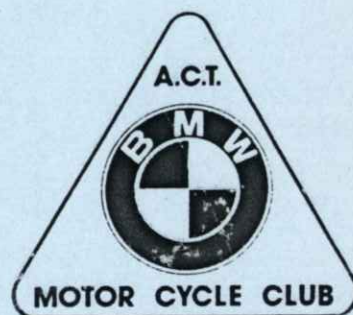


MONTHLY
JOURNAL

OF THE



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

COMMITTEE

PRESIDENT :- WERNER STROTMANN PH. 864057 (H)
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.
ROYALS RUGBY FOOTBALL CLUB, WESTON.
(CNR BRIERLY & LIARDET STREETS)

RUNS FIRST WEEKEND OF THE MONTH (SATURDAY OR SUNDAY)
MEET AT WESTON MOTOR CYCLES, WESTON.
SEE "WHAT'S ON" PAGE OF JOURNAL.

SOCIAL EVENTS AS ARRANGED. WATCH "MINUTES" & "WHAT'S ON" PAGES.

KOSCIUSKO RALLY FIRST WEEKEND IN OCTOBER.
KOSCIUSKO NATIONAL PARK, GEEHI HUT CAMPSITE.

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

DISCOUNTS

WESTON MOTOR CYCLES 49 BRIERLY STREET, WESTON. PH. 888747

GENGE MOTOR CYCLES 7 LONSDALE STREET, BRADDON. PH. 497923

PADDY PALLIN 46 NORTHBOURNE AVE, CIVIC PH. 478949
(DISCOUNT AVAILABLE ON PURCHASES
TOTTALLING OVER \$300)

CIVIC ENGRAVING AND LOCK SERVICES SHOP 3, BOULEVARDE GALLERY, CIVIC PERMANENT
CENTRE (UPPER LEVEL) PH. 572727
(10% OFF ALL LOCK REPAIRS & ENGRAVING)

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



- JUL 27 - 28 BIKE Rally, Genoa, near NSW / VIC border.
- AUG 4 CLUB RUN, Corin Dam.
Meet at 10.30am.
- AUG 10 - 11 Limestone Rally, near Molong, NSW.
- AUG 12 GENERAL MEETING, Royals Rugby Football Club, Weston.
7.45pm
- AUG 24 - 25 Sidecar & Enthusiasts Rally, near Hill End via Bathurst.
- AUG 24 - 25 Thor Rally, Central VIC.
- AUG 31 - 1 Puma Rally, near Balmoral, VIC.
- SEP 1 CLUB RUN, Young NSW.
Details next Journal.
- SEP 7 - 8 Dargo High Plains Rally, near Dargo, VIC.
- SEP 9 GENERAL MEETING, Royals Rugby Football Club, Weston.
7.45pm
- SEP 14 - 15 Blacknight Rally, near Swan Hill, VIC
- OCT 5 - 7 KOSCIUSKO RALLY
- OCT 5 - 7 Outfit Rally, VIC.
- OCT 5 - 7 Worlds End Rally, Quorn, SA.
- OCT 12 - 14 Rally 'Round the Bend, Overland Corner, near Barmera, SA.
- OCT 12 - 13 Thunder Rally, Lake Cargelligo, NSW.
- OCT 26 - 27 King River Rally, VIC.
- NOV 2 - 3 CLUB RUN, Trip to coast.
Details next Journal.
- NOV 2 - 4 100th Anniversary Rally, Phillip Island, VIC.

CLUB PERSON OF THE YEAR

PROGRESS TO 22 JULY

RALLY POINTS NOT INCLUDED

- 76 WERNER STROTMANN
- 65 URSULA STROTMANN
- 60 FRANK MILLWOOD
- 57 JEANETTE HAHN
- 57 IAN HAHN
- 55 GRAEME CAMERON
- 54 BOB RUMSEY
- 51 MARK COGHLAN
- 39 LESLIE OWEN

- 37 MOFF
- 36 MIKE HOUSTON
- 36 LIZ COGHLAN
- 31 JENNI COLE
- 24 WARREN GILCHRIST
- 24 FRANCES GILCHRIST
- 23 CHRIS FULKER
- 20 ANNE FULKER
- 20 T.J. DUNN

MINUTES OF GENERAL MEETING

8 JULY 1985

Meeting opened at 8.10 pm at the Royals Rugby Club, Weston with 20 members and two visitors (Christine Ciechan and Tim Isles) present. There were no apologies.

