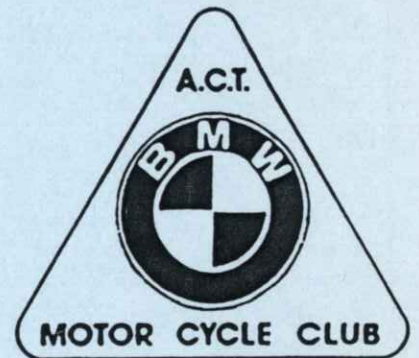


MONTHLY
JOURNAL
OF THE



P.O. BOX 1042,
WODEN.
A.C.T. 2606

COMMITTEE

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 VICE PRESIDENT :- MIKE HOUSTON PH. 889609 (H)
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 EDITOR :- JENNI COLE PH. 816559 (H) 887508 (W)

LIBRARIAN / IMPROMPTU RUNS / TOOLS OFFICER :- FRANK MILLWOOD

CLUB ACTIVITIES

GENERAL MEETINGS SECOND MONDAY OF THE MONTH FROM 7.45PM.
 AUSTRIAN-AUSTRALIAN CLUB - MAWSON,
 (OPPOSITE SOUTHLANDS SHOPPING CENTRE).
 RUNS FIRST WEEKEND OF THE MONTH (SAT. OR SUN.),
 MEET AT WESTON MOTOR CYCLES, WESTON.
 SEE WHAT'S ON PAGE OF JOURNAL.
 SOCIAL EVENTS AS ARRANGED. WATCH MINUTES AND WHAT'S ON PAGE.
 KOSCIUSKO RALLY FIRST WEEKEND IN OCTOBER,
 KOSCIUSKO NATIONAL PARK, GEEHI HUT CAMPSITE.

MEMBERSHIP FEES : SINGLE -\$10 JOINT -\$12 ASSOCIATE -\$10 OR \$12

DISCOUNTS

WESTON MOTOR CYCLES
49 BRIERLY STREET
WESTON. 888747

GENGE MOTOR CYCLES
7 LONSDALE STREET
BRADDON. 497923

PADDY PALLIN
46 NORTHBOURNE AVE
CANBERRA CITY. 478949

(DISCOUNT AVAILABLE ON
PURCHASES TOTALLING
OVER \$300)

***** PLEASE SHOW YOUR MEMBERSHIP CARD *****

WHATSON

- MAY 25 - 26 BMW MCC VIC, 10th Anniversary Weekend & Exhibition, Berwick, VIC
- MAY 25 - 26 CrowEater Rally, near Burra, SA.
- MAY 25 - 26 Roo River Rally, Kangaroo Valley, NSW.

- MAY 31
(FRIDAY) SOCIAL SIP at the Rose Cottage Inn, Cnr Isabella Drive & Monaro Highway, Tuggeranong. From 7.30pm.

- JUN 1 - 3 Black Duck Rally, Lake Dumbleyung, WA.
- JUN 2
(SUNDAY) CLUB RUN, Three Mile Dam, between Kiandra & Cabramurra. Meet at 9.30am. (see map in this Journal)
- JUN 8 - 10 Alpine Rally, near Brindabella, NSW.
- JUN 8 - 10 Sapphire Rally, near Warialda, NSW.
- JUN 8 - 10 Howqua Rally, near Mansfield, VIC.
- JUN 10 GENERAL MEETING.
- JUN 20
(THURSDAY) GAMES NIGHT, at Frank's place - 89 Caley Cres, Narrabundah..
- JUL 6 CLUB RUN, Kangaroo Valley, NSW. Meet at 9.30am.
- JUL 8 GENERAL MEETING.
- JUL 13 - 14 Winter Rally, near Nerriga via Braidwood.
- JUL 21
(SUNDAY) SOCIAL SIP & VOLLEY BALL GAME, Cotter. (Lunchtime BBQ from 12 noon)
- JUL 27 - 28 BIKE Rally, Genoa, near VIC/ NSW border.
- AUG 4 CLUB RUN, Corin Dam. Meet at 10.30am.
- OCT 5 - 7 KOSCIUSKO RALLY.
- NOV 2 - 4 100th Anniversary Rally, Phillip Island, VIC.

