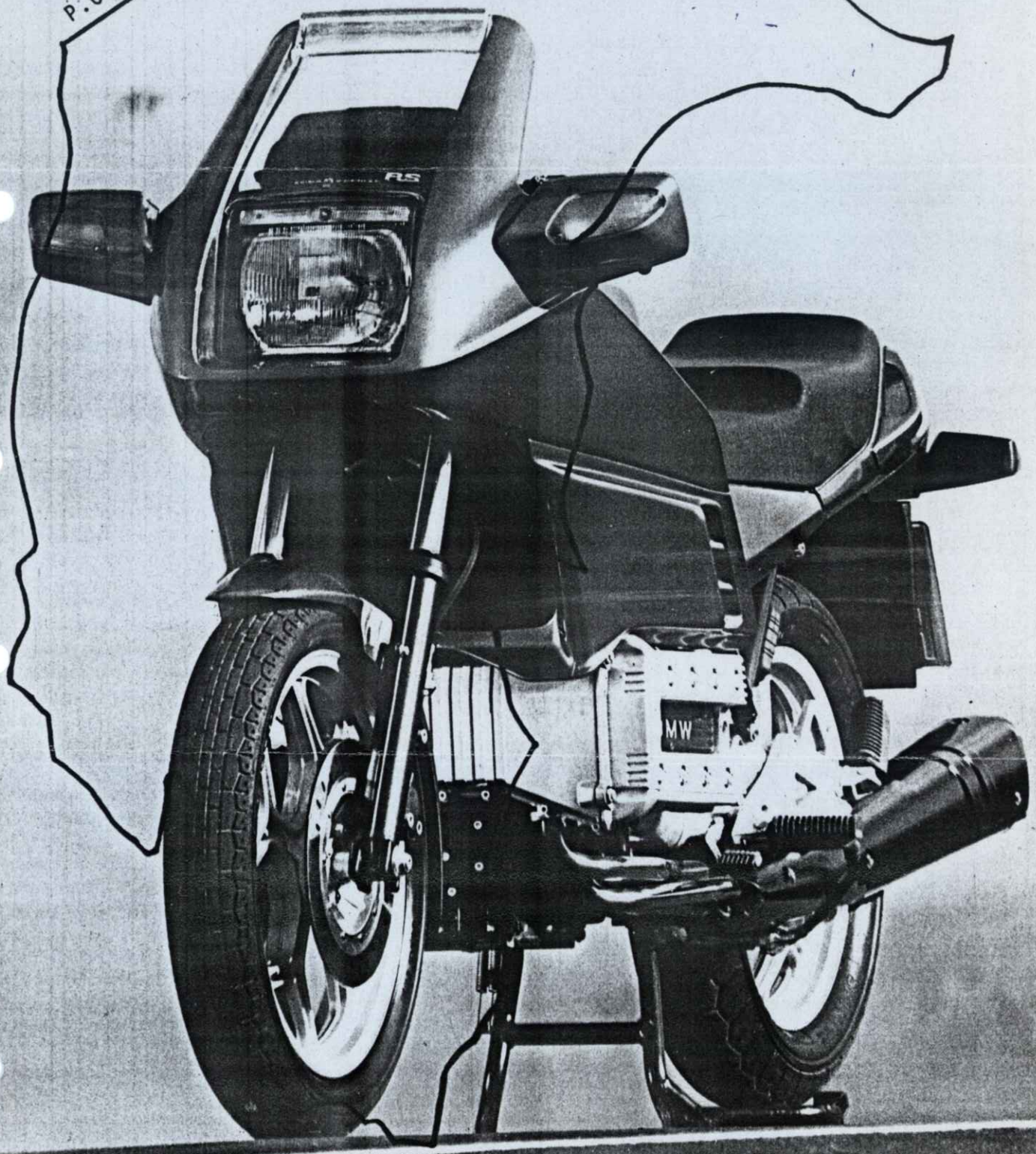




P.O. BOX 1042, WODEN. A.C.T. 2606



COMMITTEE

PRESIDENT :- MIKE HOUSTON PH. 889609 (H)  
 VICE PRESIDENT :- BOB RUMSEY PH. 919329 (H) 733777 (W)  
 SECRETARY :- HILDA SUNDERLAND PH. 918687 (H)  
 TREASURER :- FRAN GILCHRIST PH. 881462 (H)  
 TOURING SECRETARY :- CHRIS FULKER PH. 310114 (H) 685614 (W)  
 SOCIAL SECRETARY :- LESLIE OLIVER PH. 495698 (W)  
 EDITORIAL STAFF :- CHRIS FULKER STEWART SUNDERLAND  
 JENNI COLE BOB RUMSEY

