

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

VOL. 6 Nr 5

JULY 1986

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CLUB ACTIVITIES

GENERAL SECOND MONDAY OF THE MONTH, FROM 7:45pm
 MEETINGS ROYALS RUGBY FOOTBALL CLUB, WESTON.
 CLUB FIRST WEEKEND OF THE MONTH (SATURDAY OR SUNDAY)
 RUNS MEET AT PAUL BROGAN'S BMW, DUNDAS COURT, PHILLIP.
 SOCIAL EVENTS SEE "WHAT'S ON" PAGE.
 KOSCIUSKO FIRST WEEKEND IN OCTOBER, KOSCIUSKO NATIONAL PARK,
 RALLY 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)

GENGE MOTORCYCLES
 7 LONSDALE STREET
 BRADDON PH 497923

JOE'S M/C WRECKERS
 UNIT 10, 3 WILUNA ST.
 FYSHWICK PH 306703

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:- BMW K75C.



CLUB ACTIVITIES ARE UNDERLINED

JULY

26/27 -Autojumble '86, vintage/classic and general motoring interest market/swap meet at the National Exhibition Centre. Refreshments available on site.

AUGUST

2/3 -Gunyah Rally, near Lockhart via Wagga Wagga, NSW.
-BMW Clubs' 'Border Run' to Eucla, W.A.

3 (SUN) -Club Run to BLUE RANGE HUT near Cotter for BBQ lunch. Meet at Paul Brogan BMW, Dundas Crt., Philip at 10am.

9/10 -Limestone Rally, near Molong, western NSW.

11 (MON) -GENERAL MEETING, 7-45pm at Royals Rugby Club, Weston.

16 -T.J.'s Motorcyclists' Ball at the Federal Golf Club, Red Hill. Tickets, \$25 from T.J.'s Braddon, Ph476804.

24/25 -Sidecar and Enthusiasts Rally, near Hill End via Bathurst.

SEPTEMBER

6/7 -CLUB RUN to GEEHI HUT for pre rally inspection. Meet at Paul Brogan BMW, Dundas Crt., Philip at 10am or make your own way to Geehi.
-Puma Rally, near Balmoral, Vic.

13/14 -Jack Frost Rally, near Taralga via Goulburn.
-Blacknight Rally, Vic.

15 (MON) GENERAL MEETING, 7-45pm at Royals Rugby Club, Weston.

27/28 -Butlers Beach Rally, York Peninsula, S.A.

OCTOBER

4/5/6 -KOSCIUSKO RALLY, at Geehi Hut in the Kosciusko National Park - Your attendance is essential.

NOVEMBER

15/16 -Oyster Rally, near Nelligen, south coast.
-Goodradigbee Rally, near Wee Jasper.

DON'T FORGET THE FRIDAY NIGHT SOCIAL SIPS AT THE
ROSE COTTAGE INN, MONARO HWY TUGGERANONG AT 8PM.

THE NEXT CLUB RUN WILL BE TO BLUE RANGE HUT WHICH IS JUST A FEW KILOMETERS PAST COTTER ON THE BRINDABELLA ROAD. THE HUT IS IN A SHELTERED VALLEY AND THERE ARE PLENTY OF EXCELLENT BBQ FACILITIES BOTH INDOORS AND OUTDOORS. SO BRING ALONG SOME PROVISIONS FOR A LUNCH AND IF THE WEATHER IS UNPLEASANT WE CAN ALWAYS RETIRE TO THE COTTER PUB.

*** MEET AT PAUL BROGAN BMW ON SUNDAY AUGUST 3RD AT 10 AM.***

STOP PRESS- A COUPLE MORE RALLIES.

AUGUST23/24- Rally Round The Corner, at Sunny Corner near Bathurst. Organised by The Womens' International Motorcycle Association (WIMA).

SEPTEMBER13/14- Wombat Rally, at Charleyong near Braidwood.

MINUTES OF MEETING - 14 JULY 1986

VENUE: ROYALS RUGBY FOOTBALL CLUB, WESTON.

NEW MEMBERS: Paul and Susan Edwards (K100RT/R65), Ken and Deborah Parrington (R80RT/CB650), Alex Brown (K100RS).

MEMBERS PRESENT: 15

APOLOGIES: Mike Houston, Jeanette Hahn.