Simple knots



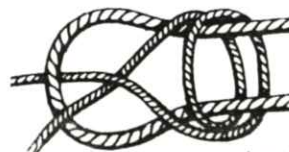
thumb knot



figure-of eight knot



reef knot



double sheet knot

MINUTES OF GENERAL MEETING - 13 MAY 1985

Meeting opened at 8.05 pm at the Austrian-Australian Club with 22 members present. Three apologies (Anne Fulker, Brian Blemings and Taffy Williams) were received and there were two visitors (Paul Edstein and Craig Robinson - President of the Veteran, Vintage & Classic MCC of the ACT.)

MINUTES of April General Meeting accepted as published. Moved by Frank Millwood and seconded by Graeme Cameron.

CORRESPONDENCE

OUT : Nil

IN : Club magazines for April from Qld, NSW, Vic, SA, and WA, for May from Qld.

BUSINESS

- . Third Party Insurance - talk by Paul Edstein on submission to Government proposing conditional discount on TP premiums for motor cycles - provided individual riders complete a rider training course
- some relevant questions followed.
- . Incorporation - motion "That the question of Incorporation be voted on at the June General Meeting" put by Bob Rumsey, seconded by Frank Millwood. Motion carried.
- . Austrian Club venue further discussed - Mike Houston to look at alternative venues (hopefully at no cost) for report June meeting.
- . Police workshop visit only needs finalising for a Saturday PM (see "What's On" page).
- . BMW dealership sold - Doug Bryant's now called Weston Motorcycles - Doug is still there as chief mechanic - no change to discounts.
- . Club Photo Album - Jeanette Hahn requested more Club photos.
- . Current membership list available without addresses with next Journal.
- . Stolen BMW's deterrant - system finalised and letter to BMW Aust and other BMW Clubs to be sent next few days.

GENERAL BUSINESS

- . Bob Rumsey suggested Committee members have the next year's membership free - held over for discussion.
- . Next Social Sip decided for 31 May - see "What's On" page.

NEXT MEETING : 10 June 1985 Queen's Birthday Weekend please note.

NEXT RUN : Vic BMW Club 10th Anniv M/C Exhibition 25/26 May.

Meeting closed at 9.05 pm with supper at Pancake Parlour, Woden

Current financial membership is 50.

MARK C
14 May 1985

A NOTE FROM THE PREZ

GREETINGS !

For two Meetings you have had a new Committee. Somethings are different from the years before.

Business was kept very short, last meeting, one hour or so, which is enough, then we turned SOCIAL ! (or was it a Pileup). Anyhow every body enjoyed themselves. From 22 people at the meeting 20 joined in at the Pancake Parlour. There is a short story about the evening somewhere in the Journal. Why don't you try it out. Also, for the people who haven't tried out one of our meetings, how about attending next month's ?!

Now something else - I've written to BMW in Germany asking for some material on old bikes, posters, technical stuff and such things. I hope that I am successful, so that we can organise an Auction or a Raffle sometime in the future.

That is all I have for now. Have fun.

Werner.

WHAT HAVE WE BELOW ??????????????



Photographed recently in Holland, the chopped BMW was presumably built by someone with access to a BMW wrecking yard — and one going back a long way.

Has Harley Davidson bought out a new bike - or has someone gone completely Harley !!

Seen in Bike News.

CLASSIFIEDS

FOR SALE : 1960 BMW R60 WITH R69S MOTOR,
 \$ 2,500 957403
 (THIS IS FRANK'S BIKE, BEEN WITH HIM FOR 15 YEARS)

FOR SALE : NEW CLUB JUMPERS, (NAVY STYLE)
 \$ 30 INCLUDING CLUB PATCH
 ORDERS TAKEN - CONTACT URSULA 864057
 ALSO METAL BADGES - \$ 3.00
 CLOTH PATCHES - \$ 2.00
 STICKERS (4) - .60c

SPRAY PAINTING CONTACT WERNER.