\*\*\*\*\*

LIBRARIAN TOOLS OFFICER :- FRANK MILLWOOD PH. 957403 (H) 633799 (W)

\*\*\*\*\*

CLUB ACTIVITIES

GENERAL MEETINGS SECOND MONDAY OF THE MONTH FROM 7.45pm.  
 ROYALS RUGBY FOOTBALL CLUB, WESTON.  
 CLUB RUNS FIRST WEEKEND OF THE MONTH (SATURDAY OR SUNDAY)  
 MEET AT PAUL BROGAN'S BMW, DUNDAS COURT, PHILLIP.  
 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

PAUL BROGAN BMW  
 WESTON MOTORCYCLES  
 65 DUNDAS COURT  
 PHILLIP. PH. 851944  
 HRS - MON/FRI - 8.30 - 5.30  
 SAT - 8.30 - 3.00

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

\*\*\*\*\*

GENGE MOTORCYCLES  
 7 LONSDALE STREET  
 BRADDON. PH.497923

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

PLEASE SHOW YOUR MEMBERSHIP CARD

\*\*\*\*\*

FRONT COVER :- KIORS

# WHATSON

- MAR 28 - 31 Australian Grand Prix races at Mt Panorama, Bathurst.  
Bathurst Easter Rally, 21 km from Mt Panorama.  
Cane Toad Rally, near Mackay, QLD.  
National Gold Wing Rally, Narrandera, NSW.
  
- APR 6 CLUB RUN, to Bradley's Hut, Cabramurra  
Meet at Paul Brogan's, Dundas Court, Phillip at 8.30.
  
- APR 13 Volley ball rematch against 4 Owner's Club. 11.00am  
Meet near Cotter Pub. Bring a BBQ lunch, if no fire bans on.
  
- APR 14 GENERAL MEETING - Royals Rugby Football Club, Weston.  
7.45pm.
  
- APR 19 - 20 Kangaroo Rally, Monza Park, near Ballarat, VIC.  
Famous Last Words Rally, south of Euroa, VIC.
  
- APR 25 - 27 BMW Rally, in the Grampians National Park, VIC.  
Blizzpin Rally, Warrabah National Park, N.E. of Manilla, NSW.
  
- MAY 17 - 18 Iron Bark Rally, Mt McDonald near Cowra, NSW.

\*\*\*\*\*

CANBERRA DISTRICT DUCATI CLUB ARE HOLDING A CON COURSE D'ELEGANCE  
ON SUNDAY 23 MARCH FROM 10AM.  
JUDGING/ AWARDS 12.30PM  
LOCATED AT THE CARILLON PARK NEAR THE CARILLON/ KINGS AVE BRIDGE

### APRIL CLUB RUN

APRIL 6 (SUNDAY) MEETING AT PAUL BROGAN'S AT 8.30AM TO GO TO  
BRADLEY'S HUT, NEAR CABRAMURRA.  
BRING ALONG SOME LUNCH ETC.

### VOLLEY BALL REMATCH AGAINST THE 4 OWNER'S CLUB

APRIL 13(SUNDAY) MEET AT THE COTTER PUB, 11.00AM FOR A BBQ LUNCH  
(IF NO FIRE BANS)  
HOPEFULLY WE'LL WIN BACK THE TROPHY !!!!

A N N U A L   G E N E R A L  
M E E T I N G

10 MARCH 1986

OPENED:            8.20 pm  
VENUE:            ROYALS RUGBY FOOTBALL CLUB, WESTON  
APOLOGIES:        Brian Blemings, Andrew Grant  
PRESENT:          23 Members  
                  2 Visitors: Michael Ralser, Paul Van-Rak

MINUTES of previous General Meeting were not read.

CORRESPONDENCE:

OUT:              NIL

IN:                Newsletters: BMW NSW(Feb), Qld(Mar), Vic(Feb),  
                  WA(Feb), SA(Feb). MRA Aust(Feb Qtr)

NEW MEMBERS:     D Doyle    75/5 + Kawasaki S'car  
                  R Quinn    RG500 + R100RS

PAST EVENTS REPORTS:    None given at this meeting.

1985/86 Committee Stood Down.

AGM Chaired by Ron Quinn. Ballot voting took place, resulting in the installation of the 1986/87 Committee -

PRESIDENT:            Mike Houston  
VICE PRESIDENT:       Bob Rumsey  
SECRETARY:            Hilda Sunderland  
TREASURER:            Fran Gilchrist  
SOCIAL SEC:            Lesley Oliver  
TOURING SEC:           Chris Fulker  
EDITORIAL COMMITTEE:  
                          Chris Fulker  
                          Jenni Cole  
                          Stuart Sunderland  
                          Bob Rumsey

\*\*\*\*

LIBRARIAN &  
TOOLS OFFICER:        Frank Millwood

The President thanked the outgoing Committee and Caretaker Secretary for all their hard work and support during 1985/86 and hoped for a good, solid, successful 1986/87 with the new Committee.