MINUTES of June General Meeting accepted as published. Moved by Ian Hahn and seconded by Frank Millwood.

CORRESPONDENCE

OUT : Reply to potential buyer of a K100

IN : SA Club response to BMW Theft Deterrant proposal
Magazines from Qld, NSW, Vic, WA and CDDC
Literature and photos from BMW Europe organisation.

BUSINESS

- . Club jumpers price and availability (w/o patch) to non members - Committee to decide for next meeting.
- . Short talk on correspondence from BMW Europe organisation.
- * Incorporation - members voted unanimously for Club to be incorporated.
- . Two representatives elected for proposed ACT Motor Cycle Council - congratulations to Mike Houston and Chris Fulker.
- . Moff to study some pubs and report his findings at next meeting - moved by Mike Houston, seconded by Graeme Cameron.

GENERAL BUSINESS

- . Cheap BBQ sausages for sale at Kosciusko Rally proposed by Moff - discussed and not agreed. Rally to remain BYO everything to avoid undesirables.
- . Future runs suggestions - coast fishing in Nov, Young in Sept.
- . Suggested run and social sip and o'nite stay at pub - Omeo or Araluen or Major's Creek.
- . Jenni Cole has leatherwork for sale.

NEXT MEETING : 12 August (Royals)

NEXT EVENT : 21 July - Social Sip & Volleyball at Cotter

NEXT RUN : 4 August - Corin Dam

Meeting Closed at 9.20 pm.

Current membership is 53.

MARK C
9 JULY 1985

WANTED : /5 OR BEFORE HEADLIGHT ASSEMBLY.

CONTACT T.J. 816559 (H)

