

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



1987/88 COMMITTEE

PRESIDENT:	Mike Houston	889609 (H)
Vice PRESIDENT:	Warren Gilchrist	881462 (H)
SECRETARY:	Hilda Sunderland	918687 (H)
TREASURER:	Fran Gilchrist	881462 (H)
TOURING SEC:	Graeme Cameron	887044 (H)
SOCIAL SEC:	Frank Millwood	957403 (H)
LIBRARIAN:	Lesli Cameron	887044 (H)
TOOLS:	Ian Hahn	888126 (H)
ASSETS:	Bob Rumsey	919329 (H)
EDITORIAL STAFF:	Kath Phillips	976186 (H)
	Graeme Cameron	
	Frank Millwood	
	Bob Rumsey	

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CLUB ACTIVITIES

GENERAL MEETINGS      Second Monday of the month, from 7.45 pm  
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.

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CLUB DISCOUNTS ARE 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 STREET FYSHWICK Ph: 806703

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.) Please mark "Club Journal".

MEMBERSHIP FEES:    SINGLE \$10    JOINT \$12

ANNUAL GENERAL MEETING 9 MARCH 1987

Meeting opened 8.25 pm

Members present: 23

Apologies: B Searl, E&K Bell, P&F Oliver, R&L Smith, P&J Barton, J Hahn, P Chown, R Quinn.

President welcomed new members Liam Gash (R65) & Bruce Bowden (R80)

Minutes of February meeting, accepted Lesli Cameron 2nd G Cameron

Treasurer's Report: accepted C Fulker, 2nd K Phillips

(copy of report will be tabled at April mtg)

President referred to his report mailed to members. He thanked outgoing committee and members for their support during the year.

"CLUB PERSON OF THE YEAR" trophy presented to Chris Fulker, (points listed in March magazine), congratulations Chris.

The 1986/87 Committee stood down. TJ (with the assistance of Jenni Cole) chaired the meeting during the election of officers. (Officers elected - listed in front cover of March magazine).

The re-elected President, Mike Houston, thanked TJ and Jenni for their assistance. The new Committee then took up their positions.

Business arising from February minutes - NIL.

CORRES IN: Rally - Cane Toad, Q'ld; Giffith Classic MCC 2/3 May. Tour guide of Griffith (L&R Smith); MRA Bicentennial Auth. Project "200 Stories never told"; MRA withdrawing support for Council; Fournales Aust advert; BMW Concours d'Elegance; C/wealth Bank Statements (2); Aust Post Box a/c \$23; L&R Smith BMW stickers payment; Mags: BMW DCA; BMW Owners SA; BMW Club News WA; Qld.

CORRES OUT: John Fairman (invitation to visit); Special AGM reminder plus President's Report; Rob Popplewell (Millwood's rego sticker); L&R Smith (badges/stickers); M Trushell; BMW MCC Vic (cheque \$270.90); Kosciusko Rally Trophy to: John Fairman, John Andrews, Don Wilson, Castrol Oils.

GENERAL BUSINESS:

Handouts for members to distribute to non-members.

Proposed F Millwood - 10 pts for magazine items. 2nd Jon Shannon.

Proposed Ann Fulker - photographic competition. All in agreement.

Committee to discuss at its next meeting.

Chris Fulker to contact Miles Stilvano re borrowing of tapes on BMW motorcycles.

Oran Park Concours d'Elegance. C Fulker outlined weekend activities.

BIKE TORQUE: Foam filters \$30 ea R Series. Paul van Raak to enquire of L Crouch Qld and report to April meeting.

NEXT RUN: 14 March Bucchan Caves.

NEXT GENERAL MEETING: 13 April.

Next Ctee Mtg: 23 March 1987.

Meeting closed 10.40 p.m.

Present Membership: 44

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THIS COULD BE YOUR LAST MAGAZINE..... if you haven't renewed your Membership. For your convenience you will find a renewal form on the back page of this magazine.