GENERAL BUSINESS:

- . Ursula Strotmann informed there were no further supplies of the Club Navy Jumper available.
- . Points system for 1986/87. Chris Fulker asked if points system was to remain the same? Change of system proposed by Graeme Cameron. President requested this item be brought up at the April meeting.
- . Jeanette Hahn asked when the Club was to be incorporated. President requested this be brought up at next meeting following discussions by the Committee.

FUTURE EVENTS:    4-Owners Club volley ball challenge match  
                          (see WHAT'S ON)

NEXT RUN:            Bradley's Hut, Cabramurra    6 April (see WHAT'S ON)

MEETING CLOSED:    9.45 pm                            NEXT MEETING: 14 APRIL 1986

1986 A.G.M.

The A.G.M. of the ACT BMW MCC was held on 10 March 1986 at Royals Rugby Union Club, Weston. 23 members formed a quorum for the annual elections for office bearers for 1986.

Ron Quinn, a well known senior motorcyclist and QANTAS executive conducted the elections as a neutral electoral officer at the request of the Club. It was pleasing to see Ron join as a new member immediately following the elections.

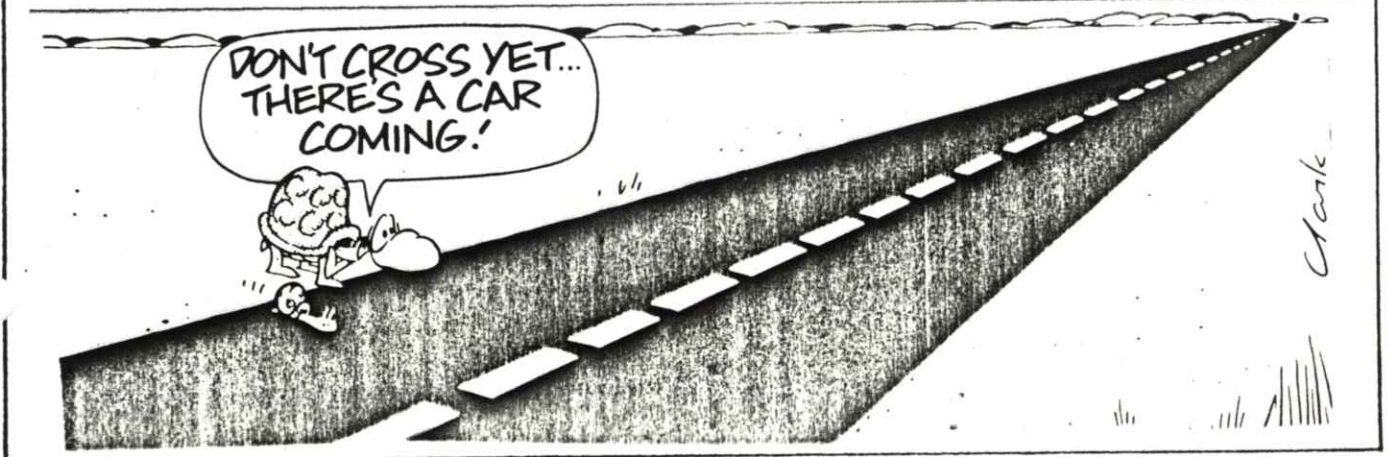
I wish to extend my appreciation on behalf of the Club to those committee members who worked so hard last year and also congratulations to the incoming committee.

For the benefit of those members who were unable to attend the A.G.M. I have listed below the new committee members and their elected positions.

PRESIDENT	Mike Houston
VICE PRESIDENT	Bob Rumsey
SECRETARY	Hilda Sunderland
TREASURER	Fran Gilchrist
SOCIAL SECRETARY	Leslie Oliver
TOURING SECRETARY/ RALLY COORD.	Chris Fulker
EDITORIAL COMMITTEE	Jenni Cole, Chris Fulker, Bob Rumsey, Stewart Sunderland.

On behalf of the new committee I wish all members an enjoyable years riding for 1986.