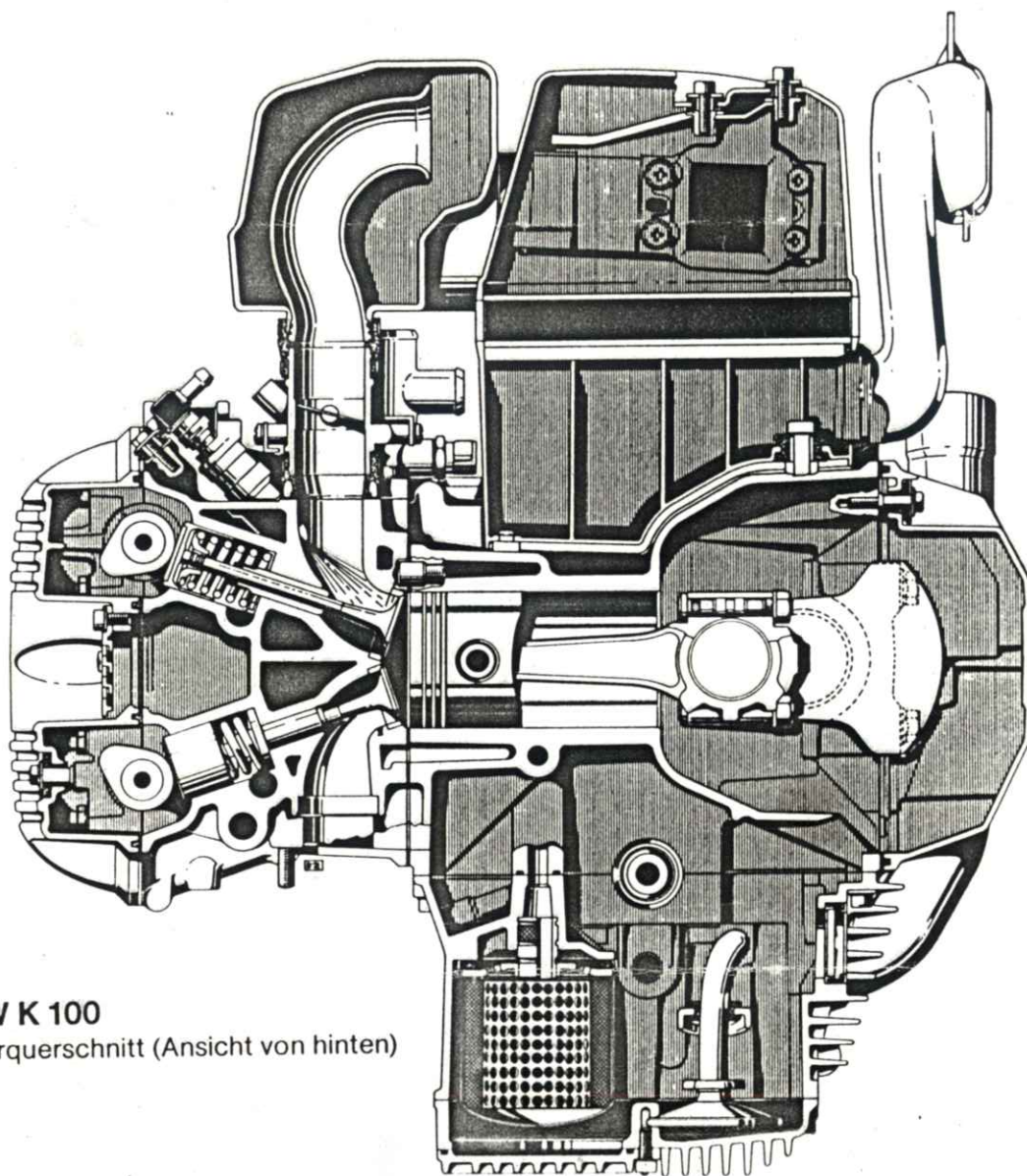
ALSO CHEAP UTE WITH SOME REGO

A NOTE FROM THE PREZ

Greetings,

I've had response from my letter to BMW Germany. They've sent a very interesting book on the K100 and the new R80, mainly pictures of the engines and systems.

I've decided to do some research and I'll bring you some technical details etc with followup stories on the K100.



BMW K 100
Motorquerschnitt (Ansicht von hinten)

A look at an engine cutaway from the clutch. It shows clearly the air intake system, upper and lower engine block halves, and the cylinder head. The crankshaft is in one piece and especially hardened, and is arranged longitudinally. It runs in 5 plain bearings in the crankcase mounted above the oilsump. The four inline cylinders are treated with a nickel and silicone carbide coating. The short-skirted flat pistons have three piston rings of special design. The lower section of the engine block contains the oil pickup head & oilfilter.

CLASSIFIEDS

FOR SALE

STAINLESS STEEL MUFFLERS
TO SUIT /7 WITH 38MM PIPES
VERY GOOD CONDITION,
\$ 210 o.n.o.

