

1987/88 COMMITTEE

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<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 Usually first weekend of the month (Saturday and/or Sunday) see "WHAT'S ON" page.

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

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

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CLUB DISCOUNTS ARE AVAILABLE FROM

PADDY PALLIN (Camping)
11 Lonsdale Street
Braddon Ph. 47 8949
(Available on purchases
totalling over \$300.)

GET SMART HAIR DESIGN
Canberra House, Civic
Ph. Martin Millwood 49 7595
10% off for members

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NOTE: PLEASE SHOW YOUR MEMBERSHIP CARD WHEN MAKING PURCHASE

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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". Photos etc., will be returned on request.

MEMBERSHIP FEES SINGLE \$10.00 JOINT \$12.00. Information about joining is available from the Committee as listed above, or write to the Secretary, A.C.T. BMW M.C.C., P.O. Box 1042, Woden 2606.

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THIS MONTH'S COVER: 1979 BMW range.



*****WHAT'S ON*****

(dates of club activities are underlined)

- SEPTEMBER -

- 19/20 - Rum City Turtle Rally, Nth. Qld.
- Wet Cheque Rally, near Ballarat, Vic.
- 25 (Friday) - Social Sip, 8.00pm, Woden Valley Club, Curtin (*see below).
- 26/27 - Brittania Rally, Kangaroo Valley, NSW.
- Pyramid Hill Rally, Pyramid Hill, Vic.
- The Jimmy's Creek Rage, near Dunkeld on Halls Gap Road.
- 2 8 - Log Fire Rally, near Manjimup, WA.

- OCTOBER -

- 3/4 - Big Desert Rally, near Yanac, Vic.
- Tuning Fork Rally, Walhalla, Vic.
- River Gums Rally, near Manilla, NSW.
- 10 (Saturday) - Port Bottling, 2pm at Kath's.
- 10/11 - Moondyne Rally, near Shepparton, Vic.
- Thunder Rally, near Lake Cargelligo, NSW.
- 10/25 - Wheels West '87 (Vintage run), WA.
- 12 (Monday) - General Meeting, 7.45pm, Royals Rugby Club, Weston.
- 17/18 - Yackenback Rally, near Bulahdelah, NSW.
- Stinger Rally, near Townsville, Qld.
- 18 (racing) - Oran Park, 1987 Castrol Six Hour (will be televised on ABC)
- 24/25 - KOSCIUSKO Rally, Geehi, NSW... be there!
- 24/25 - The Hat Rally, Araluen, NSW.
- Glo-worm Rally, near Newnes, NSW.
- Spaghetti Rally, near Porepunkah, Vic.
- Rough Road Rally, near Numeralla, NSW.
- 30 (Friday) - Social Sip, 8.00pm, Woden Valley Club, Curtin (*see below).
- 31 - H125MCTC Wine and Cheese Run, outback NSW.
- 31Oct/01Nov - Observation Rally, near Gloucester, NSW.

Ring Touring Sec (h.887044) for details on above Rallies.

(*The Woden Valley Club is located near WAYBRY's in Strangway St, Curtin. If you feel the need to eat before you sip, there's a top little Chinese restaurant inside the Club).



MINUTES

ABOUT 18 members attended, among them some new faces, but there are no formal minutes of the last meeting as we got off to a quick start with Gary Hampson speaking on the effects of drugs, alcohol and fatigue on riding ability. We have approached Gary to give us a precis of his address as there was much in it which our country members and those locals who were not able to attend would find interesting. More next month.

M/C MIND BENDER QUIZ NIGHT

A SMALL band attended the Motorcycle Mind Bender Quiz Game at the Social Sip, gathering for dinner with the game starting at 8.30 with three teams of 2, with Hal and Anneleise Caston, Phil & Helen, and Jeanette and Ian Hahn. Hal and Anneleise won this game, after they got two lots of each coloured money, and they could answer a question chosen by the rest of the opponents. (The question chosen was really easy for them; something like who was the President of the MRA in 1985 — which was Hal himself at the time!) Bob, Lesli and Graeme then joined the group and Frank also. Helen then stood down, feeling rather outshone, and took over the duties of question reader. We now had four teams and this second game included Frank (the turncoat) joined up with Phil of MRA, so then it was even. Kath arrived late and joined Ian and Jeanette. There was much to-ing and fro-ing of fortunes, debate on rightness and wrongness of answers, then a general relaxing of rules where a general answer was granted, yet sometimes a lot of discussion followed on the actual meaning of the questions. Hal and Anneleise won the second and final game, but this time by less of a margin. Congratulations to the MRA teams.