MIKE HOUSTON  
PRESIDENT



# CLASSIFIEDS

## FOR SALE

BMW FUEL TANKS, 1 x R60/6,  
1 x R90S, SLIGHT DAMAGE,  
EASILY REPAIRED  
\$100 EACH O.N.O.  
EUROTUNE 806026

FURNITURE - DRESSING TABLE  
WITH MIRROR, BEDHEAD & SIDE-  
TABLES, INCLUDING READING  
LAMPS & CLOCK RADIO (ALL  
BUILT IN) PRICE NEGOTIABLE  
ANN FULKER 310114 (H)

TANK BAG FOR K100  
GOOD COND., WITH RAINCOAT  
\$60 PETER OLIVER  
572263 (H)

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

2 MAN TENT, BELL END STYLE,  
COMPLETE \$30 O.N.O.  
PETER OLIVER 526372 (W)

BMW CRASH BARS SUIT /6 & /7  
\$40 CHRIS FULKER 310114 (H)

LADIES (SMALL SIZE) ONE-PIECE  
WET WEATHER SUIT - MOTOMOD  
LIGHT BLUE (BRAND NEW -  
NEVER USED) c/- P. OLIVER

## — LOOSE SPOKES —

ON THE MEND - MIKE HOUSTON'S RECOVERING FROM A BROKEN COLLARBONE  
AFTER A MISHAP AT WINTON EARLIER THIS MONTH.  
- PETER OLIVER'S RECENTLY HAD THE PIN OUT OF HIS  
LEFT LEG (A LEGACY OF HIS ACCIDENT IN EUROPE).

GENERAL - JENNY (FORMERLY OF WESTON M/CS) NOW WORKING AT THE  
STABLE IN CIVIC.  
- ANN FULKER HAS UPGRADED FROM A 175 TRAIL TO A 250 ROAD  
BIKE (WATCH OUT CHRIS, SHE'LL BE AFTER THE BM NEXT).  
- BE WARNED - BOB RUMSEY MAY BE HAVING A SHED RAISING  
SOON, AFTER MONTHS OF WAITING FOR BUILDING APPROVAL.

# TOURING,

(by Chris Fulker)

Sunday 2 March Club Run to Burrinjuck Dam

After a poor turn up on Saturday at the appointed starting place for the March Run, it was decided by those present, Bob Rumsey, Warren & Fran Gilchrist, to defer the run 'til Sunday. Bob rang us to advise the change of plans and we said we wouldn't be able to leave 'til after 11am, and arranged to meet any others at the dam.

Sunday morning was overcast, but it looked like it would eventually clear, so Anne & I packed our gear and after our morning commitments, refuelled the R80 & headed off, the trip was uneventful, apart from experiencing the poor road surface after the turn off from the Hume Highway.

On arrival at Burrinjuck we were surprised to find out we were the only BMW there, where were the others? Then a voice from the picnic area piped up & informed us that the Hahns had arrived - by boat, and a search around the park confirmed other members had not yet arrived.

While the Hahn children enjoyed their dip, Anne & I settled down to eat our lunch & chat with Jeanette. After a while the Hahns packed up & were about to return to Hume Park in their boat when Bob Rumsey arrived. It seems the Gilchrists had changed their mind, and Bob had spent the morning looking for a old car he had seen from the window of the Historical Society's 'Jazz Train' the night before, somewhere out Michelago way.

Bob bought some lunch from the park shop & we then enjoyed a (short) swim in the cool waters. About this time, about 15 women turned up on an assortment of bikes from 200cc Suzukis to FZ750 Yamahas. They were from Canberra (and probably the local WIMA group?) They didn't seem interested in talking to us mere BMW riders though!

As it was getting late we packed up our bits & pieces and rode down to Burrinjuck village and the Dam wall for a look around (a good spot for a BBQ in future?) and then set off for home, stopping off at Yass for a milkshake & a chat with some folk on their way home from a dog show at Binalong with their prize winning Pekinese s s s (there were 3.....) travelling on some (wrapped up) freezer blocks to keep them cool in the late afternoon heat - a cool idea !!

We arrived home about 6pm and I mentioned to Bob that the R80 was not running as well as it had on the way out. We thought it may have been the points but on Monday night when we checked the bike over it turned out to be holes in the diaphragm of both carburetors (and the points were in need of replacing too). As Paul Brogan from the BMW shop had correctly diagnosed the problem I had a pair of diaphragms on hand to replace the rather badly 'ventilated' ones & the bike is now running well again. (When did you last check your diaphragms? - if your model has them.)

This was a good run, apart from the poor turn up, so perhaps we'll do it again some other time - mind you, the road from Hume Hwy to the Dam does give the 'shocks' a good work out if you travel too fast!

'Til next month, Safe Touring.

Touring Secretary/  
Rally Coordinator.

PLEASE NOTE : UNFORTUNATELY, THE CLUB WAS UNABLE TO GET TICKETS IN THE VICTORIAN BMW CLUB'S RAFFLE. THEY'D SOLD OUT !!!!



