

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



COMMITTEE

PRESIDENT :- MIKE HOUSTON PH 889609 (H)
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SECRETARY :- HILDA SUNDERLAND PH 918687 (H)
TREASURER :- FRAN GILCHRIST PH 881462 (H)
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SOCIAL
SECRETARY :- LESLEY OLIVER PH 495706 (W)

EDITORIAL
STAFF :- CHRIS FULKER * STUART SUNDERLAND * BOB RUMSEY

LIBRARIAN/TOOLS OFFICER:- FRANK MILLWOOD PH 957403 (H)

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 SEE "WHAT'S ON" PAGE.

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

MEMBERSHIP FEES:- SINGLE : \$10 JOINT : \$12. (A.G.M. MARCH)

CLUB DISCOUNTS AVAILABLE FROM:-

PAUL BROGAN BMW 65 DUNDAS COURT PHILLIP PH 851944 HRS - MON/FRI-8:30 - 5:30 SAT -8:30 - 3:00	PADDY PALLIN 11 LONSDALE STREET BRADDON PH 478949 (Available on purchases totalling over \$300)
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GENGE MOTORCYCLES 7 LONSDALE STREET BRADDON PH 497923	JOE'S M/C WRECKERS UNIT 10, 3 WILUNA ST. FYSHWICK PH 806703
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PLEASE SHOW YOUR MEMBERSHIP CARD WHEN MAKING PURCHASE.

CONTRIBUTIONS TO THIS JOURNAL ARE WELCOME, AND SHOULD BE DIRECTED
TO THE EDITORIAL STAFF AS LISTED ABOVE, OR POSTED TO THE CLUB'S
MAILBOX, (P.O. BOX 1042, WODEN. A.C.T.) MARKED: 'CLUB JOURNAL'.

FRONT COVER:- K100 TOURING



(Underlined are Club activities.)

MAY

- 24/25. Croweater Rally. Burra Creek Gorge, S.A.
- 31 (SAT) MRA Smith Family Run. Meeting at Woden and Belconnen shopping centres - riding into Civic at 11:00am. Bring suitable items of food, clothing or cash for donation to the Smith Family. Other activities afterwards also.
- 31/1. Roo River Rally. Kangaroo Valley, N.S.W.

JUNE

- 1 (SUN) CLUB RUN: To Dalgety, (south of Cooma) meet at 9:00, for departure about 9:30 at Paul Brogan's BMW, Phillip.
- 7/8/9. : Alpine Rally, Brindabella mountains, A.C.T. (Several members usually go on this one, see Bob Rumsey for info)
- L.W.E. : Sapphire Rally, Warialda, near Tamworth, N.S.W.
- : Brass Monkey Rally (?). Near Lithgo N.S.W.
- 9. (MON) General Meeting. 7:45pm Royals Rugby Club, Weston.
- 21/22. Casper Rally, Joadja, Southern Highlands, N.S.W.

JULY

- 5 or 6. CLUB RUN: Details next month.
- 12/13. Winter Rally, Nerriga, N.S.W.
- 14 (MON) General Meeting. 7:45pm Royals Rugby Club, Weston.

coming up:- August:- Gunyah Rally - Lockart, N.S.W.
 Sidecar Enthusiasts Rally, Hill End, N.S.W.
 September:- Blacknight Rally ???
October:- Kosciusko Rally, 4,5 &6. K. Nat. Park.

SOCIAL EVENTS

- TUESDAY 10 JUNE : Theatre party to go and see 'Crocodile Dundee', at the Centre Cinema, Civic. Meet outside about 8:15pm, Film starts at 8:30. (more info next meeting)
- FRIDAY NIGHTS : A regular weekly meeting spot was suggested by Bob Rumsey at the May meeting, so for the next couple of months there will be an informal gathering at the ROSE COTTAGE INN, corner of Isabella Drive and Monaro Highway, Tuggeranong, each Friday evening about 8:00pm. If there is enough interest, we will meet over on the northside after a few months.

MINUTES OF MEETING - 12 MAY 1986.

VENUE: ROYALS RUGBY FOOTBALL CLUB, WESTON.