A good evening, according to all who participated, and will there be a return match?

BIKES RIDDE BMW'S

Amid all the oohing and aahing over the K100, it's easy to lose sight of the fact that the flat twin BMWs are still being improved. GEOFF HALL samples the latest variant ...

RECENTLY we had a chance to savour the delights of a BMW R80RT which had been imported for evaluation purposes by BMW Australia. A ride from Canberra, across to the coast and up to Sydney in company with a K100 revealed plenty of pleasant surprises.

The combination is basically an RT chassis fitted with an R80 motor, but somewhere in the transition a lot of sweetness has been instilled in the finished product. There are no specifications available but it seems BMW may have found a few more horses galloping around in the 800 cm³ motor. We

are led to believe that it will receive further development, with the distinct possibility that it may eventually punch out 45kW.

The first thing you notice about the R80RT is its light feel compared with the R100RT, and its vastly improved seat. At last the factory has removed the steel frames running along the bottom of the seat — no more cut thighs! Most impressive of all is the motor's ability to haul the whole combination along at a steady 140 km/h, with no drama and still some punch to blitz the heavy Friday afternoon traffic. The bike's performance



Baby RT carries on the flat twin tradition for BMW — and for Australian touring riders since BMW Australia has decided to import the model. All the good gear from Big Daddy minus some of the cubes and plus a better seat.



N

R80RT

Simplicity is still a virtue

was surprising really, since the motor had only 300 kilometres on the clock. I have no doubt that you could easily lope along two-up, with gear, at highly illegal speeds. Twin Brembos and the usual sound rear drum brake bring you safely to a halt.

Through the curves around Kiama the R80RT proved to be up to the task, agile in the flip flops and steady on the broken surfaces. Not a Laverda Corsa or a CB1100R, but an honest handler which performed most tasks with ease.

With BMW's commitment to maintaining the flat twin range, we should see some nice, relaxed touring machines emerge. The 800 cm³ variations of late haven't been accepted particularly well, perhaps because they haven't offered the comfort, fuel range, or carrying capacity of the traditional BMW. If you have ever

ridden one of the rare R80/7's you will know what a punchy little monster it is. Compression is higher and the flywheel heavier than the current offerings, making for a sweet-revving motor with some good old fashioned grunt.

It appears that we may see more machines in the R80RT-R80/7 mould — honest 140 km/h tourers which will carry two people and the kitchen sink all day — day in and day out. Few people have the skill to travel at speeds consistently greater than that.

