

1987/88 COMMITTEE

<u>PRESIDENT :</u>	Mike HOUSTON	88 9609 (H)
<u>Vice PRESIDENT:</u>	Warren GILCHRIST	88 1462 (H)
<u>SECRETARY :</u>	Hilda SUNDERLAND	91 8687 (H)
<u>TREASURER :</u>	Fran GILCHRIST	88 1462 (H)
<u>TOURING SEC:</u>	Graeme CAMERON	88 7044 (H)
<u>SOCIAL SEC :</u>	Frank MILLWOOD	95 7403 (H)
<u>LIBRARIAN :</u>	Lesli CAMERON	88 7044 (H)
<u>TOOLS OFFICER:</u>	Ian HAHN	88 8126 (H)
<u>ASSETS OFFICER:</u>	Bob RUMSEY	91 9329 (H)
<u>EDITORIAL STAFF:</u>	Kath PHILLIPS	97 6186 (H)

Graeme CAMERON, Frank MILLWOOD, Bob RUMSEY.

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REGULAR CLUB ACTIVITIES:

GENERAL MEETINGS : Second Monday of the month, from 7:45 pm at ROYALS RUGBY FOOTBALL CLUB, BRIERLY ST. WESTON, in upper mezzanine room.

CLUB RUNS : First weekend of the month (Saturday and/or Sunday) see "WHAT'S ON" page. Meet at Paul BROGAN'S BMW Shop, DUNDAS COURT, PHILLIP.

SOCIAL EVENTS : Social events as decided at Club meetings, see "WHAT'S ON" page for details.

KOSCIUSKO RALLY : First weekend in October, Kosciusko National Park, Geehi Hut Campsite, near Khancoban.

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CLUB DISCOUNTS ARE AVAILABLE FROM:

PAUL BROGAN, BMW AGENT 65 DUNDAS COURT, PHILLIP Ph. 85 1944 Hrs. Mon/Fri 9:00 - 5:30 Sat 9:00 - 3:00 * * *	PADDY PALLIN (Camping) 11 LONSDALE STREET BRADDON Ph. 478949 (Available on purchases totalling over \$300:00) * * *
JOE'S MOTORCYCLE WRECKERS UNIT 10, 3 WILUNA STREET FYSHWICK Ph. 80 6703	GET SMART HAIR DESIGN CANBERRA HOUSE, CIVIC Ph. MARTIN MILLWOOD 49 7595 10% off for members

NOTE: PLEASE SHOW YOUR MEMBERSHIP CARD WHEN MAKING PURCHASE ETC.

* * * * *

Contributions to this Journal are welcome and should be directed to the Editorial Staff as listed at the top of this page, or posted to the Club's Mailbox (P.O. BOX 1042, WODEN A.C.T. 2606.) and be marked "Club Journal". Photoes etc. will be returned on request.

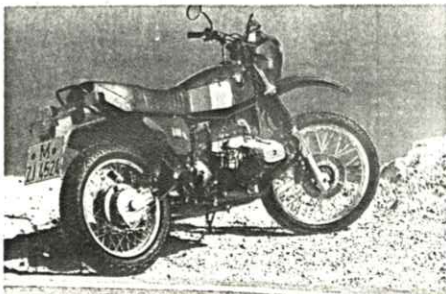
MEMBERSHIP FEES: SINGLE \$10:00 JOINT \$12:00 Information about joining available from Committee as listed above, or write to the Secretary, A.C.T. BMW M.C.C. P.O. BOX 1042 WODEN. 2606.