SOCIAL SIP REPORT

The first of our Social Sips was held on Monday, April 22 at the Statesman Hotel, Curtin. At least 13 people turned up, all enjoying the talk & ales. Regular Social Sips will be held, so keep an eye out, place and time will be advised in the What's On part of the Journal.

GAMES

PEOPLE

PLAY

Below is a list of motorcycle models all of which appear to be BMWs. But, all is not what it seems, can you pick out the ones that are not BMWs and do you know who made them.

Answers in next month's Journal.

R2	R5	R6	R9
R10	R12	R16	R17
R20	R23	R25/3	R27
R32	R35	R35/3	R37
R50	R51/3	R52	R57
R60/5	R62	R66	R69S
R90S	R90/6	R92	R100/7

FRANK
R80ST

Note : If you think that this is getting off the track a bit, then isn't that what touring is all about ?

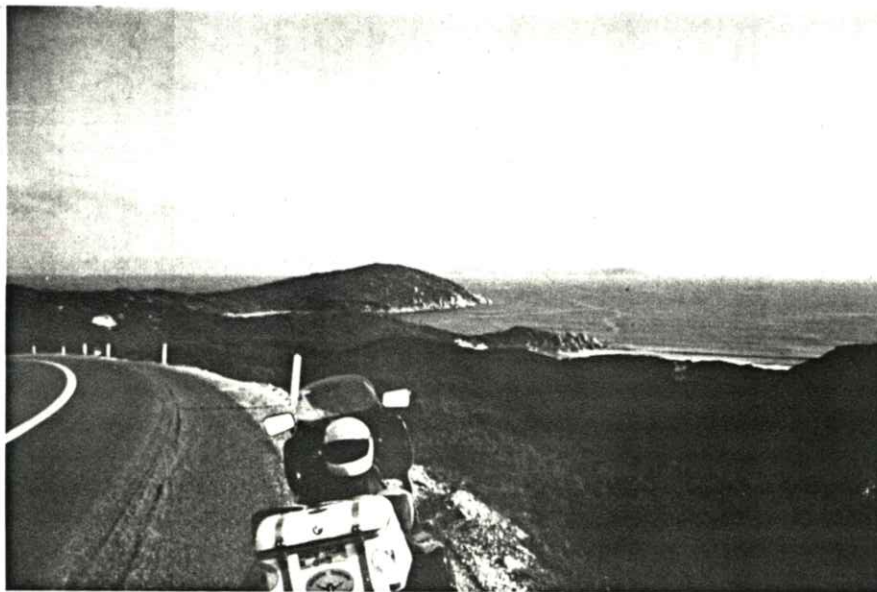
With apologies to any Melbournians who can actually drive safely : Many years ago a certain author, a Mr Rafferty, produced a brief axiomatic work of universal applicability. He entitled it simply, "The Rules". It became popularly known as "Rafferty's Rules." The said work has been philosophically embraced by many well known groups and organisations such as the Queensland government, but it must have been a best seller amongst the tintop pilots of Melbourne.

In the only capital city where they still drive trams down the middle of the road to keep the opposing traffic away from each other and half of the traffic lights work backwards, it seems that there is only one rule of the road - ANYTHING GOES ! Lane markings are of special significance down there. Most tintops follow them religiously, driving straight over them. Or in between them. Or anywhere else for that matter. "STOP" signs have been specially installed to show up inter-staters, the only ones likely to stop there, and just to ensure that we stay out of the inner city, the frightening right turn from the left lane rule is enforced.

To discourage motorcyclists in particular there are special longitudinal wheel traps known as "Tram Tracks" and the famous "Yellow Brick Road", a series of bread loaf sized concrete lumps designed to stop illegal overtaking. PERMANENTLY ! Running red lights is so popular that special automatic cameras have been installed to take your picture and you receive a memento of the occasion in the post. A nice gesture on behalf of the authorities but I believe it's very expensive.