APOLOGIES: Peter Oliver, Lesley Oliver, Ron Quinn, Jenni Cole.

NEW MEMBERS: Steve & Marie Campbell(R75/5); Martin Williams(R75/5)

MEMBERS PRESENT: 16

VISITORS: Michael Ralser.

Meeting opened 8.10pm

Minutes of last meeting accepted - alteration to "Past Events Report" Volley Ball Match versus 4-Owners, NOT Ducati Club. Moved: Ian Hahn, seconded: Chris Fulker.

MATTERS ARISING FROM MINUTES

1. Incorporation of club. Progressing as time permits.
2. List of club assets progressing.
3. Activities Board - ready in two weeks. Action - Chris Fulker.

TREASURER'S REPORT

Investment Account \$1512.84 Cheque Account \$880.53

Bill for Payment: \$195.84 for 12 month's supply of magazine paper.

MATTERS ARISING FROM COMMITTEE MEETING - 5 MAY 1986

1. Chris Fulker to assist Bob Rumsey in obtaining prices of tools for club. Present at next Gen. Meeting for publication in June newsletter.
 2. National BMW Council proposed by Victoria. President asked Vic. MCC what the objectives would be of such a council.
 - a) Better voice with the factory. Keen to point out that the factory considers cars and motorcycles as a single unit in Australia. Victoria have pointed out to the BMW Secretariat in Germany that each are individual entities.
 - b) Better deal with BMW Australia.
 3. President contacted Hamish McLachlan, Vic BMW MCC, re proposed meeting place to discuss National Council. Buchan Caves. No date set.
 4. Border Run: SA/WA Border, August 2&3 (BP Village, Eucla).
 5. "BIKE TORQUE" segment to be held at end of each meeting.
- OBJECTIVE: to discuss bike problems, share knowledge, I am going away/help me!, adjusting tyres, discussion on rider training, choosing and packing gear, setting bike up. President asked that club members bring along discussion matters to the meetings.
6. President expressed need for membership drive.
 7. SOCIAL SIPS: Rose Cottage, cnr. Isabella Dr./Monaro Hwy., 8pm every Friday.

CORRESPONDENCE IN Karanjit Virik (membership), Aust Post, Gunyah Rally, Croweater Rally, Sapphire Rally, Alpar Ent.- Price List, C'wealth Bank- statement BMW Aust. Latest accessory list, Magazines; WA, NSW, SA, VIC, QLD, MRA.

CORRESPONDENCE OUT: to Kings Tourers, BMW Aust., BIKE Aust., Two Wheels, K. Virik, 2CC.

GENERAL BUSINESS: 1. Rally Co-ordinator to send entry forms to Vic BMW MCC. 2. Daniel Bedo has contact who has offered to demonstrate a teflon based waterproofing for leather and also vinyl repairs. 3. Stuart Sunderland asked if members want 'Damart' rep. to present wares to the club. Insufficient interest. President asked if members would bring Damart gear to meeting. Agreed. 4. 'FOR SALE' items to Chris Fulker. 5. CLUB CALENDAR; Meeting decided venture not worthwhile. J Hahn suggested pass on to MRA. W Bagnarol and B Rumsey suggested pocket calendar. Finalise next meeting.

COMING EVENTS: June 1, club run to Dalgety. Meet 9am, Dundas Crt. Suggested visit to 'Crocodile Dundee', proposed date, June 10. Social secretary to finalise.

"BIKE TORQUE" 9pm to 9.15pm.

Meeting closed at 9.15pm.

Followed by BMW K75 and 'Desert Fox', Paris/Dakar Rally videos.

BUNDANOON RUN -- Sunday 4th May, 1986

Sunday morning developed bright and clear. By 9.00am (or thereabouts!) the temperature outside Paul Brogan's emporium in Phillip was quite warm - by 9.30 it was almost too hot to stand about in leathers or riding jacket - by 9.45 !!!!