THIS MONTH'S COVER:

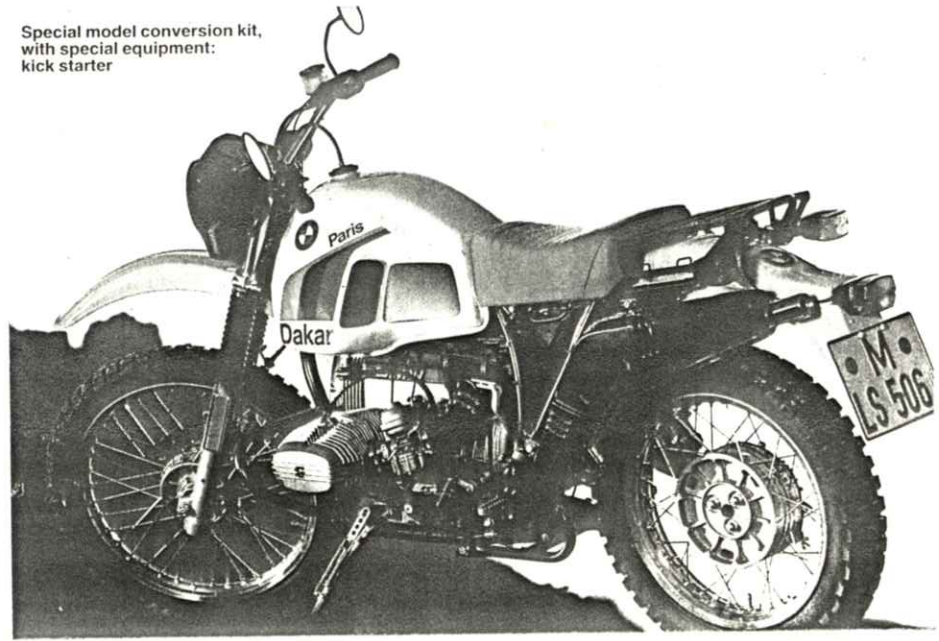
K75 and appealing rider at a European customs post.

* * * WHAT'S ON * * *
(dates of club activities are underlined)

- May 29 - Social Sip, Woden Valley Club
- 30 - Progressive Dinner. 7 p.m. for first two courses at the Hahns, 9 Tristania Street, Rivett
- 30/31 - Roo River Rally, near Kangaroo Valley, NSW
- 31 - Amaroo, round of NSW Road Racing Championships.
(Racing)
- June 6-8 - Alpine Rally, nr Brindabella, NSW
- 6-8 - Alternative Club Run - to the Steam Packet, Coast Road. Showground/Camping? ground across the road but some may like to continue and camp overnight at the coast. Meet 9 a.m. at Cba M/c Centre, Cnr Isa/Newcastle, Fyshwick.
- 6-8 - Tarcowie Trot, Tarcowie, NSW
- 6-8 - Sapphire Rally, nr Warialda, NSW
- 6-8 - Coffs Harbour, Restore and Ride Rally, NSW
- 7 - A round of Shell Oils, Aust. RRC, Wanneroo, W.A.
(Racing)
- 8 - Club meeting
- 20-21 - Casper Rally, Joadja, nr Berrima, NSW
- 21 - A round of the Aussie Land Superbike Series, Winton VIC.
(Racing)
- 26 - Social Sip, Woden Valley Club
- 27-28 - Goldrush Rally, nr St Arnaud, VIC.
- July 4-5 - Club Run, to be announced
- 11-12 - Winter Rally, nr Nerriga, NSW
- 13 - Meeting
- Aug. 1-2 - Gunyah Rally, nr Lockart, NSW
- 10 - Meeting



Special model conversion kit, with special equipment: kick starter



MINUTES OF MEETING 11 MAY 1987

Meeting opened 8.20 pm

Members Present: 13

Apologies: Anne Fulker, Peter & Fiona Oliver, Frank Millwood, Jeanette Hahn.

President welcomed visitors Steven Canham (R100RS) and Ron Durkin, BMW MCC Q'ld.

Minutes of April meeting accepted Jon Shannon, Seconded Warren Gilchrist.

BUSINESS ARISING: Ian Hahn has purchased filters, will now purchase Timing Light.

TREASURER'S REPORT: Incoming \$47.50, Expenditure \$374.9. Cheque a/c \$433.79, Savings Account \$1,907.86c.

CORRESPONDENCE IN: Returned cheque A Wells, L&R Smith, Yenda, Parrington's card, Connell & MacPherson (m/c literature), MRA Smith Family Winter Appeal 23 May, Minutes ACT Motor Club Inc, China Firework Display, BMW Price Lists from 6 April, MRA Rally, C/wealth Bank Statement 40, Mags: Q'ld (May), WA & BeeEm Vic (April).