# THE INCOME TAX PROFESSIONALS

(A.C.T. Zone)

Suite 6,  
1st Floor,  
17 Trenerry Court,  
Weston Creek, A.C.T.  
Post to P.O. Box 58  
Weston, A.C.T. 2611  
Phone: 889133

ACT BMW MOTOR CYCLE CLUB  
INCOME AND EXPENDITURE ACCOUNT  
FOR THE PERIOD 1 MARCH 1985 TO 28 FEBRUARY 1986

INCOME -		\$
Membership Fees		740
Rallies		2541
Badges and Clothing		371
Investment/Fund Raising		100
Miscellaneous		693
Interest - Investment A/c		<u>159</u>
		4604
EXPENDITURE -	\$	
Stationery	503	
Badges and Clothing	293	
Investment/Fund Raising	408	
Rallies	1651	
Miscellaneous	1296	
Government Charges	<u>6</u>	
		<u>4157</u>
SURPLUS		447
COMMONWEALTH BANK INVESTMENT A/C -		
Balance as at 1 March 1985		\$1754.01
Add: Deposits	\$ -	
Interest	<u>158.83</u>	<u>158.83</u>
		1912.84
Less: Withdrawals		<u>400.00</u>
Balance as at 28 February 1986		1512.84
COMMONWEALTH BANK CHEQUE A/C -		
Balance as at 28 February 1985		\$ 681.43
Add: Deposits	\$4433.36	
Interest	<u>16.18</u>	<u>4449.54</u>
		5130.97
Less: Cheques drawn	4196.95	
Government charges	<u>5.85</u>	<u>4202.80</u>
Balance as at 28 February 1986		928.17



## ON THE ROAD WITH BOB RUMSEY

The NSW Highway Patrol has reintroduced unmarked patrol cars on the Hume Highway, and is evaluating a new radar speed detection system, purchasing Mitsubishi Cordia Turbo pursuit cars and considering aerial patrols of country roads.

Surely all law abiding motorcyclists are greatly impressed that they should go to such lengths to protect us from the dangers of speed limit <sup>exceeding</sup> maniacs.

The new radar system is the slant doppler system and is effectively a radar version of the amfometer where radar signals are aimed across the vehicle's path rather than directly toward it. It is more accurate and harder to detect than current systems but is extremely expensive at about \$10,000 per unit (or about 125 extra bookings).

Cordia Turbo pursuit cars are to be purchased to replace the temporarily unavailable V8 Commodores. Turbocharged six cylinder Commodores are under consideration also.

Aerial road patrols may sound expensive but it seems that there would only have to be two extra bookings per hour by this method to pay for it if they hire the aircraft. Or for only \$16,500 (or about 200 extra bookings) they could purchase an aircraft with fold up wings that can land and takeoff on the open highway. No doubt greatly enhancing road safety.

The NSW police say that the hundreds of extra bookings proposed is definitely not revenue raising, and is aimed at reducing the road toll in country areas which they say is largely due to excessive speed. It seems that it is not due to the lack of funds for almost non-existent driver training to reduce traffic mishaps at all speeds and in all areas. Well at least we won't have to look at those hideous day-glo markings on the Commodores.

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### EDITORIALLY SPEAKING .....

JUST A NOTE TO INTRODUCE THE (NEW) JOURNAL STAFF APPOINTED AT THE A.G.M. (FOR THOSE THAT WERE NOT THERE).

INSTEAD OF ONE EDITOR DOING ALL THE WORK, WE NOW HAVE A TEAM OF FOUR;

JENNI COLE, (LAST YEAR'S EDITOR), STEWART SUNDERLAND, BOB RUMSEY (ALSO VICE PRESIDENT) AND CHRIS FULKER (ALSO TOURING SECRETARY/ RALLY COORDINATOR AS IT WILL NOW BE KNOWN).

WE HOPE TO CONTINUE WITH THE RANGE OF ARTICLES AS PER PREVIOUS YEARS, AND INTRODUCE NEW ONES AS TIME & SPACE PERMIT. YOU MAY BE ASKED TO PUT IN A RUN REPORT OR SPECIFIC ARTICLES FROM TIME TO TIME, SO BE PREPARED TO CONTRIBUTE IF YOU ARE ABLE, FEEL FREE TO DISCUSS ITEMS WITH ANY OF THE STAFF LISTED ABOVE. "LOOSE SPOKES" STARTS THIS ISSUE AS OUR NEWS/GOSSIP/RUMOURS COLUMN, AND WE WOULD LIKE INFO. OF ANY HAPPENINGS YOU BECOME AWARE OF TO SHARE WITH THE CLUB, INCLUDING BIRTHDAYS/ENGAGEMENTS/ANNIVERSARIES ETC. GIVE US A PHONE CALL OR SEE US AT A CLUB ACTIVITY.

'HAPPY READING'

# BETTER BREATHING FOR BMs

## KEIHIN CARB CONVERSION

It's an easy home workshop job that has a lot of benefits, says BMW enthusiast MARK BENNETT. Here's the trick tips to make it easy.