## \*\*\*WHAT'S ON\*\*\*

MARCH

30/31 - Phantom Rally, Nr Underbool, NW Vic.

APRIL

4/5 \* - Club Run: Blue Range Hut  
 - Famous Last Words Rally, Nr Euroa, Vic.

13 (Mon) - GENERAL MEETING, 7.45 pm Royals Rugby Club Weston

17/20 - Cane Toad Rally, Nr Rockhampton, Qld.  
 (Easter) Promoted by BMW MCC of Queensland  
 - National Gold Wing Rally, Narrandera, NSW

18/19 - Bathurst, inc. Arai 500 and Superbike Series  
 (Racing) Round 2

24 - Social Sip, Rose Cottage, 8 pm

MAY

1/3 - Emu Rally, Nr Ararat, Vic.

2/3 \* - Club Run: Wee Jasper

11 (Mon) - GENERAL MEETING, 7.45 pm Royals Rugby Club Weston

16/18 - Duck Down Rally, Nr Renmark, S.A. BMW club  
 members only. Promoted by BMW Owners Club of S.A.  
 - No Frills Rally, Nr Arkaroola, Flinders Ranges, S.A.

17 (Racing) - Lakeside, Superbike Series.

23/24 - Croweater Rally, Burra Creek Gorge, S.A.

29 - Social Sip, Rose Cottage, 8 pm

\* \* \* \* \*

Underlining denotes Club activity

\* Meet at Paul Brogan's, Dundas Court Philip, 10 am

\* \* \* \* \*

**Budget**  
rent a car

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(062) 80 5600  
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BUCHAN CAVES 14-16 MARCH 1987

Setting off later than planned (as usual) we picked up Bob Rumsey at 10 am on the way through.

Bob stopped at Williamstown for petrol and checked his tyres as they didn't feel the go, he found he had 10 psi in the front tyre. We continued on by ourselves (Graeme & Lesli) to Bombala, arriving there at 11.30 am. (Not bad for 200 kms!)

Meeting up with Bob again, a quick midday at the pub, then off again. On the way out of Bombala we saw Warren & Fran, accompanied by Tony Wurzer & Lois (Tony having seen the notice of the run in Paul Brogan's window). They had been in a cafe up the road, so we waited for them to get their gear on and off we went again.

The dirt on the Cann River Highway was just as sandy as usual. Bob & Tony had a private race up ahead. Warren & Fran, (me) Lesli, then Graeme, who stopped for a smoke so he wouldn't be in our dust (wimp). Two or three trucks cruised by, at a great rate of knots.

I was enjoying the dirt, great weather and scenery, when I saw Warren & Fran on a 90° corner, fishtailing out of it in a great cloud of dust. I backed off and went into the corner doing the same, in about 1 foot of sand. Fran & Warren had slowed down to see me go through. Fran waved down a car coming from the other direction - he slowed a bit, but kept coming... By this time, with both feet out chugging through the sand, fishtailing as well as I have ever done before, finally out of it and on our way.

The twisties coming into Cann River were great and we lunched at the pub. Graeme arrived and asked whose snake track it was? I sheepishly owned up. He said I had left tracks like a centipede wearing boots.

A good ride followed and we turned off at Orbost, following the Snowy Mountain River, through some lovely scenery and so arrived at Buchan Caves.

The weather was great. BBQ's for lunch and fireplace dinners. Warren & Fran, Tony & Lois went to see the caves. Graeme & Bob went fishing (catching nothing!!). At night the possums gave us their company, so we shared our port with them.

Monday morning Bob, Graeme and I set off, about 9.30. Still the weather was beaut. Fran & Warren went home via Bega for a seafood lunch. Tony & Lois went via the dirt to Jindabyne.

We had lunch at Bombala, not staying long as I had to be at work at 3.30.