Now when that eight foot wide car is heading for the six foot wide space you're in it means that you are about to get out of the way and when you think you hear bells that means that you are going to be flattened from behind by an electric powered behemoth with the braking capacity of a 1952 Cossack with sidecar and bald tyres. And you should see it in the rush hour.

So after travelling to Melbourne via the Hay Plain, Barossa Valley, the Grampians and the Great Ocean Road just to buy a new tyre (it was almost bald when I left Canberra) I was out of town by early afternoon and heading for Wilson's Promontory National Park. The Tidal River campground in the park has excellent facilities including a police station and doctor's surgery. I gather that half the population of Melbourne goes there at easter, I fortunately arrived the day after. There is a good shop/ cafe (no grog and terrible coffee), nice amenities and electric BBQs. Many opportunities for casual or serious bushwalking exist and the scenery and the weather can be spectacular, especially if you climb Mt Oberon, a two hour hike, at sunset and watch the clouds coming in.

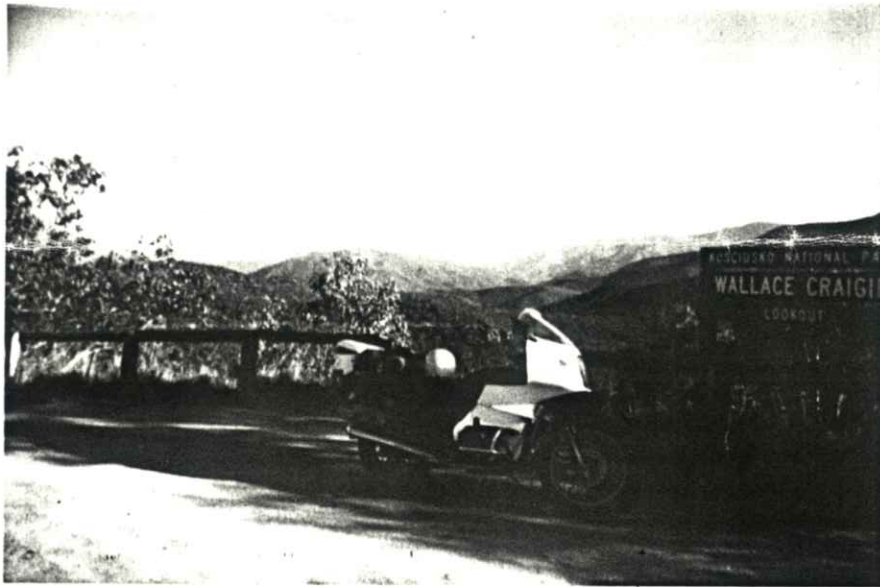


continuing

TOURING

There is also an excellent camping spot in the Grampians National Park at Lake Wartook, on top of the mountains. It only has basic facilities but that deters the ratbags with their mobile suburban blocks and the price is right.

I eventually came back over the Barry Way from Bairnsdale in Victoria to Jindabyne. This 175km trip, with 100km unsealed, passes by the Buchan Caves and through the wildest accessible high country in Victoria. It follows the Snowy River into N.S.W. and the Kosciusko National Park. There are several excellent campsites along the river and fantastic scenery all the way.



WANTED

FOR THE JOURNAL

ARTICLES, STORIES (TALL & SHORT), POEMS, CARTOONS, JOKES, PHOTOS, CROSSWORDS, SUGGESTIONS, UNFORTUNATE MAINTENANCE EXPERIENCES, 'FAVOURITE' INTERSECTIONS OR TRAFFIC HAZARDS.

THE JOURNAL SHOULD BE A REFLECTION OF MEMBERSHIP INPUT, NOT JUST THE COMMITTEE'S EFFORT.

SO, HOW ABOUT IT FOLKS, ANYTHING YOU THINK WILL BE OF INTEREST TO THE REST OF THE CLUB ?