MANY BMW owners are interested in replacing the BMW's Bing carburettors with examples more easily tuned and offering better engine flexibility and fuel economy.

It's not a particularly difficult changeover and results are well worthwhile, but there are several points to watch. I have converted an R50/5 to Honda CB350 Keihin carbs and also an R60/5 to Honda CB450 carbs. I also have a mate who fitted the 450 carbs to his 1971 R75/5 which was plagued with apparently incurable idling and economy problems.

The main difficulty of the conversion is getting good second-hand Honda carbs for a reasonable price. However, the \$30-\$50 outlay is well worth the cost. The conversion is beneficial to all the model BMWs in the series 5, especially the early models.

### R50/5 Conversion

- Either a rubber or metal spacer has to be made to enable secure mounting of the carb to the inlet manifold. I chose an aluminium spacer for the 350 carbs and rubber for the 600 conversion.
- An R75/5 plastic air inlet elbow fits snugly between the carbs and air filter box.
- R75/5 accelerator cables will fit after retapping the thread in the cable holder on the carb or alternatively (and more cheaply) make up your own.
- The choke arrangement is up to you - I needed only one (left hand) carb choked on the coldest of mornings.
- Jetting is simple with standard float settings. Use No. 120 mains and No. 30 primaries but make sure all brass parts of the replacement carbs are not worn, especially the needle and seat and needle jet.

That inspection for worn parts applies to all the conversions. Also

check the Honda model your carbs came off as specifications change with different CB350 engine numbers. Plugs can be cooled down to Champion N6Ys.

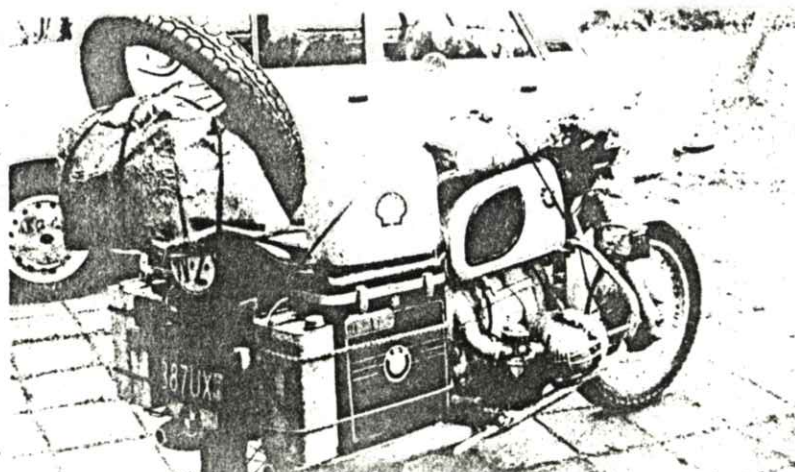
Set up with these carbs my R50/5 ran dependably and economically, offering 23-25 km/l (65-70 mpg) from London through North Africa to Australia and it performed more smoothly and a shade more quickly with them.

### R60/5 Conversion

- Try to find K4 CB150 carbs as the needle and jet, main jet and pilot jet are all leaner than the later ones and do not need to be changed.
- Regardless of condition, replace all the 450 carb's gaskets (they come in sets) along with any worn-looking brass hardware.
- Again, R75/5 cables, and inlet elbows will fit. Suitable plugs are N6Ys.
- It's possible that the righthand cylinder will idle erratically due to the delicate fuel-air balance being upset by the crankcase breather. Leaning the pilot jet will cure this. The technique is to fill it with solder and drill it out with Weber Carb Jet drills No. 30 or 35.

Depending how you ride can expect excellent performance matched with easier carb balancing and better engine smoothness. The Japanese carbs let the higher-compression 600 breathe much more, especially when matched to a foam-type filter.

*Keihin-equipped and ready for the world! The author's BMW returned an average of 24 km/l on a London to Australia ride with the Japanese carbs fitted. It was also smoother-running and slightly quicker.*



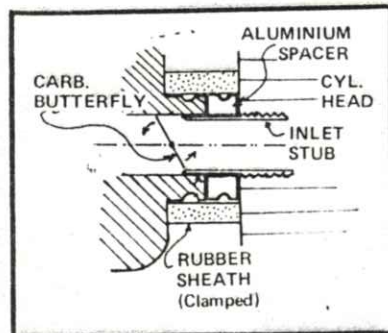
### R75/5 Conversion

- Due to the larger (32 mm) inlet manifold on the 750 the Keihin carbs will fit on like a glove, needing only a tight rubber sheath to eliminate any air leaks.
- Use existing cables (retapping necessary) and inlet elbows.
- Standard (late model) jetting from K5 onwards will be okay and don't lower the floats as it will empty the small bowls at high speed. Early 450 carbs had troubles of their own so avoid any carbs on pre-K4 models.
- Again, getting the carbs for idle is tricky but it can be done by experimenting with the pilot jets. This is an important aspect. A lot of urban running is done on quarter-throttle and it's necessary to get this often-neglected part of carburettor function absolutely spot-on rather than fuss around with full-bore mixtures.

