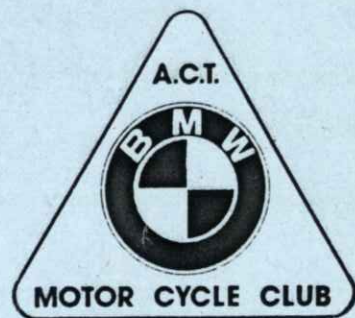




MONTHLY
JOURNAL
OF THE



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

COMMITTEE

PRESIDENT :- WERNER STROTMANN PH. 864057 (H)
 VICE PRESIDENT :- MIKE HOUSTON PH. 889609 (H)
 SECRETARY :- MARK COGHLAN PH. 318059 (H) 684429 (W)
 TREASURER :- URSULA STROTMANN PH. 864057 (H)
 TOURING SECRETARY :- BOB RUMSEY PH. 919329 (H) 733777 (W)
 SOCIAL SECRETARY :- FRANK MILLWOOD PH. 957403 (H) 633799 (W)
 EDITOR :- JENNI COLE PH. 816559 (H) 887508 (W)

LIBRARIAN
TOOLS OFFICER :- FRANK MILLWOOD

CLUB ACTIVITIES

GENERAL MEETINGS SECOND MONDAY OF THE MONTH FROM 7.45pm.
 ROYALS RUGBY FOOTBALL CLUB, LIARDET ST, WESTON.
 CLUB RUNS FIRST WEEKEND OF THE MONTH (SATURDAY OR SUNDAY)
 MEET AT WESTON MOTORCYCLES. SEE "WHAT'S ON" PAGE.
 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 MOTORCYCLES
 49 BRIERLEY STREET,
 WESTON. PH. 888747

GENGE MOTORCYCLES
 7 LONSDALE STREET,
 BRADDON. PH. 497923

JOE'S MOTORCYCLE WRECKERS
 UNIT 10, 3 WILUNA STREET,
 FYSHWICK. PH. 806703

PADDY PALLIN
 46 NORTHBOURNE AVE,
 CIVIC. PH. 478949
 (Available on purchases
 totalling over \$300)

PLEASE SHOW YOUR MEMBERSHIP CARD

WHATSON

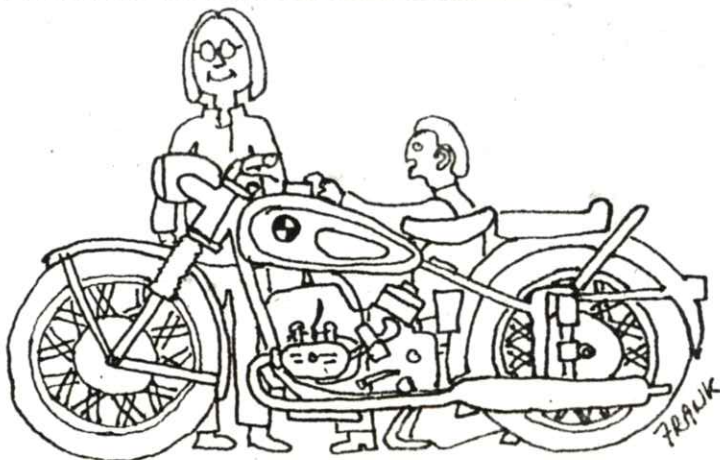
- NOV 30 - 1 DEC Christmas Rally at Yadboro near Ulladulla
- DEC 1 CLUB RUN to Cowra to visit the Japanese Gardens.
Meet at Weston Motorcycles at 9.30am.
- DEC 9 GENERAL MEETING - Royals Rugby Football Club, Weston. 7.45pm.
- DEC 14 CLUB Christmas Party, to be at Rose Cottage Inn,
Cnr Isabella Dr & Monaro Highway.
Three course meal. Club members only \$15 each, others \$20.
Payment must be made before December 1st.
See form elsewhere this issue.
- JAN 13 GENERAL MEETING - Royals Rugby Football Club, Weston. 7.45pm.
- JAN 25 - 27 Karuah River Rally, near Dungog NSW.
Clubman Rally, Jingellic NSW.
Canberra Vintage, Veteran & Classic Rally, Canberra.