We got underway at a leisurely pace, Fran & Warren (R100RT), Chris (R80 Solo), Walter (K100RT Solo), Michael (R100RT Solo), Stuart & Hilda (R80) and Jeanette with children (R"Mazda"RLux) - Ian working for funds to buy new bike?? - to Goulburn via Fyshwick, Majura Lane/Federal Hwy junction, Walter and Michael going on ahead to get petrol. (A toot and wave to the Westfield marathon entrants)

With moderate to light traffic we made good time with Walter and Michael catching up the other side of Collector - several yellow cars with those funny stripes were seen but the occupants fortunately seemed to be looking the other way - just as well as we where passed by the flying red K100RS (rate of knots unmentionable) presumably on his way to Oran Park - late again!!!

At Goulburn we stopped at the "Big Ram" for a breather, those of us who had not seen it before went in for a look (plenty of "nick-nacks" but a bit X'y). Had a look out of both eyes but didn't bother with the other end!! Half an hour or so later we were pressing on through Goulburn to Bundanoon. The road from the Hume Highway turnoff to Bundanoon had some nice sweeping bends and the scratchers were hard at work making the most of them.

Arrival time at the National Park was about 1.00pm - just in nice time to flash up the BBQ (who has the matches?? - nobody!!) - fortunately a fellow, who had just finished his cookup, left his fire going for us (chivalry is not dead, quite). Walter, Michael and Chris went into town for hamburgers etc and arrived back in time for a communal nosh. It was a beautiful afternoon, warm with little to no wind. There were suprisingly few people about - Jeanette's two children were able to play on the swings and the open grassy area while Chris (with Stuart on pillion) went down a track to find one of the more accessible lookouts (seemed as though Chris' 400 yards turned out to be 2K - dirt road too, ugh!!!). At about 3.30 Walter and Michael left us for their continuing journey to Woollongong/Canberra and back to W'gong (that's stamina that is), while the rest of us called in to Liz's Tea Shop in Bundanoon for afternoon tea and scones and cream and coffee and cream and jam and scones and.....we were finally waved off in the main street by Liz herself.

With the forecast promising afternoon showers and the sky looking a little dicey we set off for Canberra about 4.30'ish. The trip was uneventful. Chris, Warren & Fran and Stuart & Hilda travelling in company while Jeanette and children had gone on ahead anticipating a much slower trip (we never saw them again!!) Tanks were filled at Goulburn on dusk and the rest of the trip was completed in the dark - where the chill started to set in - hooray for the long-johns and other warm underwear. Home about 7.00pm, tired, but pleased with a good day out in excellent EM company.

S & H. (R80)

ON THE ROAD by Bob Rumsey

Saturday afternoon at a cold and wet rally site about 900km from home; the gymkhana is over and I've had lunch twice already so what do we do now? Not having a companion of an opposing sex with me, the only thing I could think of was a short trip into town for a shopping spree.

Having plenty of time on our hands (also rain, mud, gloves, ~~axe~~ - sorry about that), we elected to take the scenic route. Well four km of mud couldn't possibly take all afternoon, no matter what. So off we went.



Heading in the opposite direction from which we arrived, it was only about 100m to the start of the greasy bit where some poor fool was demonstrating upside down riding on (or off?) a Honda 'Rolladoor' (CB900 Bol d'Or). After three such demos in about ten metres he gave up and took it back (to its garage?).

The road was indeed extremely slippery clay on top and steeply cambered down to a rough gutter filled with loose sand washed from the centre, a situation obviously not contemplated by the designers of the aforementioned machine. My first venture into sideways motion landed me in the gutter where, although very soft going, at least I couldn't fall much further. So I first geared along it for some time while Walter,

on the K100RT, perservered on the slippery bit.

This must have been hard work for the 'K' for after two km or so it had to lie down and have a bit of a rest in the middle of the road, just as a Holden Commodore came slithering along. It became massively sideways in avoiding Walter and his reposing machine. We were lucky not to have to excavate it from the gutter. Some people will take anything on a slippery road it seems.

We righted the 'K' and set off again, both in the gutter this time, passing a bus load of kids apparently out for an afternoon drive (or slide). As I said before, "some people". Nearing the end of the mud we encountered another group of intrepid motorcyclists who were so impressed with our antics that they immediately turned back to the easier gravel road

There were six more km of gravel road into town, but somehow it wasn't quite as interesting as our little thirty minute, four km diversion.