Contact Jenni

THE R69S

This is the first in a series of articles on the history of individual models from BMW's motorcycle factories. There are about 66 different models, so the number of articles will depend on the number of people who show their appreciation by shouting me a drink at the next Social Sip or Rally they see me at. The model I have chosen for this article is the R69S as I have had something very much like it over the last 15 years. Though, my example was in fact a 1960 R60 with a R69S motor made in the same year.

The R69S was made from 1960 'til 1969 in which 11,417 examples were built. It replaced the R69 as the sports model in the BMW range at the time. It was the first production bike fitted with a hydraulic steering damper and was the best bike you could get, even more so than BMWs today.

The motor, a type 268/3 was a flat twin four stroke with overhead valves, it had a capacity of 594 cm³ with a bore and stroke of 72 & 73 mm, a compression ratio of 9.5 to 1 and gave out 4.2 HP at 7000 RPM. This was 12 HP at 1,2000 RPM over the R60, which was the tourer of the range. The R69S was fitted with two semi down draught Bing 26mm carburettors. There was a single disc dry plate clutch which fed the power straight to a type 245/1 constant mesh four speed gearbox, with sliding day clutches, gear ratio of 4.171 to 1 for 1st, 2.725 to 1 for 2nd, 1.938 to 1 for 3rd and 1.54 to 1 for 4th. The shaft was kept in an oil bath in the right hand swing-arm to the rear drive. Spiral bevel gears in an oil bath with a ratio of 3.13:1 and an optional ratio of 4.33 to 1 for sidecar haulage. This was all wrapped up in a type 245/2 welded duplex-tube steel frame which was the same type as the R50. The R60 having a slightly stronger frame for sidecar work even though all the frames came with sidecar mounts. Front forks were swinging arm with multi-rate coil springs and dual-action hydraulic shocks and could be adjusted for sidecar work. The rear end was a swingarm with a two position adjustment shock absorber. Wheels were interchangeable 18 inch with a two leading shoe brake at the front and a single leading at the rear, both 200mm.

Ignition was by a Bosch MZ Magneto driven direct from the camshaft. The generator a Bosch LJ/CGE dynamo of 60 watts out put, driven direct from the crankshaft.

The R69S performance was quite good for its day, with a top speed of 175 km/h and was able to get from 0 to 100 km in 7.5. sec, but was still able to get 28 km/l. The 17 litre fuel tank had a range of 426 km. It was this kind of performance, with a little help from the factory, that broke the 12 & 24 hour record for a South London motor cycle dealer M.L.G. at average speed of 176 km/h, with a total distance of 3,994 km. The riders for the record were Sid Mizen, George Catlin, John Holder and Ellis Boyce.

M.L.G. also entered a R69S in production races in 1961, winning the Silverstone 1000 km event, the 24 Hour Barcelona and the Thruxton 500 with Peter Dorvill, Norman Price or Bruce Daniels riding the bike.

In 1962, the clutch plate thickness increased from 5mm to 9mm and stonger springs with increased pressure rate were fitted to the clutch. In 1963 a crankshaft damper was fitted which made a hump in the front cover. 1965 saw changes made to the cylinder base gasket, speedo drive retaining screw for better oil seal, additional struts were added to strengthen the frame and new grease points added to the swingarms rear bearing. The 1965 model also came out with new switches and levers. In 1966, the old valve locks were replaced with a new type which were not as deep seated. New exhaust valves with carbon traps were also fitted. What must have been the best improvement must go to the reverse winding return spring on the kickstart. This eliminated the grating one heard when starting the bike.

1967 saw quite a few changes. The carburettor got new jets, the clutch spacer bushing between the pressure plate and the flywheel and the piston got graphited steel rings. The bikes exported to the U.S. of A were fitted with telescopic forks which had much in common with the forthcoming /5 series.

In 1968, new heads were fitted which needed long-reach spark plugs and were marked with the letters LK. The dynamo output was increased to 100 watt and the battery with the rest of the electrical bits were upgraded to 12 volts.

continuing

THE R69S

1969, the last year of production saw the dynamo changed for an alternator.