POLICE TYPE CRASH GUARDS
SUIT /7 OR LATER,
\$ 20

BILL BROWN W. 454493
H. 547220

CLUB JUMPERS (NAVY STYLE)
\$ 30 INCLUDING CLUB PATCH,
ORDERS TAKEN
URSULA 864057

NEW KRAUSER CRASH BARS
FOR R SERIES,
\$ 85

IAN 319314

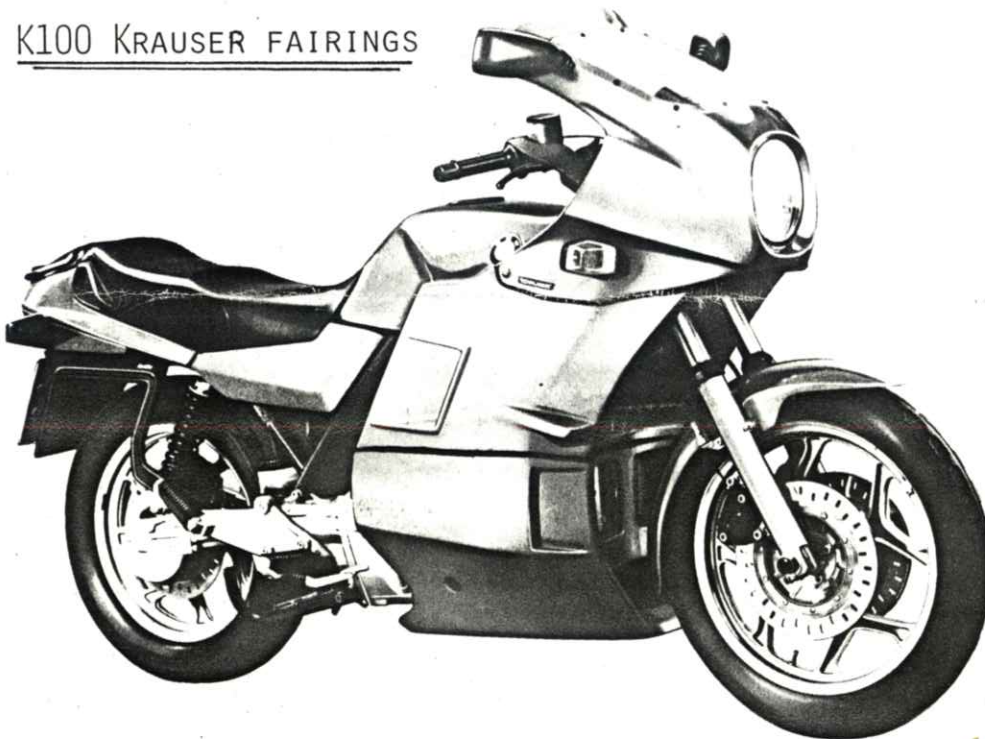
PANNIERS AND RACK TO SUIT
R100RS. MICHAEL BACHMANN
CONTACT WERNER FOR INFO

CLUB BADGES - \$ 3
CLOTH PATCHES - \$ 2
STICKERS (4) - 60 CENTS
URSULA

Find THE WORD - Answer :- Wealth

AVAILABLE NOW THROUGH WESTON MOTORCYCLES :-

K100 KRAUSER FAIRINGS



TOP
\$ 631

TOP & MIDDLE
\$ 1221

FULL FAIRING
\$ 1413

ALSO :- BLUE BMW RAINSUIT NOW AVAILABLE - \$ 180

TOURING, by Bob Rumsey

Touring stories usually tell about a journey of epic distances or enormous difficulty & hardship. It seems that there is not much scope for serious travelling within, say, two hundred kilometres of home. This, of course, is not so.

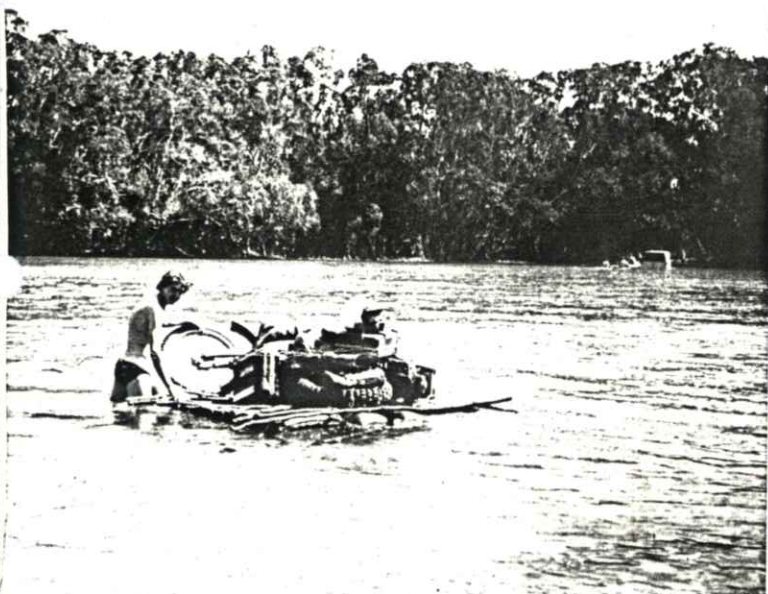
Take, for instance, a recent trip I made of less than 300 km return, over two days, to the Winter Rally near Nerriga. On the way to the rally I passed through places like Bungendore, Doughboy, Charleyong & Mayfield and camped in a beautiful spot on the banks of the Shoalhaven River.

I travelled for only two hours to get there, including a number of stops at interesting old buildings, river crossings & road intersections (a bit of map work is required on these roads).

The return journey was a last minute decision to go via Mayfield, Windellama, Lake Bathurst (the lake, not the village) & Tarago. Mayfield is just a road intersection & the only thing at Windellama is the school. Not very interesting you might say, but people like me have a natural curiosity about these things.

Another interesting aspect of our local district is those towns that you always pass through and never take a close look at. Goulburn, Yass, Braidwood and Gundagai were once great provincial centres and the architecture to be found away from their main streets is quite amazing, particularly in Goulburn.