VISITORS: Paul VanRaak, Kath Phillips and Jim Wilson (BMW MCC Qld.).

Meeting opened at 8-15pm.

Minutes of last meeting accepted without amendment. Moved by Ann Fulker, seconded by Fran Gilchrist.

TREASURER'S REPORT: Monies received- \$34.79 Expended- \$5.00

COMMITTEE MEETING, 7 JULY: Cancelled.

CORRESPONDENCE IN: Club Magazines Vic., Qld., W.A., N.S.W., S.A., Canberra Ducati Club.

Rally Material- Goodradigbee River Rally, Butler's Beach Rally, Worlds End Rally, Gonyah Rally.

-Renault Owners' Club of Canberra, economy run reminder.

-Fournales Aust., Monoshock data (suits R80/R65).

-Commonwealth Bank, June statement.

-Linda A Kidd.- Eastern Suburbs MCC, request for Kosciusko Rally information.

-Paul Edstein, MRA, 3rd party rates and rider training discounts.

-T.J.'s Tyres, Canberra Motorcyclists' Ball.

-Membership applications, Paul and Susan Edwards, Ken and Deborah Parrington, Alex Brown.

-Resignation, Lesley Oliver tendered her resignation from the position of social secretary.

Rally correspondence discussed by Chris Fulker.

MONTHLY CLUB RUN: The run planned to Binalong did not take place.

-Chris and Bob were the only takers to be on time. Waited for a reasonable time and then went to Perisher Valley in stead (photos were presented to prove it).- Warren and Fran turned up late and went to Binalong alone.

GENERAL BUSINESS: 1. Discussion on 3rd party insurance rates - per correspondence.

2. General discussion on purchase of Club Tools.

Proposed by Bob Rumsey: That up to \$200 be spent on Timing Light, Torque Wrench and other sundry tools.- Carried without dissent.

3. Bikers' Bible now available through MRA or bookshops.

4. Reference "Technical Tips" (1) in June Magazine- for "Neutral Cure" read "Non Corrosive".

COMING EVENTS: Next run: Sunday 3 August to Blue Range Hut near Cotter (see July magazine).

The Vice President welcomed Peter Oliver to the position of social secretary and thanked him for his offer of assistance.

MEETING CLOSED: 9-10pm.

Followed by video of Dutch and Belgian Grands Prix.

THANKS VERY MUCH TO STUART SUNDERLAND FOR STANDING IN AS SECRETARY DURING HILDA'S ABSENCE.

BITS AND PIECES- 1986 MOTORCYCLISTS' BALL

The third Canberra Motorcyclists' Ball, presented by T.J.'s Tyres, will be held at the Federal Golf Club, Red Hill on Saturday 16th of August.

The Ball will commence at 7-30pm and the ticket price of \$25 includes a three course meal and coffee, live music by 'Murphy's Law', and a door prize.

Tickets are available from T.J.'s at 23 Lonsdale ST. Braddon, Ph. 476804 or phone Terese McCauley on 919396.

All proceeds will go to charity (Koomari).

FOURNALES MONOSHOCK

Fournales Aust. now have available a replacement unit for the current BMW R80 series monoshocks. The high pressure air shocks are a direct substitute and their makers claim them to be far superior to the original equipment as well as being fully rebuildable.

At \$620 (+\$17 post) and \$65 (+\$10 post) for the special pump required to adjust them, they are certainly not cheap. Replacements for the older twin shock systems are available at \$450 (pr) also. A discount is offered to club members and Fournales Aust. can be contacted at P.O. Box 93, CARNEGIE, Vic., 3163.

THIRD PARTY RATES

Following protests to the Minister for Territories over the injustice of basing premiums on corrupt data, premiums for the over 600cc class have been reduced from 12th of June 1986.

However, the \$12 reduction in the over 600cc rate has resulted in increases in rates for other classes; under 300cc- \$2; 300cc to 600cc- \$6; private cars- \$8. This is due to the reallocation of claims between classes which has resulted in the over 600cc class being recognised as having a lower third party risk than was previously believed.