A couple of kms out of Nimmitabel my bike just "stopped" (a very bad place to break down, right next to a very smelly dead wombat). So we didn't waste any time in pushing the bike up the road a bit. It turned out to be an ignition problem, but nothing could be done on the side of the road, as a couple of screws could not be undone. Bob towed my bike with ocky straps into Nimmitabel. It worked very well, which surprised me. We hooked them on the crashbar and it was no problem. We stopped at the first garage and the owner lent us an impact driver. We promised to purchase petrol from him next time in appreciation.

continued...

## BUCHAN CAVES...

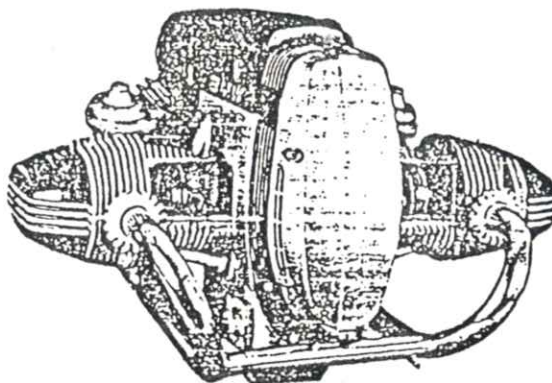
The ignition was fixed and no more excitement on the remainder of the trip, just a couple of beers at Bredbo. Shortly after, we arrived home to a well deserved shower and a cuppa.

Although a great weekend, it may give you something to think about - that someone who isn't even a member of our Club came on our Club Run. Maybe some more members could become a little more active in our runs. TRY AND JOIN US ON OUR NEXT RUN.

Lesli Cameron R60/6

\* \* \* \* \*

\*\*\*\* NOW OPEN - BMW WRECKER \*\*\*\*



- \* WRECKING ALL MODELS
- \* NON GENUINE PARTS AVAILABLE
- \* RECONDITIONED PARTS
- \* PARTS SENT C.O.D. ANYWHERE
- \* MAJOR CREDIT CARDS ACCEPTED

DON WILSON MOTORCYCLES.

117 PUNCHBOWL RD.

GREENACRE N.S.W.

02-7504734

TIP

If your currently paying \$3.50 odd for a litre of degreaser, save money by buying it in bulk. Grab an old four or five litre oil container, find a servo with an active workshop and ask to have your container filled from his bulk stocks. My local BP servo sells four litres for less than \$8.

G.C. R80ST

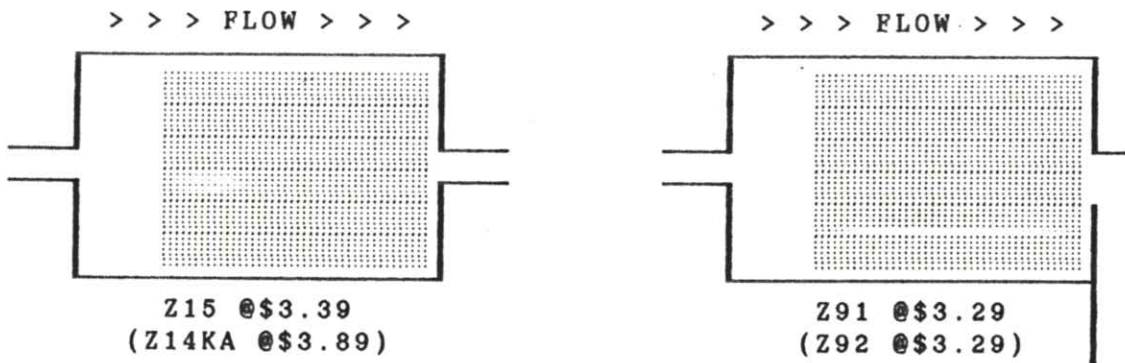
RYCO FUEL FILTERS

A couple of years ago, I unwittingly payed 50c litre for 'Super' that turned out to be a mix of petrol and dirty water. While four wheeled obstructions that also frequented this servo guzzled along on the mix, I had continuing problems with the carburetion on the ST. Eventually it got to the stage where the tank had to be flushed (again), the petcock rebuilt and the carbs completely stripped. Hours were spent cleaning out muck from fuelways. Lesson learnt; the standard filter in the petcock is useless, an in-line filter is nessacery.