The R69S, besides being entered in production racing was also used for off-road work. Sebastian Nachtmann who frequently captained the German ISDT teams used a R69S in 1962, although it proved rather heavy. So, in 1963 it was given a lighter frame and telescopic forks which were very much like that of the /5 series which came on the market seven years later. Karl Ibscher who was the German Sidecar champion in 1962, '63 and '64 also used a R69S based bike.

Well, there you have a short history of the R69S which I hope you all found enjoyable. With luck next month I will be doing the same on the R60.

FRANK

R80ST

&

R69S (which is for sale at the moment)

NOW THAT WINTER IS PRETTY WELL UPON US THE FOLLOWING ARTICLE MAY BE OF SOME HELP

BMW MOTORCYCLE CLOTHING

The Germans certainly know about cold weather, and judging by the quality of the riding gear marketed by BMW, they also know how to enjoy riding through the foulest of weather. BMW manufacture a complete range of clothing for motorcyclists, everything from silk undergloves to complete touring suits. Some of the gear is quite cheap and some of the prices will make you gasp. All BMW clothing represents good value for money. Best of all, it doesn't matter if you've never even sat on a BMW, as all BMW clothing is functional and stylish and isn't emblazoned with the BMW logo, meaning you won't look out of place on a 50 cm³ step through while wearing it.

Top of the line is the BMW Touring Suit, the El Supremo of leather suits,



guaranteed to fit because each suit is ordered from BMW Germany. The list of features is almost endless, and matching boots and gloves are available. Mens Touring Suit \$795, ladies \$765.

Coming down to earth, BMW also make a range of kidney belts. The blue kidney belt has velcro fastening and a lambswool insert in the small of the back, costing around \$49.50. The black kidney belt has an orange stripe across the back and two pockets at the front and costs around \$42.60. For an additional \$17.50 a convenient bag can be attached to the belt.

Silk undergloves and balaclava. BMW make pure silk undergloves which are very light and comfortable. At BIKE we've devised a simple method of testing the effectiveness of thermal socks or undergloves. We simply wear one glove for an hour or two and judge whether the hand with the inner glove is appreciably warmer than the hand without.

In the case of BMW's silk undergloves, we can report they are a resounding success, we now wear them both! The silk balaclava was judged effective by the fact the wearer's nose no longer went bright red after a cold ride and the ears didn't go numb. Basically the silk balaclava prevents annoying little air currents in the helmet, without stopping the all important air flow around the face. Silk undergloves: \$17.90, silk balaclava: \$13.75.

BMW Rain Wear: "All BMW Rainwear is supplied in bright orange for maximum safety and visibility." The BMW Rainsuit is made of PVC-Polyamid which is oil, petrol and flame resistant. The one piece suit is easy to get in and out of, comfortable whilst riding and, best of all, waterproof! Everybody laughs at Grant Roff (Technical Editor) when he climbs into his bright orange suit at the beginning of a ride. He laughs at every one else when the journey is over, as he's still dry. The suit is available in five sizes and as well as the orange, now comes in a mid blue (similar to the blue in the BMW logo) for around \$180.

BMW's raingloves are made from highly resilient material with a removable, washable velour lining. \$17.50.

BMW clothing and accessories are available from all BMW motorcycle dealers. For the address of your nearest BMW dealer, write (specifying motorcycle) to: BMW Australia, PO Box 414, South Yarra, 3141.

COURTESY OF
BIKE AUSTRALIA

MAY issue

Q. WHAT IS COPPER NITRATE ?

A. A POLICEMAN'S OVERTIME !!

THE PANCAKE PILEUP

PLACE : WODEN 'LOVELY STORE
 TIME : JUST AFTER THE MAY GENERAL MEETING
 WITNESSES : 20 CLUB MEMBERS



With two large tables fully occupied by Bent Munich Wonder owners and a plentiful airing of jovial oral stuff, a wide range of pancakes were eaten. While some pancakes were despatched at a delicate pace, others disappeared at a ferocious speed. One or two plates were seen to be exchanged for removal of any remaining morsels. One shy bod was slightly embarassed into completing a chocolate on chocolate pile which was left standing dispossessed in front of a replete belly. It was a fortunate occasion which readliy fired up the happy spirits of all participants.