CORRESPONDENCE OUT: Nil

GENERAL BUSINESS: ACT BMW MCC Badges \$3 each to purchase; Editorial Committee to continue as is; Incorporation of Club (raised Bob Rumsey), President to discuss this more fully at June meeting, he put forward possibility of requesting a club member volunteer his/her services in this direction; Short discussion on interim insurance, this was not considered a viable proposition at this time; Members asked to support MRA Smith Family Winter Appeal 23 May. If unable to attend, gifts may be left with the Gilchrists or Sunderlands.

BUSINESS ARISING FROM COMMITTEE MEETING: Register of tools being compiled by Ian Hahn. No charge for use by club members. List will be published shortly; Kath Phillips suggested guest speakers for club meetings; Mike Houston promoted benefit dance for the late Mick Bell's family; Warren Gilchrist tabled Q'ld Club's "Anonymous Code". Members decided, following general discussion, that "Hospitality Code" be printed in club magazine for completion by members if they wished. Hospitality and assistance being offered to fellow motorcycle riders throughout Australia whilst visiting the ACT. Information to be supplied to MCC Secretaries only and in strictest confidence.

TOURING SECRETARY'S REPORT: Kosciusko Rally to be held on long weekend in October. See "WHAT'S ON".

SOCIAL SECRETARY'S REPORT: Kath Phillips, in absence of Frank. Social Sips will be held at Woden Valley Club, Curtin, Committee have "tried out" the venue. Progressive Dinner on 30 May.

BIKE TORQUE

Next Committee Meeting 26 May, 27 Bruxner Close, Gowrie.

Meeting closed 10 pm

MEMBERSHIP: 47

SORRY!... THIS IS A BIT LATE

HOPE YOU WENT ANYWAY- Ed.

MRA ACT

SMITH FAMILY

WINTER APPEAL

SATURDAY 23 MAY 1987

Collection points at Civic, Woden & Belconnen Shopping Centres (manned 8 - 11.30 am)

At 11.30 motorcyclists will ride from Woden/Belconnen collection points to Petrie Plaza, Civic, where donations of food, blankets and clothes will be collected for the SMITH FAMILY.

5

ARTICLES OF INTEREST AVAILABLE FROM THE LIBRARY

JOURNALS

A.C.T. BMW CLUB

MAR '87 - K100 Stand Pivot
FEB '86 - R4
JAN '86 - R68
DEC '85 - R75/5
NOV '85 - R51
SEPT '85 - R12
JUL '85 - R60
NOV '84 - R90S
MAY '84 - BMW HELMET
JUL '83 - Here's the Four - BMW K569

BMW TOURING CLUB OF N.S.W.

MAR '87 - BMW R-SERIES SUPERSERVICE
- Conquest of the Gunbarrel Highway
- Fournales BMW Monoshock
JAN '87 - R90S
JUN '86 - REG PRIDMORE (RACING)
MAY '86 - Four into three still goes - K75
- Whatever happened to the German Motorcycle Industry?
- R75
MAR '86 - Quantum Leap. PROJECT QL
MAY '85 - Four wheel technology cut in half.
AUG-
SEPT '84 - Telescopic Tourer. R17, 1936.
MAR '84 - HOW THEY MADE THE K100.
OCT '83 - Racing the R80ST

BMW MCC OF VIC. (BEE EM)

This journal has a few too many articles to list, in particular a very good selection of Technical items.

BMW MCC OF W.A.

This journal is good too, particularly for those who are thinking of touring W.A.

BMW OWNER'S CLUB OF S.A.

Not too Technical, but like W.A., worth looking at if you want to go touring.

AW MCC OF QLD

Rally reports, something they call Technical Briefs (sounds painful), and a lot of tip bits of interest.

In addition to the club journals, we also hold BMW literature including manuals (CLYMER), Safety, A.C.T. Motor Traffic Ordinance, Luftmeister brochures, etc.

As you can see, we have quite a bit of information available for your use, so let me know if you would like to borrow something and I will make it available to you.