Rarely seen on bikes, but one I've since used and now recommend is the ordinary RYCO filter made for cars, reasons being:

- \* It has a very large filter area.
- \* You can see whats being trapped.
- \* It wont break.
- \* You can buy one anywhere.
- \* Its reasonably priced.
- \* Its Australian made.

Of the RYCO's available there are two types of interest to a motorcyclist, each of these being made for 6mm or 8mm (1/4" or 5/16") fuel lines. The 6 mil size is easy to fit but may require clamps to secure, the 8 mil size is more difficult to fit but does'nt require clamps. Following is a diagram of each with the stock number for 6 mil and (8 mil);



The only problem you'll come across while fitting a RYCO is that its physicaly big, but a little thought first and it'll be installed where it doesn't obstruct carby cables, dipstick access or the flywheel peep hole.

For an R65, R80GS or R80ST use Z91 (Z92). For others, let me know how you get on.

G.C. R80ST.

TIP

After changing the oils on your twin, seal your clean (but oily) funnels and measuring jugs in a new garbage bag. Then they can stay oily, they wont pick up dust and dirt, and are always ready for use.

G.C. R80ST



CLUB PERSON OF THE YEAR

POINTS		1986/87	
1	CHRIS FULKER 179	13	S JONES 10
2	BOB RUMSEY 150		C JOHNSON 8
3	F GILCHRIST 146	34	S CAMPBELL 8
	W GILCHRIST 146		M CAMPBELL 8
4	A FULKER 127		E VIRIK 3
5	G CAMERON 110		R QUINN 7
6	L CAMERON 105		T WILLIAMS 7
7	M HOUSTON 100	35	F BARTON 7
8	K FARRINGTON 91		J BARTON 7
9	I HAIN 90		R HACKETT 7
10	B SUNDERLAND 79		M HACKETT 7
11	J HAIN 77	36	B BLENKINS 6
12	R SUNDERLAND 71		D DOYLE 5
13	P OLIVER 59		D LAMBART 5
14	J SHANNON 59		S JONES 5
15	J COLE 49		J NIGHTINGALE 5
16	P VAN RAJAE 47	37	J KNIGHT 5
17	"TJ" DUMM 46		G JENKINS 5
18	L OLIVER 39		S MUNRO 5
	D HEEK 38		R KOCH 5
19	P CHOWN 38		G EGAN 5
	D BIRD 38		M HUNTER 5
20	B BEARL 37		P RICH 5
21	D FARRINGTON 36		A WELLS 3
22	P HILLMOOD 29	38	R GORDON 3
23	M BAGNARDL 28	39	H WILLIAMS 2
	F BROGAN 25		
24	P EDWARDS 25		
	B EDWARDS 25		
25	M WILLIAMS 23		
26	A GRANT 22		
	D STONE 20		
	R BROUGHTON 20		
28	F OLIVER 19		
29	A BROWN 18		
30	G BEVITT 15		
31	D CHOWN 14		
	M TRUSHELL 13		
	K PHILLIPS 13		
	R SMITH 13		
	L SMITH 13		

7.



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THINKING OF BUYING A BMW?

1987 prices (plus on the road costs)

Model	Price
R65 MONO	6490
R80	8290
R80/GS	8290
R80/GS P-D	8770
R80RT	9720
K75C	8490
K100	9720
K100RS	11690
K100RT	11990

\* \* \* \* \*

\* TECH TIPS:

A SHORT NOTE FROM A BRIGHT SPARK!

This is the anniversary of the death of my ignition system,(didn't do my wallet a lot of good either!).