So there you have it, motorcycle touring need not involve massive distances and a lot of hard work unless, of course, that is what you're looking for. You can make of it what you want, but the main thing is get out there & do it.



"MOTORCYCLE TOURING NEED NOT INVOLVE MASSIVE DISTANCES AND A LOT OF HARD WORK"!!

"THE SHORTEST DISTANCE BETWEEN TWO POINTS DEPENDS ON
WHO IS GIVING THE DIRECTIONS."

- MORRIS BENDER

THE GREAT TYRE CHANGING EVENT

There is a rumour around that there was a committee meeting held on the morning of the 25th of May. Although this can not be confirmed, all those asked about it said that they knew nothing about the said meeting and of course they had not attended any meeting on that morning, especially a meeting they knew nothing about. Anyway, the outcome of this was that no one knew about it, and even less people attended, but it was decided that the club should enter the tyre changing competition. This was part of the celebration for the Victorian Club's 10th Birthday. Two people now had to be found to form a team.

Moff, when asked if he was to enter the tyre changing competition would it be in a Victorian team or an ACT team, said it would be an ACT team, before he realised that he had just volunteered. He then said that he had to see some people from Melbourne, as he ran off through the crowd. So, after finding one willing (?) team member the search was on for the other. This was rather easier than expected, as the Social Secretary volunteered thinking that no one else would be foolish enough to volunteer. After finding that Moff had said he would be on the team, he too ran off into the crowd. Well, at last we had a team, all that was needed now was to get them together.

When the ACT team finally arrived on the main stage, two VIC and one NSW team had already given their best, with times of around 12 minutes. One VIC team had been disqualified because they left out a washer and a wheel bearing dust cap. As you were only allowed to use standard BMW tool kits the ACT team were asked to put away their hacksaw and oxy equipment. The bike that the tyre change was to be performed upon was a R90S that belonged to some brave VIC member.

The ACT team had a great start despite the fact that the Social Secretary was showing how useless he was by throwing the bike on top of himself and then forgetting how to undo a nut. They were waving the tyre and wheel above their heads as if they had just won the 6 hour or something at the 4 minute mark. It took them another 4 minutes to put it all back together again and it would have been quicker if the Social Secretary had kept the axle nut and washer in a safe place instead of spending half his time looking for them in the long grass. At the 10 minute mark they were having trouble putting air in the inner tube. Then some keen eyed spectator spotted a spacer in the grass. The Social Secretary jumped up and grabbed it claiming that it was his wedding ring. Well, if you were married, you probably have a spacer for a wedding ring too.

At the 11 minute mark they announced that they had finished the job and claimed that they had won. But the time keeper disqualified them as he could not detect any air in the tube. He also wasn't very impressed with the wedding ring story. The ACT team then claimed that they in fact had retired, thus avoiding a disqualification by becoming a D.N.F.

The QLD team followed the ACT team and were able to get the wheel off and back on in seven minutes, but had trouble putting air into the tyre and gave up at the thirteen minute mark.

So, it was the NSW team who won the event, or was it the VIC team who cares anyway - we didn't, but it was a lot of fun trying.

Someone who was there.

NEXT RUN :- Aug. 4th (Sun.)
to meet 10.30 am
CORIN DAM Weston M/Cs

INCORPORATION : HOW TO APPLY AND SO ON

Now that the Club has voted to become incorporated, the ACT Corporate Affairs Commission requires certain formalities to be executed. For ease of presentation, I have made a summary of three procedures. The appropriate legislation is the Association's Incorporation Ordinance 1953.

Only one matter requires some thought and opinion from all members - that is step 2 (c), the Club's Constitution. To be in an acceptable form for the Commission, the Constitution needs to be re-formatted and include additional matters, such as ; resignation, funds management and control, custody of documents and accounts, common seal, interpretation, chairman etc. However, care should be taken that the Constitution is not too long.

Just a thought, maybe we also need to review the aims of the Club. In any case, the task will require prompt work and is the only thing now which will delay applying to become incorporated.