A possible result of further study of the situation may be a further

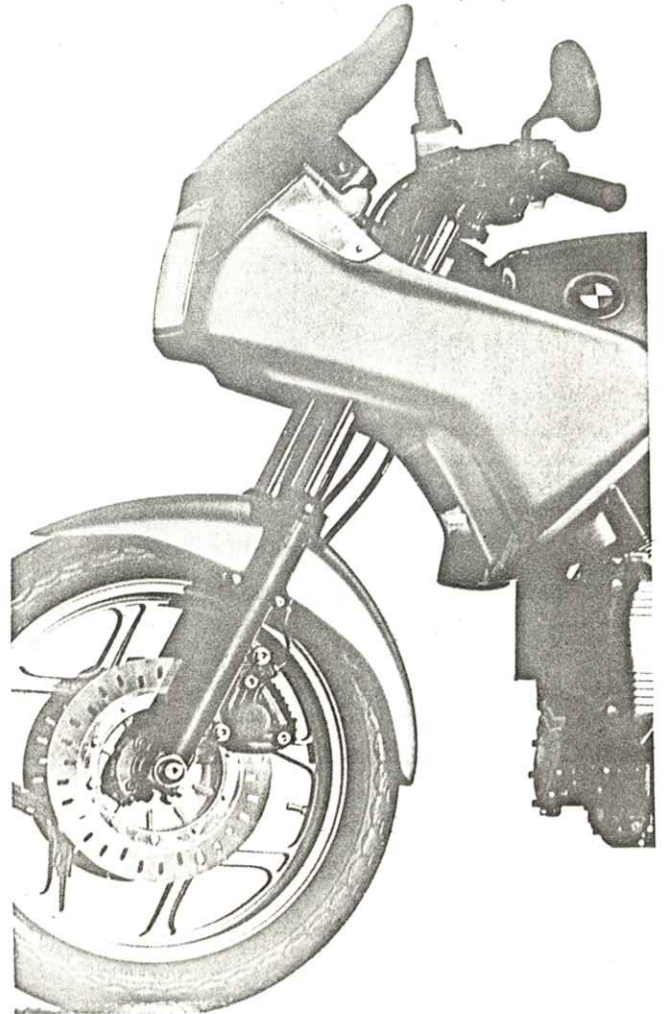
reduction of up to 20% for the over 600cc class as well as some improvement for the 300cc to 600cc class.

A further reduction of \$33 will apply to the first year's premium for new riders undertaking a recognised course of rider training.

The rider training discount does not depend on the introduction of the proposed Canberra TAFE College course as it is only one of the courses which might be recognised for the scheme.

K75 TRIP TO EUROPE RAFFLE

The competition, run by BMW Aust. through their dealer network, was won by MR. R OSTLE of Perth.



PAUL BROGAN BMW



65 DUNDAS COURT, PHILLIP

PH 851 944

WORKSHOP - 807 137

**** 10% DISCOUNT ON SPARE PARTS

TO ALL BMW CLUB MEMBERS.

**** DRI RIDER "SNOW LINE" Wet weather one piece suits. Guaranteed 100% waterproof, compact and very very warm. Available in all sizes, attractive colours are in stock. ON SPECIAL AT \$129.95.

**** THE K100RS 'MOTORSPORT' is still on display in the shop. Interesting features added by Paul's wizzardry should be of interest to 'K' series owners.

**** Extras include STAINTUNE sports muffler, fuel and temp. guages, handlebar weights, top box and of course city touring cases.

**** All these accessories are available through Paul's shop.

**** We are open for business 'till 3pm on Saturdays.

Doing a ton is fine... carrying one is not.

There's no better way of seeing Australia than touring on your bike. But touring becomes a lot more fun when the load you carry doesn't weigh you down, and when you know you can stay dry and comfortable whatever happens.

Mountain Designs knows all there is to know about travelling light. As suppliers to many lightweight mountaineering expeditions (including the 1st Australian Mt. Everest Expedition) we know that our gear is not only light, it performs.

Take our totally waterproof, windproof Gore-tex clothing that breathes to minimize sweating. Great when the weather turns mean.

Or get into some really effective thermal underwear. No matter how cold it gets you'll be warm and dry from head to toe. Great under leathers. Balaclavas, socks and liner gloves too. We've got it in synthetic Chlorofibre or luxurious pure silk.

Our Superwarm downfilled sleeping bags range from the ultralight 900 g Travellite to sophisticated expedition bags. They pack into

amazingly tiny spaces and feature truly advanced design and construction, ensuring a long trouble free life!