NOTE : As usual there will be no January club run due to the holiday season.



CLUB RUN to Cowra

December 1st - Sunday
meet at 9-30am, Weston M/c's



WHAT! YOU WANT TO GO FOR A RIDE
AFTER I SPENT ALL DAY CLEANING THE BIKE!

MINUTES OF GENERAL MEETING

11 NOVEMBER 1985

OPENED : 8.07pm
VENUE : ROYALS RUGBY FOOTBALL CLUB, WESTON
APOLOGIES : 5
PRESENT : 19 MEMBERS
- VISITORS

NEW MEMBERS: Ron Dale, Andrew Grant.

MINUTES of previous General Meeting accepted. Moved by Frank Millwood
Seconded by Jenni Cole

CORRESPONDENCE

OUT : Thank you to K Rally sponsors, BMW Australia, Don Wilson M/Cs, Castol Oil Co.
IN : Club Magazines - QLD (Nov), NSW (Jul, Oct), WA (Oct), VIC (Oct), CDDC (Nov).

PAST EVENTS REPORTS :

- . Report on Business of October Committee Meeting including donation of \$300 to Kosciusko National Park if agreed at General Meeting.
- . Coast Run summary by Ursula Strotmann.

BUSINESS :

- . Christmas Party on 14 December at Rose Cottage Inn - \$20 per person
 - Club will pay \$5 subsidy per member
 - Must pay deposit by 1st December to be included in confirmed number
 - Chris Fulker suggested continue awards.
- . Perpetual Trophy for Volley Ball challenge made by Frank Millwood
 - for annual event following CDDC Economy Run.
- . New Constitution voted in after short discussion.
- . BMW dealer to renew "shopfront" for Club.
- . Graeme & Lesli Cameron presented with wedding gift from members donations.
- . Typewriter to be acquired for Journal production up to value of \$450.
- . Suitable formality at meetings discussed with no change decided.
- . Request for more guest speakers, films, videos
 - difficult to secure guest speakers - general opinion was meetings become too long.

NEXT MEETING : 9 December

NEXT RUN : 1 December - Cowra

CLOSED : 9.00pm

CURRENT MEMBERSHIP - 71

MARK C.
12/11/85

THE R51

The R51 was made from 1938 'til 1940 in which some 13,000 examples were built, it replaced the R5 as the 500cc sports model in the BMW range at the time.

The motor, a type 254/1 was a double-cam flat twin four stroke with overhead valves, it had a capacity of 494 cm³ with a bore and stroke of 68x68 mm, with a compression ratio of 6.7 to 1 and gave out 24 BHP at 5,600 RPM. The R51 was fitted with two Amal or Bing carburetors. There was a single disc dry plate clutch which fed power straight to a type 250/2 four speed gearbox, gear shift was by foot pedal with additional hand-lever. The gear ratios were 3.6 to 1 for 1st, 2.28 to 1 for 2nd, 1.7 to 1 for 3rd and 1.3 to 1 for 4th. A drive-shaft with spiral bevel gear, flexible disc hardy and universal joint gave power to the back wheel with a final drive ratio 3.89 to 1 for solo use or 4.62 to 1 for sidecar work. This was all wrapped up in a type 251/1 closed triangle twin-loop frame made out of oval section tubing. Fitted with telescopic forks with hydraulic shock absorber and helical compression springs up front with telescope plunger with helical compression springs at the rear. Wheels were 19 inch with single leading shoe brakes front and rear.