Besides the running advantages the Honda carburettors offer, they are also much smaller than the big BING CV jugs and make more room for your shins.

Provided you set out with all the tools in hand the conversion is really only one afternoon's work, although there may be some lathe work necessary for the R50/5 spacers.

The very satisfying result is smoother, quicker, response with better economy. \*



*Spacer has to be long enough to enable butterfly valve to clear inlet stub.*

## BMW R80 ST

While it would be unfair to describe the R80 ST as a total lemon, it is my view that the model must rate as the most disappointing BMW for the last 30 years. This story is a collection of my most biased views on the R80 ST - a bike that rates with the Yamaha 750 twin of the early 70's as a market dud.

Since the time I acquired my first bike - a 1955 model R60 with a BMW telescopic fork of unknown origins - in 1970, I have remained in awe of the boxer twins. My first model was old and decrepit. For most of the 20,000 miles I spent with the bike I would select either third gear, or fourth, but never both. I fell off it on average once every 5,000 miles - or about every second oil change; unfortunately it never became clear to me whether it was my total lack of riding skill or the rock-hard square section Dunlop K70's that lasted forever but managed to turn wet roads to glass which caused my regular demise. Only one fall was serious - bending the ribs and leading to an introduction with a beautiful nurse to whom I have been married now for 11 years.

After the R60, I strayed into the cultural desert of Japanese bikes for 14 years and 19 models. Apart from a brief respite in the mid-70's when I used to babysit an R25 (250cc single BMW), that 14 years represented a period of unrelenting bleakness in which I fell into the inevitable flavour-of-the-month, trade it in on the latest flashbike, ditch-it-don't-fix-it mentality. I really have yet to find an owner of Japanese motorcycles who has found a lasting relationship with his/ her bike.

Anyhow, 1983 marked a period of once again looking for a new bike and finally being able to afford a BMW. Being a hopeless rider who has a history of often crashing on the bitumen, the thought of a dirt bike was too much. Scratch the R80 GS from consideration. Being an anti-techno freak the K100 was out. All the magazines said the R65 vibrated too much and lacked the necessary guts for my 6ft and 16 stone. And with the outrageous A.C.T. registration system, the thought of paying \$350 + to register everything over 600cc - even if it wouldn't pull the skin off a rice pudding was ludicrous.

The R80 ST was all that was left. Not that I particularly liked the model - but the press was rapt. Being an avid reader of most motorcycle publications, when BMW started pushing the model in July/ August 1983, I was bombarded with the ravings of a press which had been totally seduced. I have always had my suspicions of the motorcycle press having bought at least three models which the press thought highly of and which history - and the motorcycling public - regarded with the same fondness as a good dose of AIDS. The Yamaha TX500, the Honda FT500 and the Honda CB360 were models which I bought on the basis of good reviews only to conclude the similarity between my bike and that road-tested was in appearance only.

Most of the magazines tested the R80 ST with un-gaited R80 GS front forks - which as far as I can tell never made it to models sold through dealers in Australia - I wasn't happy about that. Generally, all the magazines rated it highly. They rated the handling as great, the ride as supple, the comfort as good and the finish as brilliant. I agree that the finish was brilliant.

But the handling wasn't great. I don't know if my feather-weight critically taxes frame rigidity but I found that hard cornering (yes - with the power on) induced a fear developing wallow. The ride was fussy, pitchy and was not helped by a cheap and nasty front end which suffers from excessive initial "stiction", too-short travel and a tendency to "top-out".

continued next page....

continued from previous page ....

Despite the fact that the rear shock absorber had less travel than its R80GS counterpart from which it was derived (and a swing arm shorter than the GS) the seat was too tall for my 6ft. Speaking of the seat, it was too hard, poorly shaped and too short. This led to bad ergonomics which - coupled with bars that I'm sure had been used in the film Easy Rider - filled the rider up like an airport windsock at anything over 100 km/hr. On the few long trips I undertook, I found speeds of greater than 110 km/hr to be impossible to sustain.

Before I finish griping, I don't want to forget the ridiculous exhaust system which completely negated the accessibility of the rear wheel by requiring the tyre to be totally deflated before the wheel could be squeezed past its substantial bulk. Similarly, the pannier system also had to be bastardised to clear the exhaust system and resulted in a left hand pannier which wouldn't accomodate a shoe box for my size 14 EEs.

