \$2 (OR \$1 IF
 UNDER 12 YRS)

GAS ON SITE BBQs.

BRING SWIMMING COSTUMES.

EVENING SUGGESTED ACTIVITY - THE KNIGHT'S ARE PREPARED TO BUY MEAT FOR AN ON SITE BBQ PROVIDED THAT WE HAVE DEFINITE NUMBERS IN ADVANCE OF WEEKEND, SO THAT MEAT AND SO ON CAN BE PURCHASED, AND COSTS ARE SHARED - APPROX. \$4 - 5 EACH.

PLEASE CONTACT SECRETARY QUICKLY - BY 28 FEB.