LESLI CAMERON
LIBRARIAN

Members, please note: This space is available for your technical tips, reports on runs and other useful bits. Please use it.



MESSAGE FOR BONA FIDE LOSERS OF Rally badges: Most of the Club's past year's badges are available for sale at \$5 on application. Write to the Club box number and we will supply. (Includes postage)

Rarely has the love of man for speed, for the open road, for the engine that transports him, been more sharply expressed than in this description by T.E. Lawrence - Lawrence of Arabia - of a race between a motor-cycle and an aeroplane. The extract comes from "The Mint" which Lawrence published under the name of J.H. Ross while he was trying to hide himself in the R.A.F. with the rank of aircraftsman. Later he became T.E. Shaw. He was killed riding his motor-cycle on May the 19th, 1935; he was still in the service.

- - - - -

The extravagance in which my surplus emotion expressed itself lay on the road. So long as roads were tarred blue and straight; not hedged; and empty and dry, so long as I was rich. Nightly I'd run up from the hangar, upon the last stroke of work, spurring my tired feet to be nimble. The very movement refreshed them, after the day-long restraint of service. In five minutes my bed would be down, ready for the night: in four more I was in breeches and puttees, pulling on my gauntlets as I walked over to my bike, which lived in a garage-hut, opposite. Its tyres never wanted air, its engine had a habit of starting at second kick: a good habit, for only by frantic plunges upon the starting pedal could my puny weight force the engine over the seven atmospheres of its compression.

Boanerges' first glad roar at being alive again nightly jarred the huts of Cadet College into life. "There he goes, the noisy _____," someone would say enviously in every flight. It is part of an airman's profession to be knowing with engines: and a thoroughbred engine is our undying satisfaction. The can wore the virtue of my Brough like a flower in its can. Tonight Tug and Dusty came to the step of our hut to see me off. "Running down to smoke, perhaps?" jeered Dusty hitting at my regular game of London and back for tea on fine Wednesday afternoons.

Boa is a top gear machine, as sweet in that as most single-cylinders in middle. I chug lordily past the guard room and through the speed limit at no more than sixteen. Round the bend, past the farm, and the way straightens. Now for it. The engine's final development is fifty-two horse power. A miracle that all this docile strength waits behind one tiny lever for the pleasure of my hand.

Another bend and I have the pleasure of one of England's straightest and fastest roads. The burble of my exhaust unwound like a long cord behind me. Soon my speed snapped it, and I heard only the cry of the wind which my battering head split and fended aside. The cry rose with my speed to a shriek: while the air's coldness streamed like two jets of ice cold water into my dissolving eyes. I screwed them to slits, and focussed my sight 200 yards ahead of me on the empty mosaic of the tar's gravelled undulations.

Like arrows the tiny flies pricked my cheeks: and sometimes a heavier body, some house-fly or beetle, would crash into face or lips like a spent bullet. A glance at the speedometer: seventy-eight.

"Boanerges is warming up!"

I pull the throttle right open, on the top of the slope, and we swoop flying across the dip, and up-down, up-down the switchback beyond: the weighty machine launching itself like a projectile with a whirr of wheels into the air at the take-off of each rise, to land lurchingly with such a snatch of the driving chain, as it jerks my spine like a rictus.

Once we so fled across the evening light, with the yellow sun on my left, when a huge shadow roared just overhead. A Bristol Fighter, from Whitewash Villas, our neighbour aerodrome, was banking sharply round. I checked speed an instant to wave; and the slip-stream of my impetus snapped my arm and elbow astern, like a raised flail. The pilot pointed down the road towards Lincoln. I sat hard in the saddle folded back my ears and went away after him, like a dog after a hare. Quickly we drew abreast, as the impulse of his dive to my level exhausted itself.

The next mile of road was rough. I braced my feet into the rests, thrust

cont.

my arms and clenched my knees on the tank till the rubber grips goggled under my thighs. Over the first pot-hole Boanerges screamed in surprise, its mud-guard bottoming with a yawp upon the tyre. Through the plunges of the next ten seconds I clung on, wedging my gloved hand in the throttle lever so that no bump should close it and spoil our speed. Then the bicycle wrenched sideways into three long ruts: it swayed dizzily, wagging its tail for thirty awful long yards. Out came the clutch, the engine raced freely: Boa checked and straightened his head with a shake, as a Brough should.