A BMW LEMON ?

After almost two years of ownership and 24,000km of riding I am quite satisfied with my R80 ST so the first line of Peter Hempel's article in the March issue of the Club's journal labelling it a dud came as a shock. How could anyone rate this bike a near lemon when I only had a few criticisms ? Like the detractor of my bike I had spent many years on Japanese bikes before "conversion" to BMW. Actually I always wanted one but found them beyond my means. Finally in 1983 the chance came to fulfill that ancient desire when the R65LS was available at a very good price. So with some guilt in the recesses of my mind I disposed of my rather new Honda and purchased an R65LS just when stocks were running out.

I really wanted an R80 but could not scrape enough legal tender together so settled for the "lesser" model. This rather futuristic looking BMW did not have the performance to match but I did enjoy the clearly non Japanese characteristics. As with most bikes, I soon fitted a handlebar fairing because the wind blast at higher speeds was too noisy and uncomfortable even with the squat bars and 'aerodynamic' instrument cowling. Another dislike I could do nothing about was a very pronounced vibration period at about 80km/hr when mirrors became totally useless and the whole machine seemed to pulsate excessively. After 11 months this bike was traded-in for a considerably reduced R80ST (to get rid of a dud model ?) which I had been eyeing for some time.

What made me buy this particular model ? Unlike Peter H, I don't read many of the Motorcycle mags, I just liked the bike. My first impression of my new R80ST was of a vastly improved handling and smoothness compared to the R65LS. This was evident virtually at the first corner after taking delivery. The bike was very light and easy to control, would go round corners with great ease and did not have any pronounced vibration problems. By comparison the R65LS was heavy and slow to react. After running in when higher speeds were tried I was favourably impressed except on two occasions when front wheel wobble intervened on rather tight and uneven bends. I don't blame the bike for this, rather my lack of riding skill in these situations.

Initially economy was mediocre with only 300km possible from a full tank. A little adjustment and retuning by the dealer corrected this problem and I was able to return 18 - 19 km/l consistently. With time the bike has loosened up and improved further and I usually get 20km/l or better. On the subject of fuel, my first dislike on the ST was quickly evident. BMW state that it has a 19 litre tank but try as I might the most I have ever been able to get into it was 17.5l after running the thing dry on reserve. Fuel tank capacity of the LS was also overstated, so I suspect it is the total volume of the tank which is given and not the usable capacity. In any event the tank is too small for a tourer and should be larger.

I have used my R80 ST for several long trips, the longest a 5 week journey to Perth via the western Victorian coast. This allowed me plenty of time to evaluate the touring qualities of the bike. As with every bike I have had it was too windy at speed without a fairing. The higher handlebars (not ape bars by any stretch of the imagination) exaggerates the wind sock effect, so the old fairing from my LS was once more 'engineered' with jigsaw and rasp to fit the ST. It works very well and the more upright seating position is great for touring now the wind pressure is removed. The seat is not the best point of the R80ST - the lip between the lower front and raised rear section

(cond.)

tends to feel like a brick after a day's hard riding. This can be alleviated by using a good sheep-skin cover. The seat is also a bit too high for my liking but once accustomed to it there is little problem.

The pannier system is obviously not as spacious as bikes with low exhausts but I can still keep all my clothes, food, and cooking gear in them and still have spaces for odds and ends. This leaves the rack and rear part of the seat to take sleeping bag, tent, 10 litre fuel can and a small pack in which to keep rain gear and other things you have to reach quickly. With this arrangement I still have room to change my seating position up and down the seat (to try and ward off the num bum syndrome) and if I want to carry more there is always the tank bag !

Speaking of the high exhaust, it does give a nice note closer to your ear so you can hear it. It is definitely not a problem for rear wheel removal; a wheel with fully inflated tyre can be put on/taken off easily without fouling by correct positioning of the wheel (try it!) I did it in the field with a broken brake spring fouling up the innards of the hub (my only warranty claim).

Brakes were another criticism of the ST. It might only be a single disk but I have found it quite satisfactory even for a run down the Clyde (Mountain) carrying fishing gear and a full ice box (that's another interesting story). I haven't tried speeding down with a pillion - I am not game enough to do it on any bike !