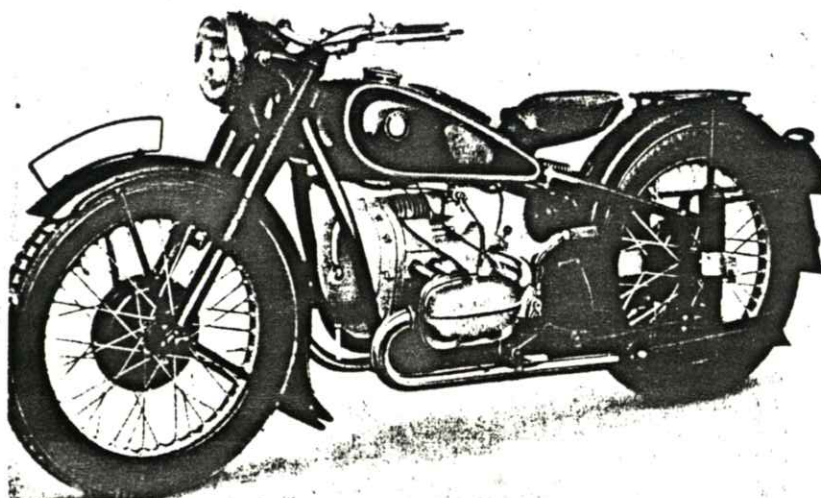
The R51 was 2130 mm long, a height of 960 mm, a width of 815 mm and weighed 185 kg unladen. The performance of the R51 was quite good for its day with a top speed of 140 km/h and fuel consumption of 25 km/l, with the 14 litre fuel tank it had a range of 350 km.

The R51 with the rest of the 1938 range brought the final main change to the chassis with the introduction of rear suspension. The rear drive was fitted with a universal joint to accomodate the movement of the rear wheel.

The R51 noted for its outstanding low-speed torque and incredible reliability, it was a popular model with German traffic police and BMW's biggest seller during this period. The R51 was also produced as a racing bike but they did not have the performance of the British singles. One rider got around this by fitting a Roots type supercharger that was driven directly from the front of the crankshaft, thus giving him a bike that not only looked but also performed like the O.H.C. Warkes 500's. It is interesting to note that Associated Motor Cycles makers of A.J.S. Motorcycles used the front fork of the R51 to develop their teledraulic fork.

One can only guess what further innovations and improvements another year would have brought to the popular R51. But war broke out on September 3rd, 1939 and the authorities responsible for vehicle production in Germany sent telegrams to all manufactureres forbidding further sale and delivery of motor vehicles for private use.

FRANK



CLASSIFIEDS

FOR SALE

CLUB JUMPERS (NAVY STYLE) \$30
ORDERS TAKEN URSULA 864057 (H)

CLUB T-SHIRTS \$7 ORDERS TAKEN
BOB RUMSEY 919329 (H)

KRAUSER 4 VALVE HEADS & MATCHED
PISTON SET (1st OVERSIZE) 18%-20%
POWER INCREASE, (TO 83HP AT 7300 RPM)
FLATTER TORQUE CURVE, (TO 84NM AT
4000 RPM) REDUCED VIBRATION, IMPROVED
FUEL CONSUMPTION, HIGH QUALITY CONSTR.
NORMALLY \$1700 PLUS,

FACE MASKS - WATER SKI SUIT
MATERIAL \$12
SEE TAFFY 587831 (H)