The bad ground was passed and on the new road our flight became birdlike. My head was blown out with air so that my ears had flailed and we seemed to whirl soundlessly between the sun-gilt stubble fields. I dared, on a rise, to slow imperceptibly and glance sideways into the sky. There the Bif was, 200 yards and more back. Play with the fellow? Why not? I slowed to ninety: signalled with my hand for him to overtake. Slowed ten more; sat up. Over he rattled. His passenger, a helmeted and goggled grin, hung out of the cockpit to pass me the "up yer" R.A.F. randy greeting.

They were hoping I was a flash in the pan, giving them best. Open went my throttle again. Boa crept level, 50 feet below: held them: sailed ahead into the clean and lonely country. An approaching car pulled nearly into its ditch at the sight of our race. The Bif was zooming among the trees and telegraph poles, with my scurrying spot only 80 yards ahead. I gained though, gained steadily: was perhaps five miles an hour the faster. Down at my left hand to give the engine two extra dollops of oil, for fear that something was running hot, but an overhead JAP twin, supertuned like this one, would carry on to the moon and back, unfaltering.

We drew near the settlement. A long mile before the first houses I closed down and coasted to the crossroads by the hospital. Bif caught up, banked, climbed and turned for home, waving to me as long as he was in sight. Fourteen miles from camp, we are, here: and fifteen minutes since I left Tug and Dusty at the hut door.

I let in the clutch again, and eased Boanerges down the hill, along the tram-lines through the dirty streets and up-hill to the aloof Cathedral, where it stood in frigid perfection above the towering close. No message of mercy in Lincoln. Our God is a jealous God: and man's very best offering will fall disdainfully short of worthiness, in the sight of Saint Hugh and his angels.

Remigius, earthy old Remigius, looks with more charity on me and Boanerges. I stabled the steel magnificence of strength and speed at his West door and went in, to find the organist practising something slow and rhythmical, like a multiplication table in notes, on the organ. The fretted, satisfying and unsatisfied lace-work of choir screen and spandrels drank in the main sound. Its surplus spilled thoughtfully into my ears.

By then my belly had forgotten its lunch, my eyes smarted and steamed. Out again, to sluice my head under the White-Hart's yard pump. A cup of real chocolate and a muffin at the tea shop: and Boa and I took the Newark road for the last hour of daylight.

He ambles at forty-five and when roaring his utmost, surpasses the hundred. A skittish motorbike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties, and the hind, the provocation to excess conferred by its honeyed untiring smoothness. Because Boa loves me, he gives me five more miles of speed than a stranger would get from him.

At Nottingham I added sausages from my wholesaler to the bacon which I'd bought at Lincoln: bacon so nicely sliced that each rasher meant a penny.

The solid panniers behind the saddle took all this and at my next stop (a farm) took also a hammocked box of fifteen eggs. Home by Sleaford, our squalid, purse proud, local village. Its butcher had six penn'orth of dripping ready for me. For months I have been making my evening round a-marketing, twice a week, riding a hundred miles for the joy of it and picking up the best food cheapest, over half the countryside."

3

GERMAN DELIGHTS!

AFTER FINDING WORDS LISTED ON PUZZLE GRID, TRY TO WORK OUT MYSTERY WORD FROM REMAINING LETTERS.

ADJUST
BEARING
BRAKE
CRANK
ENGINE
EXHAUST
GAP
GEARING
IDLE
JET
KIT
LIGHTS
MIXTURE
MOTORCYCLE

X M O T O R C Y C L E S
W R I T S U J D A I D T
I A L X E E E N I G N E
R G B L T X S S N H E E
E N D T H U E I E T U R
T I O A T A R I M S T I
R W U F L A I E E I R N
A S A E E S T N K K A G
T H E G N I R O A N L P
S H A S A K N A R C A O
W P G N I R A E B O R T

NEUTRAL
OIL
ORING
POT
RIM
SEAL
SHAFT
STARTER
STEERING
SWINGARM
TANK
TIRES
TOW
WHEEL
WIRE

Answer in next issue.