All tents are not created equal either. Ours are extremely light, pack down small, and made to take years of the worst conditions. Choose from featherlight personal shelters to roomy 3-man domes.

How about something to put it all in? We've got the best. Travel packs that instantly convert from suitcases to top class backpacks. Conventional packs from roomy daypacks to full scale expedition models. Every one's built with total reliability and comfort in mind.

Why not marvel at the whole range of useful gear we stock as well. Gear such as featherlight mountaineer's stoves, compasses, indestructible torches, camera bags that work, insulated clothing, brilliant Bolle sunglasses; the list is endless.

Be sure to give us a visit before your next trip. We'll take the weight off your bike.



Mountain Designs

— Custom Credit House 38 Akuna St. (opp. Monaro Mall) Civic, Canberra. Ph (062) 47 7153 —

TOURING, BY CHRIS FULKER

While it is still winter - the frosts are still thick on the grass in the mornings - spring and summer are getting closer each day, with the warmer weather comes another round of rallies (like our Kosciusko Rally in October), camping weekends and motorcycle touring holidays.

Perhaps we can use the winter lull to check/repair/replace our touring and camping equipment.

Starting with your 'Home away from home', the tent. If your old tent is falling apart, then now is a good time to replace it, the new IGLOO style seems to be the go and several club members have already found them very suitable for motorcycle touring use due to their light weight ease of setting up and stability in windy conditions. Before buying a new tent, shop around the various camping suppliers for type/size/prices before lashing out with your hard earned brass (falling dollars) as prices vary from about \$120 to more than \$800 for the all singing, all dancing super-duper types.

If your tent is OK, unroll it and air it out, cleaning the grass etc off from when it was packed away last. Check it carefully for signs of wear and tear, mildew, faulty zip closures or seams coming undone - and get it repaired if necessary.. The poles and pegs should be checked and any bent or missing ones replaced.

Next - sleeping bags. New ones cost from \$80 for the cheap and nasty Woolies variety up to \$500 for Everest expedition quality types. It usually pays to buy a good one (down filled is warmest and lightest) and look after it. A good way to wash your portable bedding is to partially fill your bathtub (if you have one) with warm water and one cup of LUX FLAKES, turn your bag inside-out and soak it for 10 minutes, then using your bare feet - grape squashing style - wash the bag, working the suds through.

Rinse with warm water, squeeze out the excess and lay it out on a flat, warm area to dry which will probably take a few days. The result is a fresh, clean smelling, warm bag on your next trip.

Gas or liquid fuel stoves - if you use one - should be carefully examined for damage, the gas bottle refilled ready for use, or if its damaged, returned to a Primus agent for checking or replacement if necessary (they can blow up if mishandled). Blocked jets in the stove can be a problem and there is a special tool to clean them with.

Cooking utensils - are they clean or did you just pack them away after the last trip? If you need to buy some (more) then there is a good variety at the various camping centres/scout outdoor shops around. I particularly like idea of the small aluminium non stick fry pans with separate handle which are light weight, easy to clean and pack in a pannier (about \$9 from Mountain designs for one type).

Your sleeping mat should be aired out or unrolled if its the self inflating type (these are becoming very popular for they are comfortable and light weight). Some still have blow up mattresses (good if you have a sidecar to carry it in), and it should be inflated and checked for leaks or mildew (its too late at three a.m. on some cold night at a rally, to wake up flat on the ground), give it a clean and carefully fold it ready for use (check your pump if you have one) - dig out your eating irons - plate and mug or cup - wash them well and make up a carry bag from a tea towell to keep them in. Enamel plates and mugs seem to be the best type - if they're not too chipped and cracked.

Last but not least, a torch or lantern (so you can find your lost tent when you do the rally fireside chat walkabout), check the battery and have a spare on hand, and a spare bulb is a good idea

TOURING...CONTINUED

as well, you can tape it inside some behind the reflector. The BMW QI trouble lamp that plugs into the bike is very good for the campsite and for setting up the tent and cooking etc. and with the use of the short extension cord it can be used in the tent as well- (don't park the bike close enough for it to fall on you during the night).

When you have sought out all the odds and ends keep them together in a cupboard or some corner in the shed where you can quickly pick it all up and pack it on your bike without the usual last minute panic and hunt for lost or missing items.