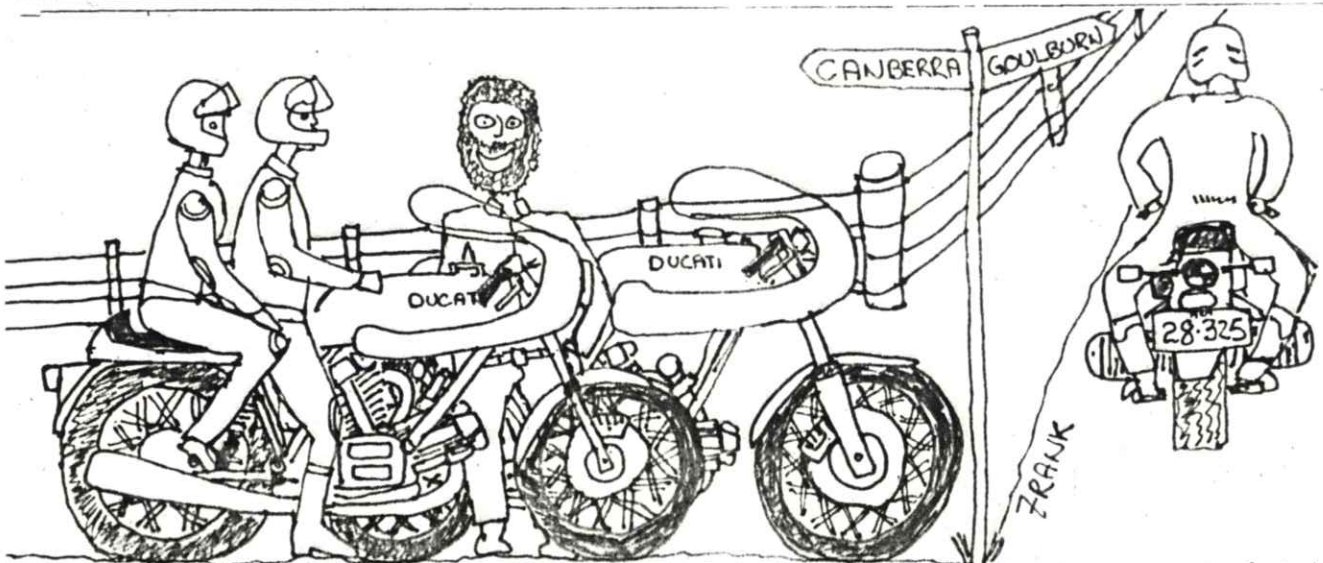
ONLY \$1400 O.N.O.

MICHEAL BACHMANN

(069) 233233 EXT 3756 (A.H.)

WRECKING - HONDA ZOT
ASSORTED PARTS
T.J. 816559 (H)

BMW CRASH BARS SUIT /6 /7
UNSCRATCHED \$35 CHRIS 310114



HAVE YOU BEEN SENDING ALL THE BMWs TO GOULBURN !

THE CANBERRA DISTRICT DUCATI CLUB ECONOMY RUN!

The Economy Run was well attended, approx. 8 members of the BMW Club turned up. Daniel Bedo, a member, was the outright winner on a R80ST with 128 m.p.g. After a BBQ lunch and the presentations a Volley Ball game commenced between the BMW Club and the Four Owner's Club, they were slightly short on numbers, so a few of our traitors joined them to give them a hand. As it turned out the Four Owners won and the trophy made by Frank is in their care until next time !!

WEEKEND RUN TO CANDELO/BERMAGUI/TILBA

Liz C. ½ R100/7

On awakening on Saturday morning there was a heavy fog/mist hanging over Tuggeranong Valley but by 8.45 as we left for Weston the sky had cleared and there was some cloud around. Most people were already there when we arrived so we all set off at 9.20.

The ride to Cooma was uneventful and down Brown Mountain was superb as Mark wore in his new front disk. On arrival in Candelo we were pleased to see "In the Pink" was open for lunch. After refuelling our bikes we all refuelled ourselves on good wholesome food before setting off to Kameruka. At this stage Warren & Fran's R100 was proving difficult to start but we managed the 4km trip to Kameruka without any problems.

At Kameruka we were given a quick rundown on how the place was started and the philosophy behind its layout. We all set off together and explored the house gardens, the dairy shed (with milking in progress) and young calves around it, then off to the butchery, shearing shed (where some people had their weights disclosed to all) and lake. The quick way back to the house proved to be hilly and sometimes mushy but everyone agreed it was great exercise (even if there was the odd smelly, slightly dead turtle). We found ourselves on the top of the hill where the church was and most, not fearing the wrath of God, ventured inside to look around and read the stone memorials inside. Mark and I set off to Woluila to visit my sister and the others joined us there some half an hour later.

The ride to Bega was slightly damp but the braver ones left the wet weathers off. I managed to swap pillion seats with Ursula Strotmann at this stage to see if the K100 was better than the R100. One hour later at Bermagui my bum convinced me that the R100 was a better bike.