L.C.

<h1 style="margin: 0;">Budget</h1> <p style="margin: 0;">rent a car</p>	<h2 style="margin: 0;">Drives your dollar further</h2>						
<p>CANBERRA</p>	<table style="width: 100%; border: none;"> <tr> <td style="padding-right: 20px;">Braddon</td> <td style="text-align: right;">(062) 48.9788</td> </tr> <tr> <td>Fyshwick</td> <td style="text-align: right;">(062) 80.5600</td> </tr> <tr> <td>Airport</td> <td style="text-align: right;">(062) 57 1305</td> </tr> </table>	Braddon	(062) 48.9788	Fyshwick	(062) 80.5600	Airport	(062) 57 1305
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Airport	(062) 57 1305						

TEXT OF POSTCARD FROM KEN AND DEB PARRINGTON, NOW IN THE U.S.A. dated 18.3.87

Dear Chris and Anne, Thought we would drop you and the club a quick line to let you know how we are getting on. We have bought ourselves a car, a Mazda GLC (equivalent to a 323 hatch at home). It cost us US\$2,000 (Aus\$3,000). I doubt if we will buy a bike over here because they are just too expensive for what you get, particularly when talking Australian dollars.

We have also found an apartment in Pasadena, the address is Apt #112, Rose Court, 355 So. Madison Ave, Pasadena, CA 91101, U.S.A. We move in on April 4th. (E.D. we received the February Club journal yesterday, it was good to read of some of the goings on.) Anyway, I'm running out of room, so I'll say goodbye, let us know how the Buchan caves run went.

From Ken & Deb Parrington

(The postcard was an aerial view of a freeway interchange in the sprawling metropolis known as Los Angeles with the caption "MAN DIG THOSE CRAZY LOS ANGELES FREEWAYS".)

A further postcard dated 25.4.87 advised that Ken and Deb had settled in and had started to do some exploring. They'd like their friends to write to them at the above address.

C. & A. Fulker

SORE POINTS:

Animal libbers got to the Melbourne building of a company which produces protective leather clothing for motor-cyclists. Graffiti sprayed under the company name read: 'Leather is murder.'

Underneath that a biker had scrawled the reply: 'So's bloody gravel rash, mate.'

K.P.

48 Mountjoy Rd
NEDLANDS WA 6009

Dear Sir,

We wish to bring to the attention of the members of your club our services as specialist suppliers of genuine factory literature for British and European motorcycles. We cater for all makes and ages of motorcycles.

Currently we have over 280 original factory manuals and other items, 350 high quality double-sided bound xeroxes of factory originals and a further 650 plain unbound photocopies which we have yet to catalogue. Our list is continuously growing as further sources of original and copied issues of rare hard-to-obtain material become available.

Please note that the following postal charges apply in addition to the listed prices:

POSTERS & SALES BROCHURES	\$4 Airmail	\$3 surface
(these items are sent in a postertube)		
MANUALS & PARTS BOOKS	\$11 a/m	\$7 sur.
HANDBOOKS	\$4 a/m	\$3 sur.

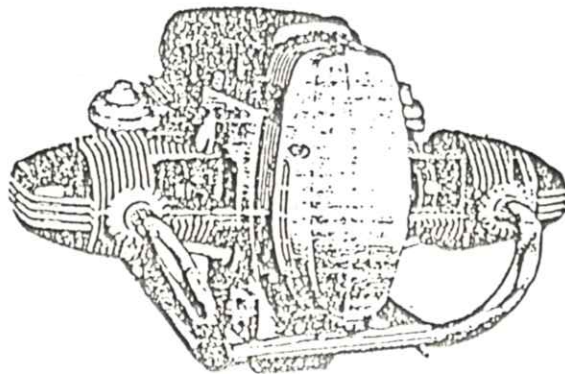
These are the maximum rates per item and actual cost is dependent on the weight of the item ordered. Multiple orders will have cheaper postal rates. For all orders, any excess postage money forwarded to us will be refunded.