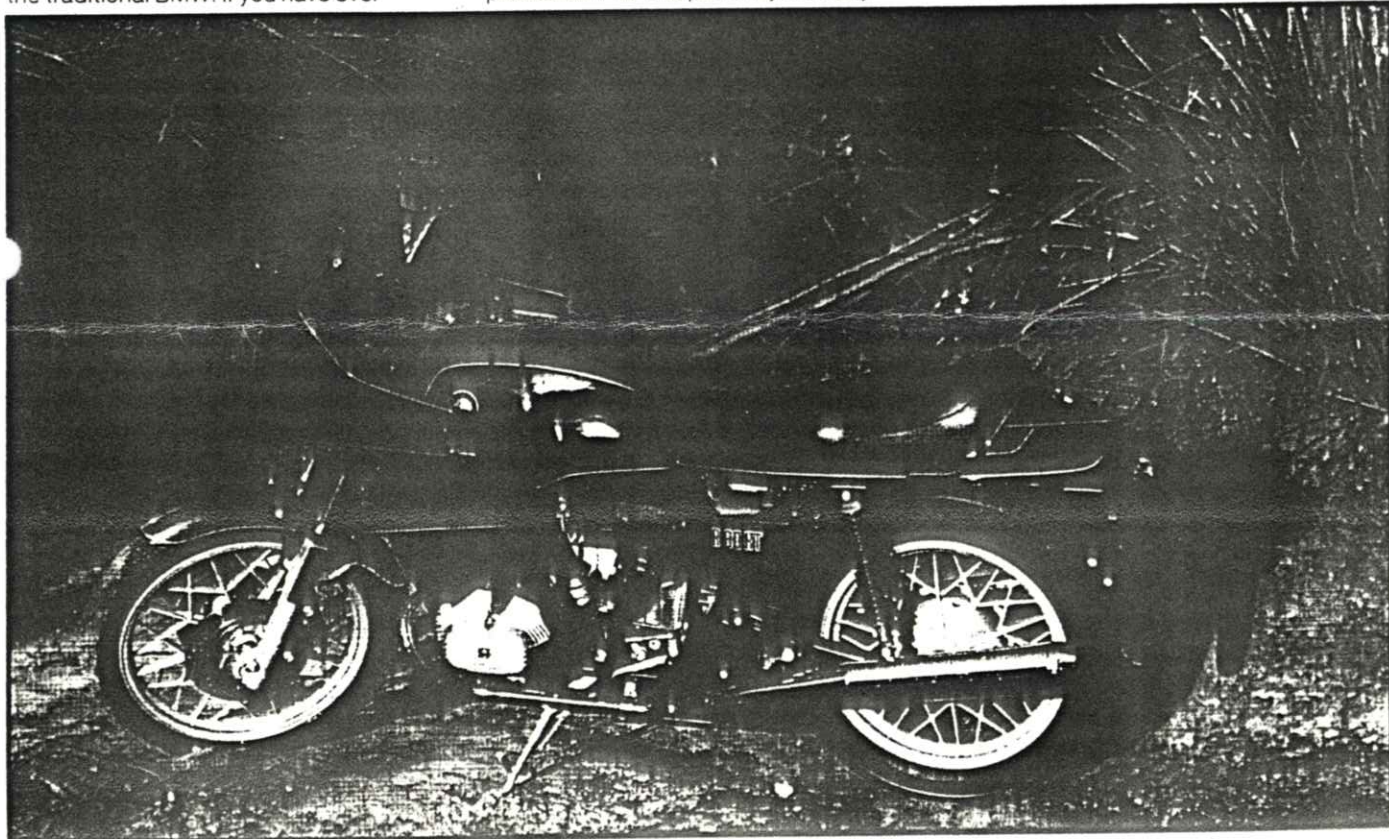
Just after Wollongong, I changed on to the K100, and immediately I noticed the lack of a fairing. Punching into a solid breeze on the K100 was a chore. Behind the RT's screen, it had been so peaceful, just like piloting your armchair at home in the lounge room, (albeit a tad faster). The touring rider needs this type of wind protection if he is to put away a steady

1000 kilometres a day. Although it would have been nice to have larger air vents in the fairing for the really hot days, there is no doubt that the RT fairing provides some of the best protection about.

We will, I believe, see some good tourers come out of the BMW stable now that it doesn't have to make a sportster out of the flat twin. In the past few years BMW has been concentrating on the K100, and consequently the later model 800 cm³ flat twins probably haven't been as well thought out as they could have been. The flat twin model provides BMW with a light torquey motor which also endows the machines with a low centre of gravity. That sounds like an excellent base from which to start building good touring bikes. BMW Australia is talking prices of slightly under \$6000 for the R80RT. That sounds like good value to me. A plain R80 variant in the R100 chassis for under \$5000 would also be excellent value.

If you're impressed, see your bank manager now — the R80RTs should be here in May.

— G. H.