See you at the next rally..... now where did I put that thing-a-mee-jig I had last year.....?

BOWLED OVER IN WODEN BY SOCIAL SECRETARY, PETER OLIVER.

On Saturday 19th July eleven souls gathered in deepest, darkest Woden, parted with a few sheckles, donned funny footwear and proceeded to hurl large plastic spheroids at unsuspecting bottle shaped objects. The reason for this strange behaviour was a club organised "bowling night".

Yours truly attended on the premise that an impartial scorekeeper would be needed, only to discover that this onerous role is now most competantly handled by a soft touch keyboard and TV monitors. Oh well, just goes to show how long its been since I last set foot inside one of these amusement bunkers.

Anyway, after lots of balls were noisily trundled towards the other end of the building it was decided that one team had won and the other had lost.

Those present were; in the red corner, team 'A' -Chris and Anne Fulker, Jeanette Hahn and George and Zorla? Weighing in at 93 kilos in the blue corner, the plucky 'B' team consisted of Warren and Fran Gilchrist, Graham and Lesley Cameron and Ian Hahn.

For those interested, three games were played with the 'B' team winning all of them. Man of the match was Warren with a three game tally of 411 points. Other relevant numbers gleaned from the colour screen showed that Chris Fulker finished with 393 points followed by Ian Hahn on 373 and Anne Fulker on 358, being just one point ahead of Graham Cameron. Words like "strike", "spare" and "gutter" were also heard at various times.

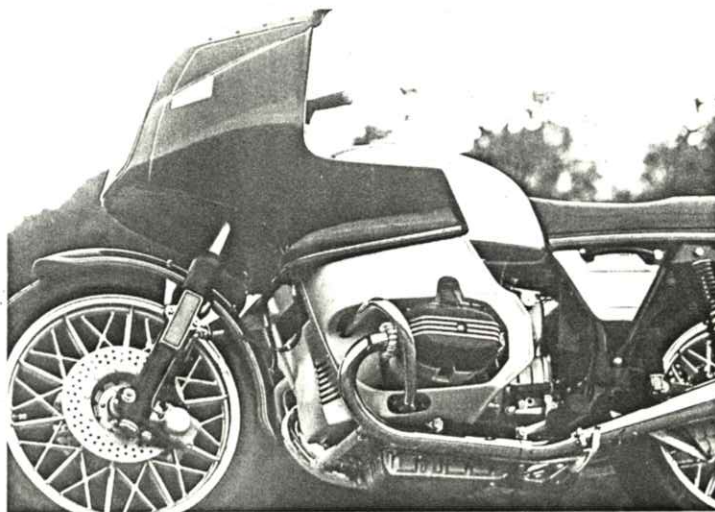
After all this excitement a visit to the Pancake Parlour followed, wherein eleven sets of teeth quickly disposed of eleven decadent delicacies and promptly vanished into the late evening gloom.

LATE NEWS*LATE NEWS*LATE NEWS*

In response to popular demand BMW is reintroducing the R100RS, not produced since the 1000cc engine was discontinued.

Other models will also be available in 1000cc form, the popular R80GS being the only one confirmed so far.

Hopefully this will lead to the perpetuation of the flat twin format, greatly admired by the traditional, long standing BMW riders, especially in Australia.



ON THE ROAD BY BOB RUMSEY

One Sunday in July:-

I had waited for this particular day for some time, it had been raining and snowing all over the southern highlands for three days and now, at 9-30am, there was no Canberra fog, the sun beamed down from a totally cloudless sky and the winds were calm.

I have often driven to the snowfields during winter on business and never had any problems or even used chains during daylight hours. So naturally it had occurred to me that there was nothing in the way of taking the trusty 'BM' to the snow - on the right day.

After persuading Chris Fulker to accompany me, we headed south from my place at around 10am and keeping to a fairly leisurely pace, as the mercury was only just into the positive and we didn't want to run any speedo checks with the ever obliging Highway Patrol. I picked up a lift behind a Ford LTD and moved along pretty quickly until it turned off beyond Michelago, made my first pass over the new Numeralla Bridge and we were in Cooma within the hour.