Mark C.
Secretary

INCORPORATION PROCEDURES - (SUMMARISED)

1. The name of the association (Club) must be approved by the Commission. It is advisable to have a search made to ascertain whether the name requested is available. (FEE \$ 3)
- 2.a) The Club Committee must issue an authority in writing for a person to apply for incorporation of the Club. b) That person completes a form "Notice of Intention to apply for the Incorporation of An Association".
c) The Authority and Notice are submitted for the Commission approval, together with a draft copy of the Rules of the Club as they will appear when the Club is incorporated. (FEE \$ 5)
3. An approved copy of the Notice will be returned to the applicant who must publish it in a newspaper circulating in the ACT. ie the Canberra Times.
4. Publication under ' Legal Notices ' section, estimated cost \$ 140, includes all mandatory wording of Commission, Club's name, aims and authorised person's particulars.
5. After one month and within six months of publication, the applicant applies for incorporation. (FEE - for issue of a certificate of incorporation \$20)
6. Within 14 days after incorporation the Committee must appoint a Public Officer (who is an ACT resident) and within 14 days after that appointment the Public Officer must give written notice to the Commission. (FEE \$ 2)
7. Within 3 months after Incorporation the Club must file a copy of its Rules with the Commission. (FEE \$ 2)
8. Annual and other fees thereafter :
 - (a) annual submission of audited accounts (\$ 2)
 - (b) other (\$ 2)e.g. any change to Club Rules, Public Officer, Club trusts where applicable, Club name, aims of Club, dissolution.
NOTE : Changes to aims of Club require Publication & approval.
No requirement to notify any Committee changes.
9. Upon Incorporation, all documents must include the word "INCORPORATED" as the last word in the name of the Club.

TWO ESKIMOS, DESPERATE FOR RELIEF FROM THE COLD, LIT A FIRE IN THEIR BOAT, WHICH PROMPTLY BROKE UP AND SANK, - THUS PROVING CONCLUSIVELY THAT YOU CAN'T HAVE YOUR KAYAK AND HEAT IT TOO .

Answers to last month's Games People Play -

If you had said all of them, you would have been spot on.

Two companies used the B.M. name, both were Italian, one built 500 singles from 1928 to 1931, the other 125 & 175 singles in the 1950's.

D.M.W. which stood for Dawson Motor Works was a English company that built mainly two stroke singles.

E.M.W. was the name of the East German company that built the R35/5, I told you about, the other month. The tank badge was also very B.M.W. like, except that there was a red star in the centre and the sky in the badge had turned red, probably symbolising the sun set that now leaves that part of Germany in the dark.

There were two companies that use the H.M.W. name, a German company that made 3 H.P. singles from 1923 til 1928. The other an Austrian company that made Mopeds from 1949 til 1964.

M.W. were a German company that built 250 cc O.H.V. singles from 1923 to 1926.

R.M.W. was a German company that built a variety of machines from 1925 until 1955.

S.M.W. were a German company that built motorcycles from 1923 til 1933 using 500 cc B.M.W. motors.

S.W.M. are an Italian company that concentrates on a wide range of Trials and Moto- cross machines.

W.M.B. were a German company that built lightweight machines from 1924 til 1926.

FIND THE WORD

L	F	I	S	H	I	N	G	H	H	E	A	B	B	B
I	W	S	E	U	O	F	S	S	Y	S	O	E	U	S
F	S	A	A	H	R	L	I	K	E	A	L	L	G	K
E	T	R	R	I	T	F	I	T	R	H	C	O	S	C
S	S	S	E	M	L	M	I	D	N	A	T	H	I	O
A	W	R	E	L	S	B	R	N	A	E	H	A	T	R
V	S	A	E	G	G	I	O	A	G	Y	S	S	B	S
E	P	H	V	F	D	N	R	A	W	S	S	S	T	T
R	S	A	A	E	R	I	A	S	T	A	O	B	I	H
S	E	P	R	D	S	U	R	F	B	O	A	R	D	S
S	L	S	A	K	E	H	S	F	U	T	S	U	E	R
M	L	E	S	D	S	C	O	G	H	N	N	S	P	E
I	E	E	W	A	E	O	A	E	O	E	A	H	M	V
W	R	R	W	O	D	S	R	R	S	D	C	E	U	I
S	S	T	E	L	T	S	A	C	D	N	A	S	J	D

INSTRUCTIONS :

All the words listed below appear either vertically, horizontally or diagonally in the box of letters. By eliminating all the letters comprising the hidden words the solution can be found constituted of the remaining letters.