Some amazing liquid refreshments in dissimilar shapes, colours, flavours and sizes assisted the wash down process for an everything goes contest in each participants inner sanctum.

So that the digestive juices got a fair go, the warmth of a number of mattresses was not encountered until very late that evening.

DAMAGE REPORT : TOP PLACE - TRY AGAIN, MUCH LATER!

WHAT IS IN A NAME

SOMETIMES A NAME REPRESENTS A MEDIOCRE PRODUCT, OR AN EXCELLENT PRODUCT IN ITS FIELD.

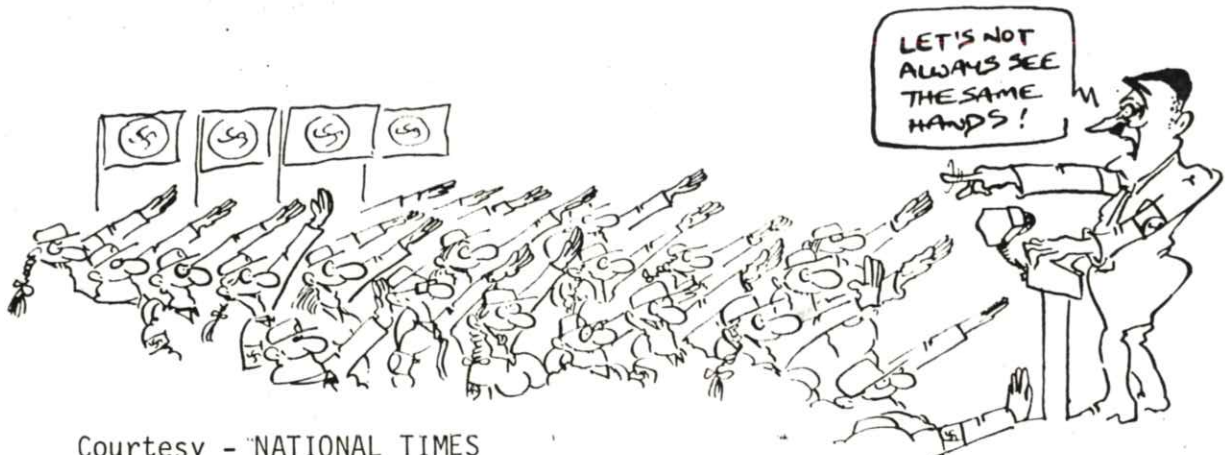
THE PRODUCT WE HAVE IS A MOTOR CYCLE SOCIAL ORGANISATION, AND WE SHOULD AIM TO BE DIFFERENT. THIS AIM IS ESPECIALLY IMPORTANT GIVEN THAT THERE ARE A LARGE NUMBER OF MOTOR CYCLE CLUBS IN THE A.C.T. RELATIVE TO THE POPULATION, WITH THE INDIVIDUAL CONTRIBUTION OF SOME KIND INTO THE CLUB BY EACH MEMBER, THE CLUB WILL BECOME THE RICHER FOR THAT EFFORT.

SO OUR AIM FOR THE 1985/86 CLUB YEAR SHOULD BE TO RE-ESTABLISH LESS FORMALITY AND FOSTER RELAXED SOCIAL ACTIVITIES.

THIS CAN ONLY BE DONE THROUGH EACH MEMBER'S PARTICIPATION.

SO, IF YOU CAN DO YOUR BIT FOR THE CLUB, SEE YOU SOON.

REMEMBER QUALITY NOT QUANTITY TELLS ALL IN TIME.



Courtesy - NATIONAL TIMES

CLUB RUN

TO : THREE MILE DAM, BETWEEN KIANDRA AND CABRAMURRA

DATE : SUNDAY, JUNE 2ND

MEET : 9.30 AM