At Bermagui we all prepared ourselves for a great dinner at O'Sheas hotel only to find it had been booked out by a private function. We were recommended to try "Le Marlin", a BYO restaurant across the road from our motel. We all enjoyed lots of food, plenty of wine and good conversation (although Werner's mussels took some time). While some headed back to the motel for an early night, Werner & Ursula, Warren & Fran, Bob and Mark & I headed to the Club to play the pokies and have a few ales. Werner and I decided to be rash and put \$4 through the pokies. It took one hour to go through this, much to Warren's disgust (his machine just ate everything in 5 mins). Warren & Fran and Mark & I declared it a night at 11.10 whilst the others continued to rage on until midnight.

Next morning some of us tucked into a hearty breakfast in the motel dining room whilst others digested birdfood and coffee in their rooms. Warren's battery was dead so whilst it received life we all walked around the moorings and checked out the little harbour in Bermagui. At around 10.00 we set off for Tilba where we visited the cheese factory, the saddlery, the woodturner and, of course, the pub. At around 12.00 we set off for the Tilba winery where we sampled wine and had a ploughman's lunch. At this stage we were beginning to feel that all we had done all weekend was go for a short ride and then stop and eat - but it was great fun.

The ride home was via Dalmeny, Broulee and Bateman's Bay. A very hectic and uneventful trip until !!!! You guessed it, Mark gave a very generous donation to the NSW Internal Revenue. What a way to end off a great weekend! To all those who piked out at the last minute all I can say is bad luck - you missed a great weekend's riding with great company.

OPINION

I believe that our Club has reached a crossroad. We have just voted in a neat constitution with updated objectives and can now formally apply to be considered for incorporation. We are also seeing a reduction in member activity against a slight increase in total membership. Is it because of the increasing formality at our meetings, or something else not yet fingered ?

As with many clubs, there are cycles (excuse the pun) of development, interest, involvement, generally a mixed bag of things equalling brilliance, mediocrity or ah oh failure. But don't give up, we need your support.

Here's a suggested recipe for survival.

1. Recognise that our Club is for relaxation.
2. Be ever conscious of our Club's new objectives.
3. Only accept positive ideas of wide membership appeal/benefit.
4. Have faith in the Committee and its dedication.
5. Only acknowledge constructive criticism.
6. Nothing is perfect but high standards are achievable.
7. Admit that BMWs have character and faults.

Mark Coghlan

PRODUCT REPORT

A month or two ago I replaced my standard single disc on my R100/7 with a cast unit. This was decided after consideration of converting to double BMW disc requiring slider, caliper assembly etc etc and still have poor wet weather brakes. So, by sending \$85 plus postage and the original disc plus carrier I received the cast unit plus my original disc a week later.

No conversion was required to fit the new unit to my bike. The best opportunity to wear the disc in was the recent Club coast weekend run. Hardworking down Brown Mountain, through the rain in the Bega area, and other conditions proved that it could do its desired job very well. At the expense of some slight rust I consider it a minor cosmetic point compared to the real improvement in safety.

Supplier : Ecco Engineering, Coburg Victoria.

(This firm had a special display of neat BMWs at the Victoria BMW Club's Expo at Berwick last May).

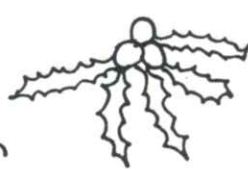
Mark Coghlan

Below is a list of BMW models in numerical order, can you list them in the order they were produced.

R2 R5 R12 R16 R20 R26
R32 R35 R45 R47 R51 R57
R60 R66 R71 R75 R80GS R80RT
R90/6 R100RT

ANSWERS IN NEXT MONTH'S
JOURNAL.

" It's that time again



Saturday, 14th December

" CHRISTMAS PARTY "

5-00pm

at ROSE COTTAGE INN
(cnr Isabella Drive and
Monaro Highway, Tuggeranong.)

\$15 members - \$20 others
3 courses (includes Roast
Spit)



* send name + money to
reach Club by Dec 1st
(cheques etc)

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

numbers have
to be confirmed
then!
tear along here

yes, I/we'll be there!

Amount
enclosed

Name : _____ \$ _____

No. attending : member(s)
 other(s)

CHRISTMAS PARTY 14-12-85



LIBRARY.