- | | | |
|-------------|-------------|--------|
| ANGLERS | PARKS | |
| BATHERS | RACED | |
| BATHES | RISKS | |
| BITES | ROCK | |
| BOARDRIDERS | SAILBOAT | |
| BOATS | SANDCASTLES | |
| BRUSHES | SELLERS | |
| BUGS | SHADE | |
| CANS | SHARKS | |
| CLUB | SHELLFISH | |
| DIVERS | SHOES | |
| DOGS | SIT | |
| DUNES | SORE | |
| FISHING | SPADES | |
| FITNESS | SURFBOARD | |
| FOOD | SURFERS | |
| FRIDGES | SURFING | |
| FUN | SWIMS | |
| HEAT | TIDE | WASH |
| HOLE | TOGS | WAVES |
| HOLIDAYS | TOWELS | YACHTS |
| JUMP | TREES | |
| LIFESAVERS | WARMS | |
| | WARMTH | |

Solution: 6 letters

ANSWER to be found, elsewhere in the Journal.

CLUE : What a BMW owner doesn't have after buying one

THE R60

The R60 was made from 1956 til 1967 in which some 20,828 examples were built, it replaced the R67 as the touring and sidecar machine in the BMW range at the time.

The motor, a type 267/4 was a flat twin four stroke with overhead valves, it had a capacity of 593 cm³ with a bore and stroke of 72 & 73 mm, with a compression ratio of 6.5 to 1 and gave out 28 BHP at 5,600 RPM. The R60 was fitted with two semi down draught Bing 24mm carburetters. There was a single disc dry plate clutch which fed power straight to a type 245/1 constant mesh four speed gearbox with sliding dog clutches, gear ratio of 5.33 to 1 for 1st, 3.02 to 1 for 2nd, 2.04 to 1 for 3rd and 1.54 to 1 for 4th. The drive shaft was kept in its own oil bath in the right hand swing-arm delivering power to the rear drive, a couple of spiral bevel gears in an oil bath, with a ratio of 2.91 to 1 and an optional ratio of 3.86 to 1 for sidecar haulage. The Frame was a type 254/1, made of welded duplex steel tubing and was slightly stronger than those fitted to the rest of the range.

Front forks were swinging arms with multi-rate coil springs and dual-action hydraulic shocks and could be adjusted for sidecar work. The rear end was a swing arm with a two position adjustment shock absorber. Wheels were interchangeable 18 inch with a twin leading shoe brake at the front and a single leading shoe at the rear. Ignition was a Bosch M 2 magneto driven direct from the camshaft. The generator, a Bosch LJ/ CGE dynamo at 60 watts output, driven direct from the crankshaft which charged a 6 volt 8 amp/hr battery.

The R60 was 2125 mm long with a height of 725mm, a width of 660mm and weighed in at 195 kgs unladen. Fuel tank capacity was 17 litres with a fuel consumption of 28 km/l, it had a range of 426 kms. The R60 had a top speed of 145 km/hr and was able to get from 0 to 100 km/hr in 8.5 seconds.

In 1960, the R60 was given a stronger crankshaft and camshaft with an increase in compression to 7.5 to 1, resulting in the power output being boosted to 30 BHP at 5,800 RPM.

In 1962, the changes in the clutch area consisted of strengthening the clutch, by increasing the thickness of the clutch plate from 5mm to 9mm.

In 1963 the final drive ratio was changed to 3.37 to 1. 1964 saw the spring pressure in the clutch mechanism increased to 166 - 180 KP. In 1965, the front covers for the main bearings were changed to aluminium and cylinder bases were engraved with a radiating pattern along with a new soft aluminium gasket to give a better oil seal.

The speedometer drive retaining screw was reshaped so that the gear box remained oil tight even under severe conditions. The universal joint increased the number of wedges to six. Additional struts were added to strengthen the frame especially around the stop light switch area. The handlebars also sported new switches and levers.

In 1966, the old valve locks were replaced by new ones that were not as deeply seated, allowing the valves to rotate within the guides. New exhaust valves with carbon traps, designed to catch waste without affecting the fit of the valve were used. The kick start return spring were supplied with a reverse winding to eliminate the grating one had when starting.



cont.. over

A YOUNG FRANK WITH HIS R60.