My overall impression is favourable, the ST is nowhere near a lemon although it has, like any bike, its bad points. After nearly two years of ownership I still want to keep it even though the new R80 looks like it would be better on several counts, trouble is the money you know. When I compare this account with Peter's I think we must have different bikes, but the R80ST is so distinctive how could we make a mistake ?

DANIEL BEDO - R80ST (obviously !)

GRAPEVINE

For those that have recently bought a new R80 BMW, and would like to know some helpful hints regarding care and maintenance, the following items have been contributed to assist you.

ALL REFER TO THE NEW R80/85.

A bad binge in the front wheel sustained by falling into an invisible pothole was successfully pressed out by "World of Wheels" (now in the process of being renamed "The Wheel Factory" I believe). The charge was more than reasonable when compared with \$350 for a new wheel. (Other brands of motorcycle have had similar problems.)

Fork Oil Replacement: The owner's handbook recommends 0.301 per leg. Dealer's workshop data indicates 0.271 per leg. hence problems with oil leaking from the top fork nut. If oil volume reduced and leaking continues, try a little plumbers sealing tape round the threads of the nut. (assuming you find a little plumber to get the tape off.....)

Squealing rear brake (and associated vibration ?). A small mod by way of a piece of rubber tube is now available from your dealer - it goes over the springs and prevents vibration. In my case it also reduces the brake squeal to an almost inaudible level.

SS (R80/85)

**** If anyone has hints/tips on any R or K model please notify the magazine sub-committee listed on the front page - Thanks.

BMW RALLY REPORT - PART TWO.

Following on my first brief note about the BMW Club of Victoria rally, here is a full description of the weekend.

Bob Rumsey was going down to Victoria on the Thursday as he had a week's holiday to erect his new garage preceeding the rally. We arranged for our small group of three to travel down on Thursday night and to meet him at the Town and Country Hotel in Seymour. Now you might ask why such a celubrious establishment? Well it was like this, Bob and I had decided that we wanted to be near Melbourne on Friday morning, without being in it.

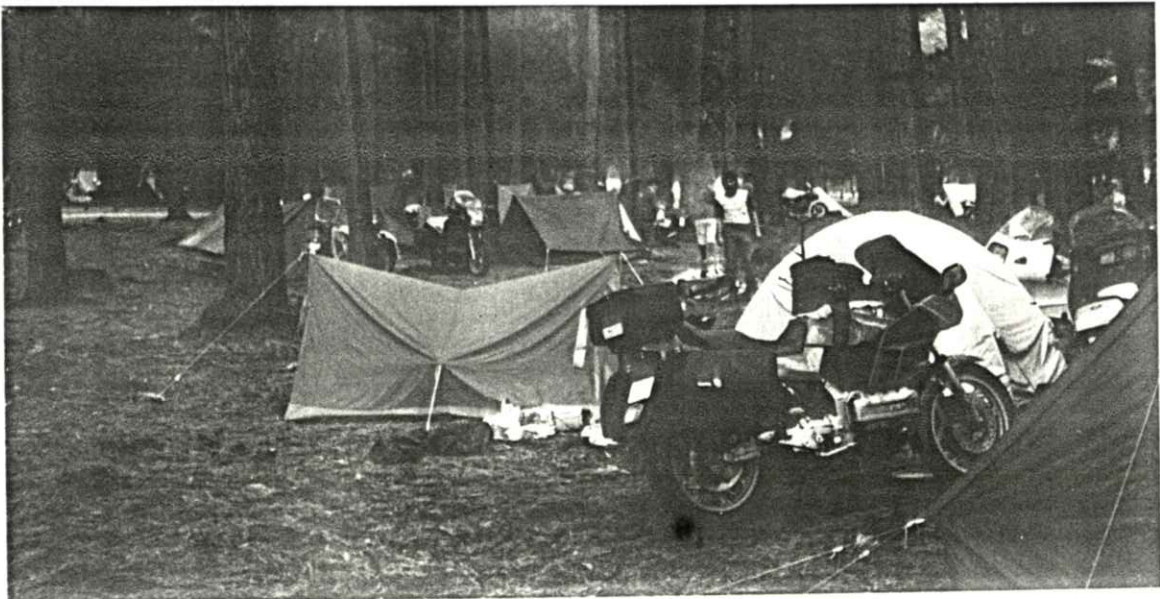
Walter from Wollongong (a nice little rhyme- Ed.) joined us at Yass as we passed through around 5pm and the run down the Hume was easy, with a stop for a feed at a great new Vienna style fast food joint next to the Pizza Parlour in Albury, just before the river. We went into the P.P. first, being the connoisseurs of fine food that we are and would you believe that they wanted us to put our names on a list and wait for a table. Their bloody tucker isn't that good, so next door we went. We were served in minutes, the food was excellent, like a smorgasbord of hot meals. I had soup, a hot main course and tea for \$5.50 - definetely recommend it to you all next time you are in the area and the worms are gnawing.