If your members are still unable to find the literature they require on the lists, they should write to us stating the make, model, year and capacity of the machine they are interested in. We are also happy to send further copies of the lists to individual club members. However, please include a stamp with each request and query, for the reply.

Yours sincerely,

G. Connell & C. Macpherson

**** 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

FOR SALE - WANTED - WANTED KNOWN - MISCELLANEOUS

Advertisements in the Journal are free. The Journal is also exchanged with other clubs and groups so your notices gain wide coverage. Send in your ad. Apply to Committee for rates for commercial ads.

WANTED Any photo, information, article or technical plan of the 1938 R71 (750cc). And any description or plan of the remote foot gear change as found on R5, R6 and R71. Will gladly pay for photocopying and postage. K.Phillips (for restorer), P.O.Box 58, Kingston A.C.T. 2604

WANTED Steib sidecar, any condition. Contact K. Phillips.

FOR SALE Fiat 132 GLS: 4 door sedan - 1.8 litre DOHC 4cyc Eng. Good condition. Sept '87 regn. Bridgestone RD 207, steel radials. Many features as standard. \$4,750 Contact 31.0114 (a.h.)

FOR SALE R oil filters (Club purchase) \$4.00 each. Contact Tools Officer
FOR SALE Cloth badges, club emblem \$3.00 each. Contact Fran Gilchrist

CLUB TOOLS NOW IN STOCK

(No charge for loan to club members)

- Battery Charger
- Steering head bearing puller
- Wheel Bearing puller
- Swinging arm bearing puller
- Clutch alignment tool
- Exhaust flange puller
- Gear box output flange holder
- Gear box output flange puller

Microfiche for reading (not for loan) include:

- Half of R100) Engine numbers
- R45) Spare parts numbers
- R65) (accessories)

OTHER TOOLS AVAILABLE ON NEGOTIATION

- Front wheel bearing cover remover
- Pushrod tube drift
- 27mm socket turned to fit swinging arm nut
- 36mm socket turned to suit fork top nuts/and bottom
- 36mm tube spanner to fit top triple clamp
- Bolts and nuts for clutch plate removal/installation
- Bracket to hold flywheel to loosen/tighten bolts
- Adjustment tool for B.M.W. front calipers
- Tool for removing bottom of front fork damper rod
- 34mm socket
- Flywheel puller
- Compression tool for gear box shock absorber
- Screws to remove final drive crown wheel cover

DO YOU HAVE THE FOLLOWING? K filter remover: 27mm socket: Armature removing bolt

100,000 ON ONE BADGE RECIPIENTS

- Ian Taylor No.1
- Frank Allan No.2
- Neil Williamson No.3
- Frank Cachia No.4
- Meg Phillips No.5
- Neville Borgelt No.6
- David Sheath No.7
- Greg Hobbs No.8
- Ian Haynes No.9
- Brian Green No.10
- Graeme Cook No.11
- Graeme Randall No.12
- Walter Kohrs No.13
- Trevor Dean No.14 NSW Club

- FANFARE!! 'RAY 'RAY
- Ian G. Hahn No.15 ACT BMW MCC
- Trevor W. Hill No.16 S.A. Club

NEW OWNER OF CANBERRA MOTORCYCLE CENTRE

Our illustrious leader Mike Houston has taken over as the new owner of the Canberra Motorcycle Centre. The Centre sells new Kawasakis and a range of good cheap second-hand bikes. There is also a large workshop facility catering for general mechanical repairs to both bikes and cars. The experienced mechanical staff can do service and repair work on most brands of cars and bikes.

The Centre stocks a wide range of tyres and accessories, including leather jackets and Dri-Rider jackets and pants.