R60 continued

1967, the last year of production, saw quite a few changes. The new breathing system added to the 'S' model in 1962 was now added to the R60. The cylinder heads went to a different alloy with slightly thicker supports for the rocker bolts, for greater rigidity. Air filters were now standardised to fit the "Micro Star" paper element. The bikes exported to the USA, were fitted with telescopic forks, which had much in common with the forthcoming / 5 series.

The R60 was used as a work horse by the police and military in many countries throughout the world, as well as seeing a lot of service in the hands of private owners. One such person rode an 18 year old example from Sydney overland to London in 1979 with its home made fairing and luggage boxes. It looked more like a travelling tool shed than a motorcycle.



FRANK

Everything hurts - what doesn't hurt, doesn't work.

The gleam in you eye is from the sun hitting your bi-focals.

You feel like the night before and you haven't been anywhere.

Your little black book only contains names ending in MD.

You get winded playing cards or bingo.

Your children begin to look middle-aged and you join a health club and don't go.

A dripping tap causes an uncontrollable urge.

You look forward to a dull evening and need glasses to find glasses.

You turn out the lights for economy rather than romantic reasons.

H O W
YOU KNOW
YOU
ARE
GETTING
OLD

extracted
from
Early Bird News

Think you know a lot about BMWs, BMW's history and personalities ?
Try you hand at these questions.

1. Disc brakes were first used by BMW in ?
a) 1963 b) 1976 c) 1973 d) 1969 e) 1955
2. The first BMW motorcycle was designed by ?
a) Georg Meier b) Rudolf Schiecher c) Karl Pahp
d) Max Friz e) Franz Popp
3. Who riding a BMW came second in the World Championships in 1956 ?
a) Dickie Dale b) Walter Zeller c) George Meier
d) Geoff Duke
4. What feature was fitted to bikes sold in USA in 1967 ?
a) disc brakes b) hydraulic steering damper
c) electric starter d) earles fork
e) telescopic fork
5. What bike was the first BMW to be sold with a fairing ?
a) R100RS b) R69S c) K100RT d) R90S e) R75/5

ANSWERS - next month

CLUB MEMBERSHIP as at 14 MAY 1985

Name	Bike	Home	Work
Stephen ALLEN	K100RS	583296	652193
Michael BACHMANN	R100RS	-	-
Daniel BEDO	R65LS	862595	465867
Brian BLEMINGS	K100	584724	870124
Rod BROWITT	R80/7	474662	655366
Bill BROWN	R100/7	547220	454493
Doug & Helen BRYANT	R65	-	888747
Thomas BURNS	R75/5	540377	851266
Graeme CAMERON & Lesli OWEN	R80ST	887044	655826
Mark & Liz COGHLAN	R100/7	318059	685462
Garry COLCOTT	R80GS	-	655187
Ross & Lynn CRAFTER	R80GS	921108	497444
John DOYLE	R100RS	887369	893835
Terry (TJ) DUNN & Jenni COLE	R75/5, R100RS	816559	887508 (J.C.)
Chris & Anne FULKER	R60/6	310114	685614
Warren & Fran GILCHRIST	R100RT	881462	495549
Richard GORDON	R65	(063)821113	-
Ian & Jeanette HAHN	R90/6 sidecar	319314	-
Allan HAINSWORTH	R100RT	884340	-
Mark HOGAN	R60/7	313249	971396
Mike & Patricia HOUSTON	K100	889609	716368
Evan & Chris KEMP	R65	310391	632876
Bob KNIGHT	R100RT	(069)226550	(069)214205
Joe KNIGHT	R25, R60, K100RS	(069)226055	(069)214205
Dave LAMBART assoc.	CX500	881198	454384
Phillip LE COUTEUR	R65	-	653353
Neil McLEOD	R80RT	-	-
Frank MILLWOOD	R69S, R80ST	957403	633799
Howard (Moff) MOFFAT	R75/5	886895	-
Bob RUMSEY	R80/7, R75/6 sidecar	919329	733777
Bill RUSH	R100S	319947	436777
Ian SPEED	R80GS	919770	684772
Werner & Ursula STROTMANN	K100	864057	-
Peter & Meryl WHITE	K100RT	921024	832491
Taffy & Nancy WILLIAMS	K100RS	587831	870236
Graeme WINDSOR	R100RT	544014	-
Gerald & Lorraine ZEDRAS	R50	824085	955241