Anyway, we arrived in Seymour, still with full stomachs, at 11pm. Bob had the fire going and a beer lined up on the bar for us. He had started drinking, with a guy he had met up with in Albury, at 5.30 and was in fine form by the time we arrived. Actually Bob, you were still quite coherent. It must be the small 7oz glasses.

Friday morning saw Bob, and the local police saw him too, riding across the Old Hume Hwy. from the pub on one side to the service station on the other without a helmet. Bob you're a bad lad. The police thought so too, \$55.

It was about ten by the time we departed Seymour. Bob's wallet was still bleeding as we headed west into a light drizzle with our wet gear on. We were heading towards Castlemaine, and a circuitous trip it was. I knew something was wrong when Brian and I were coming into Bendigo and we had lost Bob and Walter in the heavy rain and traffic. and all the other BM's were passing us, going the other way.

We had missed the turnoff to Castlemaine in the low visibility conditions or we had been passing a line of cars at the time. Anyway, a bit of back tracking put us right. We found Stawell and then the rally site which was off the Hall's Gap road, and a beautiful sight it was, a forest of pinus radiata coloured with the many shades of BMW.



BMW RALLY cont.

We found the others parked near a well established fire and erected our temporary accomodation before darkness set in. It had been raining a fine mist which was barely penetrating the forest umbrella until we were about to eat our nearly cooked tucker and then it cascaded in bucketfulls. We deserted Bob's great little gas cooker and scampered for the tents.

Fortunately it only lasted for a few minutes and we were able to resume. It was about this time that I discovered the eggs that Pat had packed for Brian and I,- "Scrambled Eggs a la Panniere".

To be continued next edition, Mike Houston.



— LOOSE SPOKES —

We missed out last month, but better late than never;

- Congratulations to Jenni Cole, on reaching the BIG THREE OH.
(seems these birthdays come sooner every year eh Jenni ?)
- Congratulations also to Hilda and Stuart Sunderland for their 35th wedding anniversary on the 5th of May. And I believe Stuart will be 'batching' - for a couple of months, while Hilda visits the 'Old Country' during July and August, he has also offered to stand-in as the Club secretary while she enjoys her trip.
- Also 'O.S.' at the moment is Taffy Williams, collecting another BMW and other duty free goodies, while soaking up the northern summer, what some people will do to get away from A.C.T. winters!
- Bob Rumsey has at last overcome red tape, delays and missing pieces to complete his new 'Double Bike' garage that now stands proudly in his back yard - just in time for him to put his bike(s) and car in out of the recent heavy rains - his car is still getting over the shock of some regular shelter.....
- Peter Oliver is back on two wheels again, after the recent purchase of a new black R80. He sold his K100 some months ago. Peter's leg is nearly back to normal after his operation earlier this year. He was heard to say that it was good to be back on a 'Real' Bike!

(If you have any items for Loose Spokes, please advise Chris Fulker ,
31 0114 (H), or Stuart Sunderland 91 8687 (H), Share it with us !)

TOURING,

Some time ago in this journal, Bob Rumsey wrote an item on bike care, and as there are a lot of members that would have missed that article the first time we have decided to repeat it this month, for those that did read it the first time, it's probably a good idea to look at it again and undertake a check on your faithful steed too.