The front brake probably works well on the R80GS but just doesn't have sufficient power for a road bike. A good speed down the Clyde mountain with a pillion proves to be too much and leaves the rider wishing for a good twin disc set-up.

The more intelligent reader may well have concluded by now that I didn't like my R80 ST. Dead right. But it did have some virtues. A good light weight, nice balance and a strong flexible motor make the bike a delight around town. All the usual virtues of the boxer motor apply but these were let down by the bike in which it was parked.

The wire wheels were nice; the instruments better than the R100 series or the new R80 model; and it was nice to be able to easily remove the seat - even if it was secured by cheap and nasty fasteners.

My bike was strong and reliable throughout the 15,000 km and 18 months that I owned it. The only warranty problem was a leaking gearbox seal at the back where the clutch pushrod goes through the rear plate. On the five or six occasions when I tried to sell it (for \$3,500) in good condition, I didn't get a single interested call. When I finally traded it in on a new R80, I found the price to be untypically low for a BMW.

In retrospect, the R80 ST doesn't hold a candle to my new R80. All of my problems with the ST have been addressed with the R80 model and I am as elated with the R80 as I was disillusioned with the ST.

The corporate decision to abandon the R80/7 model in 1980/81 was a disaster in my view. As that became obvious in 1982, the ST was perceived as a cheap and quick way to convert the R80 GS to fill the hole in the model line-up. It is my view that the cheap and quick solution soon came to be seen as a cheap and nasty one. I didn't like it and nor did many others - especially those who didn't buy one. The lack of sales success and subsequent abandonment of the model left many owners like me feeling peeved. But, as I said at the start of this article - it would be unfair to describe the R80 ST as a total lemon.

Peter Hempel

FOR THOSE THAT MAY BE SEEKING TECHNICAL ADVISE ABOUT FILTERS -  
(OIL/ AIR/ FUEL) OR DISC BRAKES, THE MARCH (86) EDITION OF 'BIKE  
AUSTRALIA HAS TWO VERY GOOD ARTICLES ON THESE MATTERS. PAGE 48 -  
BRAKES & PAGE 14 FILTERS. VERY GOOD INFO. C.F.

# 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?

PLEASE NOTE, NON-FINANCIAL MEMBERS - THIS IS YOUR LAST CHANCE IF A 'X' APPEARS ON THE SENDERS SIDE OF JOURNAL, IN THE BOX YOU HAVE NOT RE-JOINED. SO, BELOW IS A MEMBERSHIP FORM FOR YOU TO FILL IN 'NOW'.



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

### APPLICATION FOR MEMBERSHIP NEW OR RENEWAL

Dear Secretary/Treasurer,

Please accept this application for  new  renewal of  full  joint  associate member status for the Club year to March 198\_\_

NAME \_\_\_\_\_ PH : \_\_\_\_\_ (H)

ADDRESS \_\_\_\_\_ PH : \_\_\_\_\_ (W)

JOINT MEMBER \_\_\_\_\_ Postcode \_\_\_\_\_  
NAME \_\_\_\_\_

MOTORCYCLE MAKE and MODEL - if fitted with sidecar, add s.c.  
1. \_\_\_\_\_ 2. \_\_\_\_\_  
3. \_\_\_\_\_ 4. \_\_\_\_\_

FEES \$10 SINGLE \$12 JOINT for FULL or ASSOCIATE status

Attached is the amount of \$ \_\_\_\_\_ cash/cheque which entitles me/us to the Club's regular Journal, Membership Card, and (new members only) Club badge.

I/WE agree to comply with the rules of the ACT BMW Motor Cycle Club according to its Constitution and to regularly participate in the Club's activities as is reasonably possible.

signature \_\_\_\_\_ date \_\_\_\_\_

signature \_\_\_\_\_ date \_\_\_\_\_

signature \_\_\_\_\_ date \_\_\_\_\_

COMMITTEE USE ONLY

IF 'X' APPEARS IN THE BOX BELOW, THE COMMITTEE HAS  
NOT YET RECEIVED YOUR MEMBERSHIP RENEWAL FOR 1986/87  
AND ACCORDINGLY THIS WILL BE THE LAST JOURNAL IF  
YOU DO NOT "PAY UP" BY THE NEXT GENERAL MEETING,  
(APRIL 14th).

Ian & Jeanette HAHN  
PO Box 25,  
Weston 2611

PAID AT  
CANBERRA  
9 P15M833  
ACT-AUST  
PAID AT  
CANBERRA  
ACT-AUST

FROM

A.C.T. B.M.W. M.C.C  
P.O. Box 1042  
WODEN A.C.T. 2606