The road report from the Cooma Visitors' Centre was "chains definitely required past Wilson's Valley". But that was at 9am, before the sun got onto the roads and we had our chains with us anyway (I put in a new one recently). So it all sounded perfect to me and after purchasing photographic supplies (and a beanie for Chris), we set off onto the very nice road to Jindabyne. The brilliant winter sun had warmed the countryside considerably by now and we moved along quite fast. There was one moment near Berridale but, travelling in the opposite direction, he couldn't possibly catch us and we were in Jindabyne just in time to unintentionally steal a parking space from a real live skiing trendy who reckoned that "I saw it first" was some sort of claim to ownership. Actually, I didn't even know that he wanted to park his trendy Celica there, I just thought he was trying to reverse into me.

Anyway, it was lunch-time so we hopped into some good cafe tucker (the Alpine Cafe is the one to go for) while allowing the road an extra half hour to warm up.

The ranger at the National Park entrance station was a bit apprehensive about our venturing towards Perisher but was happy to relieve us of our dollars and we took off up the mountain towards Sawpit Ck where the ice and snow was rumoured to start. As far as Smiggins the snow was only up to the roadside but on toward Perisher we passed through some icy slush and then some areas of compacted snow but without any apparent lack of

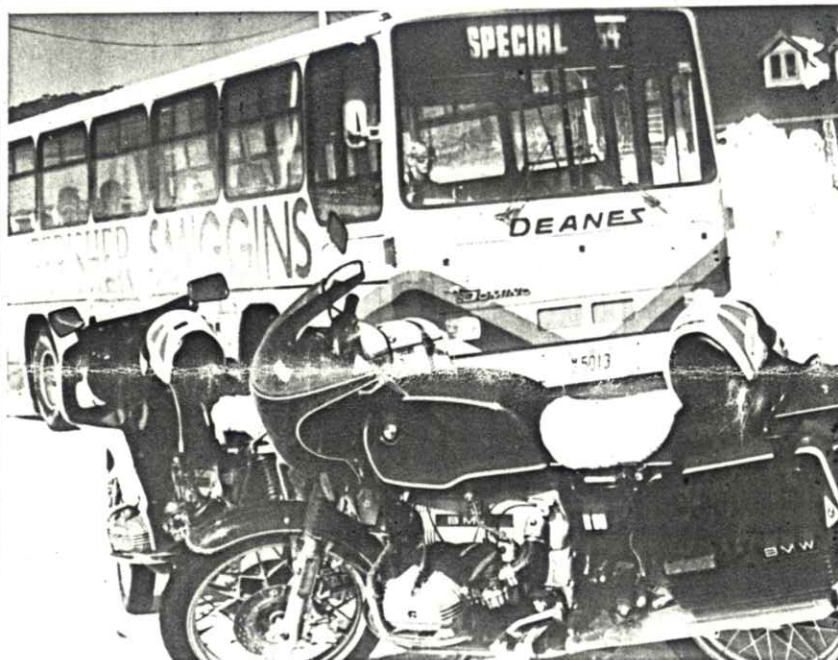


traction.

The famous Perisher Valley Car Park was another story though, about

continued

two inches deep in compacted, but dry, snow. We approached this with trepidation though it turned out to be remarkably tractable. So after a turn around the bus depot and some photography, we found a spot at the bottom of the car park (there is no special provision for motorcycle parking) and then set forth on foot across the snow towards 'Packer's Palace'.