Do you know that strange feeling when something small and metallic drops out of the fairing and flies off into the countryside or bounces off your boot never to be seen again ?

Well, there are certain fixtures on the well worn BMW Twin which are apt to coming loose, specially when your not watching.

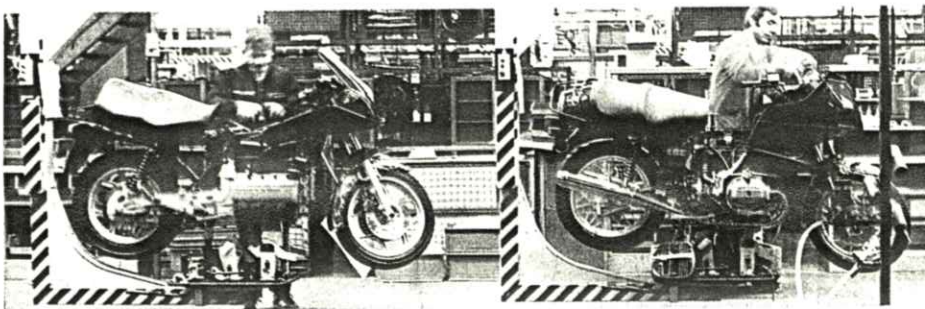
It is well worth the effort to check them occasionally and perhaps carry a few suitable replacements in your toolkit.

From experience, here is a list of those most likely to:

1. Front mudguard bolts (and lower brackets on /5 and /6).
2. Fuel tank and battery mounting nuts. (plastic ones may break.)
3. Sump fastening bolts (will leak oil).
4. Nuts on engine mounting studs (engine vibrates).
5. Centre stand bolts. (R/H side works loose easily.)
6. Exhaust balance pipe clamps.
7. Rear muffler mounts.
8. Rear mudguard mounts (rattles).
9. Pannier mounts and rear racks.
10. Seat hinge screws.
11. Fork cap screws (will leak oil).
12. Fairing attaching bolts and joining screws.
13. Steering head/handlebar nuts (particularly the nut who holds the handlebars). Some other that rarely come loose (only at the most inconvenient times).
14. Speedo and/or tacho face screws (dismantle instruments to fix).
15. Instrument unit mounting (/6 and /7).
16. Speedo and/or tacho cables.
17. Rear view mirrors.
18. Lower fork caps (will leak oil).
19. Plastic side cover rubber bands (will snap with age).
20. Wheel spokes -(on earlier models).
21. Front and rear axle clamps (will cause strange handling).
22. Lower rear shock mounts (will cause vauge handling).

Bob also added a comment that his next item would have been to advise which transistors are most likely to come loose on a K100, and to give tips on how to perform roadside repairs to hermetically sealed, computer controlled, fully integrated micro-electronic engine management systems. I might add that he never did find out which transistors gave the most trouble !

However - Mike Houston who has had some experience with the occasional K100 has offered to give some helpful hints on caring for your K100. and we will bring that item to you next month...
Watch this space !



DON'T FORGET OUR FRIDAY NIGHT GET-TOGETHER'S AT THE ROSE COTTAGE INN
(CORNER OF ISABELLA DRIVE AND MONARO HIGHWAY, TUGGERANONG) ABOUT 8pm
ON FRIDAY NIGHTS, MEALS ARE AVAILABLE FOR THOSE WISHING TO COME
EARLY, STEAK AND SALAD \$6:50 ETC. COME AND JOIN IN THE FUN.

HOPE TO SEE YOU THERE !

IS YOUR BIKE DIRTY ???? THEN GIVE IT A GOOD CLEAN WITH CT 18!
THE CLUB HAS PURCHASED A BULK ORDER FOR REDISTRIBUTION TO INTERESTED
MEMBERS IN 4 LITRE LOTS (MAKES UPTO 40 LITRES FOR USE) JUST \$10:00.
CONTACT WARREN AND FRAN GILCHRIST, PH. 88 1462 (H).

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FROM: A.C.T. BMW MOTOR CYCLE CLUB.
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