CALL IN AND SEE MIKE, CNR ISA AND NEWCASTLE STREETS, FOR A GOOD DEAL

Telephone: 80 4491

FIREWOOD, WATER
TOILETS SUPPLIED

COPPERBURR
BUSH BAND
SAT. NIGHT



FULL CATERING ON SITE

RALLY BADGE DESIGNED
BY PRO HART

National Rally hosted by MRA FAR WEST

MRA AUSTRALIA FIRST NATIONAL RALLY

DATE: 29th & 30th August 1987

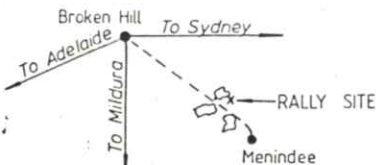
PLACE: Menindee Lakes - 100kms
south-east of Broken Hill

FEES: \$8 Prepaid
\$10 on the day
(Pre-noms close 1.8.87)

THIS IS A

BIKES ONLY RALLY

NO CARS PLEASE



NAME:

ADDRESS:

The Evolution of The MOTORCYCLE

On the first day God created the heavens, the earth and the Wisemans Ferry Road. But He wasn't happy - His Kingswood would sway on the corners, crawl up the hills and use heaps of juice

On the second day, God took a new track, and created the stepthrough. He enjoyed the wind in His hair, it was fun and used bugger-all petrol. But still crawled up the hills

on the third day, God created the HONDA FOUR, and it ¹²⁰⁰ the hills. With four into one it sounded better. It ¹²⁰⁰ never broke down but the corners remained a problem. Yet He had tasted power and craved for more

Thus on the fourth day, He added two more cylinders to his HONDA and created adrenalin, His insurance premium ¹²⁰⁰ doubled and it cost a fortune to get the tappets done. He also created fear and the cliché.....ENOUGH IS ENOUGH

On the fifth day God pulled a few cons, had a rap with Willy G and created the HARLEY-DAVIDSON. He would cruise up and down the hills in top gear and pick up heaps of pussy. He would get off on the note but the Hog was too heavy, broke down a lot and handled like the kingswood

Then on the sixth day he made the BONNEVILLE. He still ³⁰¹ heaps of pussy outside the Wiso pub. It sounded good. His bike was light and for the first time the corners were fun. It handled. God was stoked, but the vibrations gave him a pain in the arse. His kidneys were history. It was a touch gutless and he ran out of juice every 100 miles. He wasn't happy but shit He was close

So on the seventh day God, produced a scooter with a speed ³⁰¹ HONDA, the torque of a HARLEY and the handling of a TRIUMPH He could afford the petrol, tune it himself, pick up pussy and still plow off NORTONS through the corners

.....He called his bike...^{EMW} DUCATI...and He was happy
J.Shannon

WASHING YOUR SLEEPING BAG

Now the cooler weather is getting nearer, it's time to drag your feather or down sleeping bag out of mothballs and give it a good clean before using it on your next chilly camping trip. And also, for those funny people who use their sleeping bags all year round, it's time to get the summer dirt and sweat out of them.

My grandmother (who, incidentally, has never ridden a bike, except ones sidesaddle) has been washing feather and down eiderdowns for hundreds of years. So, with her expert advice, Bob and I decided to wash one of our sleeping bags. Firstly, you half fill your bath with warm water, dissolve "Lux" flakes or "Softly" in the water and submerge the bag. Ideally, you should leave the bag to soak for a few days, but we were in a hurry to use the bath that day, so we decided to dive in feet first and march up and down the bath as if squashing grapes for wine. After thoroughly cleaning the bag, drain the water and keep filling the bath with rinsing water until the water runs clear, squish all the excess water out with hands or clean feet (if you used the feet before, they are sure to be clean now). Throw the bag over the clothes line on a dry day. To fluff up the feathers (especially if they are in little hard lumps in the corners of the pockets), put in a tumble dryer and dry on a warm setting.

You'll be surprised at how clean your sleeping bag has become and so much warmer with the feathers fluffed up.

N.B. Apart from the cost, it's not a very good idea to dry clean a sleeping bag unless it's been thoroughly aired, as the fumes given off the bag can be dangerous. (The Scout Association often emphasises this point.)

Happy washing... Helen Brain

Note: The above article was stolen from an old edition of the Qld Club's mag, which took it from the United Districts MCC newsletter, which took it from the ATMS newsletter, who had stolen it from a recent edition of 'The Connecting Link'.

Note 2: Clean sleeping bags also make a warm doona if a cover is made to slip them into.

K.P.

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