Here is some info to help you avoid the inflated original parts price. The electronic ignition system on the "R"series is exceedingly simple in principle,so simple in fact that it is used on the J.B.CAMIRA & a few other cars,anyway to the point,the replacement system outlined below is a much cheaper alternative to the BMW parts.

The trigger unit (BLACK BOX)which is positioned under the tank, ident No 9.222.067.023 is approx \$120. The same part from bosch is twice that.

The HALL EFFECT module is the unit which replaces the standard points system ident No 1.237.031.059 is approx \$60. When buying this from BM you cannot buy it separately & therefore stuck with buying the whole ignition trigger at approx \$300+. This way you can carry replacement units with you on long outback journeys for a fraction of the normal cost.

The COIL (two in one type) can be replaced with either two BM ones or two VW units (half the cost) the brackets for this can be obtained from THE BM WORKSHOP in QLD,and are simple to install.

Last but not least,the most important item if you are to avoid having to replace the above in the first place,is to take good care of your plug caps if you have the basic metal variety keep a close check on them as they are the main reason for 90% of ignition system burnouts.(I hope this helps you avoid the same astronomical cost & lousy position I was placed in!)

Keep it on the road!  
ZAC R100RS

\* The above is courtesy of BEE-EM Newsletter of BMW MCC Victoria



Courtesy of BEE EM (Newsletter of BMW MCC Victoria)

## K100 Stand Pivots

CLIVE FOSTER

The flat twin BMWs have a well deserved reputation for centre stand pivot problems. These problems stem mainly from lack of lubrication and are invariably awkward to resolve. Ideally the pivot system used should have grease nipples for force lubrication or at least be dismantled bi-annually for cleaning and greasing. Unfortunately the K100 uses a very similar pivot system which is predictably heir to the same problems if neglected. Additionally semi-seized pivots make it nearly impossible to get the big four onto its centre stand. On the K100 the stands both mount on a common forging, bolted under the gearbox, which is removed to attend to the pivots. Provided the machine can be firmly supported this feature makes stand maintenance far easier on the K series than on the twins.

To do this job you will need a long 8mm A/F Allen key of good quality, a pair of long nosed pliers, a large solidly mounted vice, an adjustable axle stand, a 10mm by 1.5mm pitch thread tap, and a strong assistant who is both trustworthy and intelligent. Starting with the bike on its centre stand bend the brake pedal return spring hanger a little further away from the pedal to ease spring removal later. Still with the bike on its stand and now firmly held by your assistant use the 8mm Allen key to loosen and then re-tighten the four fixing bolts holding the stand mount to the gearbox. They are 'kin tight being done up by a German speaking gorilla and held by a locking compound that is first cousin to araldite.

Now put the bike on its wheels and adjust the axle stand to support it under the cylinder head with suitable padding interposed. Let your assistant support the machine with the aid of the axle stand whilst you remove the four fixing bolts. Then slide the mount rearwards and slightly upwards so that you can remove the brake pedal return spring with a skilled twist of your long nosed pliers. Park the machine on the axle stand and put the stand mount in the vice.

The return springs slide off easily when the stand is at the right angle and the same allen key fits the pivot bolts. Remove the pivot bobbins, clean everything and grease the outside surface of the bobbins and the holes in the stand. If necessary use the tap to clean the old locking compound from the bolt holes. Note that the bobbins should be very hard and will show no signs of wear, if grooved the bobbin is faulty and must be replaced. If you have to temporarily re-use a faulty bobbin put it on the brake pedal side of the centre stand so it can be changed in situ. When replacing stand pivot bolts use plenty of Loctite or similar and do up the bolts very tight. Now repeat cleaning and lubrication procedure for the sidestand taking care not to loosen the pivot bobbin for the stand on removal.