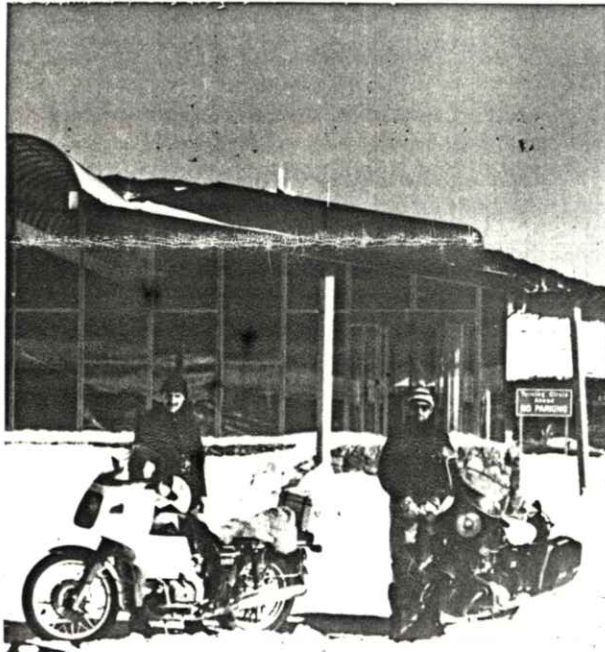


It was a beautiful day and hundreds of skiers were parting with copious amounts of money all around the place. We managed to constrain ourselves to a hot cuppa at the outdoor cafe while perusing the abundance of talent on the adjacent slopes. There was also an interesting variety of over-snow machinery to look over including the local Highway Patrol's transport being shovelled out from under a drift.

We headed home around 3pm in order to avoid the race and (hopefully) the road freezing over again.

The car park by this time, had become rather icy in places and my machine decided to get into the act with a demonstration of ice skating on the left crash bar, much to my amusement and to the bewilderment of onlooking skiers. Otherwise the return trip was uneventful and we arrived back, after a warmup in Cooma, well before dark.

The next club run is to



PHOTOS BY CHRIS FULKER.

At 15000 kms the standard BMW shock absorber on the R80 called it quites. During its service the monolever had proven to be both under damped and under sprung for the Australian highways and byways.

We contacted Fournales Australia to secure a monoshock on a two week "free trial" - a service which they provide to any purchaser. Fitting the new shock was a simple job, requiring only the removal of the right hand side cover and the bottom retaining bolt on the sub-frame before we could get at the monolever. Half an hour later the new monoshock was installed. The Fournales company base their shock absorber construction on technology which they have acquired in the development of aircraft landing gear. As a consequence construction is of a high quality. In simple terms, there are two chambers in the shock absorber which are separated by a rubber membrane, the upper containing air, the lower oil. During compression the oil forces the membrane to protrude into the upper chamber partially compressing the air. There are various valves and orifices which control the action. The main advantage of this arrangement is that the oil doesn't foam, and hence there is no loss of the damping properties of the shock even when the going gets tough. The body of the shock absorber is made of high quality aluminium.

Fournales Australia had already inflated our shock absorber to 12.5 bars (184 psi), the pressure which is recommended by the factory. At this setting the monoshock proved to be very compliant providing an increasingly firm ride throughout the suspension's travel. Initially the ride was softer than that of the BMW monolever, however at the maximum travel it proved to be more resilient than the standard equipment. The harshness which the original rear suspension had displayed over rough surfaces had disappeared. The R80 now had a much tauter feel to it, increasing rider confidence on tight, bumpy roads.

We experimented with air pressures to accomodate a full touring load of gear plus two people. On most roads an air pressure of 12.5 bar would probably be sufficient, but we were headed for some of the dirt goat tracks in western N.S.W. so we increased the preload to 14.0 bar. At low speeds (less than 60 kms) the rear suspension was a little harsh, but at illegal speeds over the back roads it provided an excellent ride. Fournales provide you with very detailed instructions on setting up the shock absorber so that it uses the maximum suspension travel available without bottoming out. It may take you a bit of time to get it right for your needs. Once you have it right, its almost a set and forget situation. We have been using a set of Fournales twin shocks for years and they simply do not leak.

The shock absorbers are of course fully rebuildable, although its unlikely that this will be necessary in the life time of your motorcycle. Any work required on the shock can be carried out by Fournales Australia, it doesn't have to be sent back to France.

Fournales sell a special pump which is capable of inflating the shock absorber to the high pressures required, something which the average compressor cannot do. Only about 20% of customers find it necessary to own the pump. We suggest that with the shock set at 13.5 bars you could probably do without the pump if you didn't mind the suspension being a little harsh when the machine is being ridden solo.

The Fournales monoshock is a superior suspension unit which should last almost indefinitely. At a price of \$620 plus \$17 for post, package and insurance its not cheap, but is an excellent product. Pumps are \$65 plus \$10 p, p & i.

Fournales Australia
P.O. Box 93,
CARNEGIE VIC. 3163.

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).

Ian & Jeanette HAHN
PO Box 25,
Weston 2611

POLLUTION
COMMON CA
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A.C.T. BMW MOTOR CYCLE CLUB.

P.O. BOX 1042,

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