Returning to the bike carefully clean the mounting bolt holes of residual locking compound using the tap and ensure that the bolts enter easily. Cross threading here is disasterous. Get the two stands into the correct relationship with the return springs fitted and, whilst your assistant steadies the bike, refit the brake pedal return spring. Now screw in the four mounting bolts, liberally coated with loctite, taking them all about half way home until all four are in. Make certain they all enter squarely! Tighten up initially then put bike on centre stand for the final heave.

Notes 1) From an engineering point of view it would be best to replace the bolts with four studs and fix the stand mount with nuts. This would make it far simpler to fit and align the mount and render cross threading less disasterous.

2) In general black Allen keys are more likely to be good quality than chromed ones which also tend to shed sharp splinters. Go for a good brand name, Unbrako are about the best, if you can find them.

3) If only the sidestand needs attention it can be lubricated with the main mount still in situ.

### KARBURETTORS ON THE 'K'.

As an additional bit of news it can now be stated that next year the K series will be available with carburettors instead of fuel injection, as an option. It seems some riders do not like the delay introduced by the little black box under the seat. Motorcycle Sport November 1986.

Article from BMW CLUB Journal (England)

A MESSAGE FROM YOUR SOCIAL SECRETARY:

Social Sips

Due to lack of support at the Social Sips, these will now be held THE LAST FRIDAY IN THE MONTH, at Rose Cottage.

I shall be endeavouring to find another "winter venue" and will inform you when I have found a warm, comfortable place.

Volley Ball

We still have to win back the Volley Ball Trophy from the 4-Owners Club. We can practice on our April weekend run - See you there.

Frank Millwood R80ST

\*\*\*\*\*  
IS YOUR BIKE DIRTY ? ? ? ? then give it a clean with "CT-18". The Club has purchased a bulk order for redistribution to Members of four litre lots (makes up to 40 litres for use) for just \$10. Contact Warren or Fran Gilchrist. telephone 88 1462.  
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DO YOU NEED ANY OF THESE?

Pitmans Holdings Pty Ltd, 224 Main North Rd, Prospect. S.A. (telephone (08)344 8681, have the following Specials:

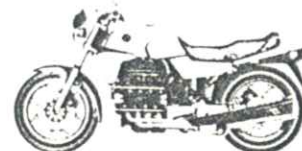
March to April Specials

- R Series Front Guards, assorted colours \$75.00
- R Series Rear Guards, assorted colours \$85.00
- R Series Fairing Panels, assorted colours 1/2 price
- Assorted BMW Tank Bags (not vario or multivario) \$75.00
- BMW System Helmets Mk 1 \$225.00

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HAVE YOU GOT ANYTHING YOU WOULD LIKE TO BE PUT IN THE NEXT MAGAZINE? A HINT OR TIP? SPECIAL ITEM? . FOR SALE OR WANTED?  
\*\*\*\*\*

LET'S HEAR FROM YOU.

The Editorial Committee



# ACT BMW MOTOR CYCLE CLUB

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	FULL	JOINT	ASSOCIATE
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member status for the Club year to March 198

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

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

Joint Member

ADDRESS \_\_\_\_\_ POSTCODE \_\_\_\_\_

MOTORCYCLE MAKE and MODEL - if fitted with sidecar, add s.c.

1. \_\_\_\_\_ 2. \_\_\_\_\_

3. \_\_\_\_\_ 4. \_\_\_\_\_

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

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.

FEEs: \$10 FULL MEMBERSHIP  
 \$12 JOINT MEMBERSHIP

\_\_\_\_\_  
 Signature Signature Joint Member date

### COMMITTEE USE ONLY

\_\_\_\_\_  
 Signature Receipt No. date  
 Secretary/Treasurer

Membership Card  Constitution

TO:

Graeme & Lesli CAMERON  
19A, Ballarat Street,  
Fisher, 2611  
ACT.



PASSPORTS  
For Convenience Apply  
at Your Post Office

FROM: A.C.T. BMW MOTORCYCLE CLUB, 1042, WODEN, A.C.T. 2606