**FOR SALE - WANTED - WANTED
KNOWN - MISCELLANEOUS**

- BMW BITS - Special /6 rear wheel
 - FOR SALE - Heavy duty bearings
 - S/S Siamese Engine pipes /6
 - Genuine /6 mufflers
 - S/S mufflers /6 (L/H OK, R/H externally OK)
 - Fork Leg
 - Fork Stauntions (slightly bent)
 - Fork Springs
 - Brake Bits
 - Oil Cooler
 - and... lots more.
- Ian Hahn Ph:888126

FOUND: Club K filter remover

- FOR SALE - R oil filters (club purchase) \$4.00 each from Tools Officer.
- 'O' rings for oil filters 50¢ each
- Cloth badges, club emblem. \$3.00 each from Fran Gilchrist

FOR SALE - Suzuki GN250 (about '82) good tyres, rego till October. \$950. Anne
Tel: 31 0114

Sorry to hear that Chris was crowded from the road and his bike took a beating. The R80 has gone to one Kevin O'Brien and rumour has it that Chris now has a K100.

**(BMW ORIENTED)
CLUB PHOTOGRAPHY COMPETITION**

- To be held in conjunction with the Concourse on 1st November. We hope this to be a weekend activity and will be asking for offers of billets by members for country members closer to the date.
- A certificate will be provided for every entry.
- There will be a 1st and 2nd prize for each category.
- Saturday evening's entertainment will be looked into by Mike.
- Judges to be arranged by Mike.
- Backing cards for display will be provided with plastic over them in case of damp weather (the display will be outdoors).

Get your favourite piccies out and have them enlarged once (don't go overboard with VERY large photos folks) in the following categories.

Portraits		Motor Cycles
Events	Action Shots	Groups

FIND THE BIKES!
(an original puzzle by Lesli Cameron)

THERE ARE 35 TYPES OF MOTORCYCLE IN THE GRID BELOW, TRY TO FIND THEM ALL. THE LETTERS NOT USED WILL MAKE UP THIS SENTENCE: ONE CLUE IS GIVEN.

1.	BSA	H M T T O C S B E N E L L I A N T H	19.
2.		C A A H W E S R A U S S T V D O R P	20.
3.		U S A E M A L O I A I A I N L S S M	21.
4.		P E C A B P I U L T T G Z A E D S U	22.
5.		P T N L S N T G A E A R Z R I I E I	23.
6.		P N O I T J U H N C C R U E F V L R	24.
7.		A O R O R O A S R A U O G T N A H T	25.
8.		D M T K D M Y U A D D I O T E D C O	26.
9.		N B O A A V A P V R R S T E L Y T C	27.
10.		U I N Y A N M E Q E I L O C A E A A	28.
11.		Z I K U Z U S R S V O E M O Y L M T	29.
12.		K A W A S A K I U A T C L L O R O L	30.
13.		R H T I N E Z O H L W X O E R A R U	31.
14.		K N A I D N I R U D G E S V C H L B	32.
15.		N O T T O C H C N U M A P S E V U B	33.
16.			34.
17.			35.
18.			

ANSWERS IN NEXT ISSUE. HAVE FUN



MRA ACT

MOTORCYCLE RIDERS' ASSOCIATION

G.P.O. Box 1768, Canberra 2601

TO ALL ACT MOTORCYCLE GROUPS.

Dear President,

Once again this year MRA will be organising activities for October, Motorcycle Awareness Month.

We will have our usual displays at Belconnen Mall, for Dealers and at Monaro Mall for Clubs. Also for the first time this year Clubs will be able to put on displays in a number of banks.

In addition we are organising a colouring competition for primary schools, a 'blood challenge' and the usual Awareness Ride.

The display at the Monaro Mall will be available from 12 to 17th October and in the banks at a variety of dates during the month. As usual every effort will be made to ensure the security of display items.

We hope you will be able to join us and provide bikes, equipment or club bits and pieces for display.

organises this for the benefit of all motorcyclists so in early as display space will be at a premium.

Write to us or ring the organiser Jim Sidley on 662673 or 851829(ah).

Ride Safely!

Annaliese Caston
Annaliese Caston
PRESIDENT.

WEEKEND RUN TO BEMBOKA

1st Weekend in December (5th and 6th)

The above weekend has been suggested by Geoff and Ellen Bevitt and confirmed by the Touring Secretary. A suggested programme includes any or all of the following:

- Before lunch do a tour of Bemboka's paper mill which is unique to Australia. Handmade artist's paper is made from cotton hulls, using a centuries old technique. Paper is supplied to local interstate and overseas outlets.
- Lunch and munch on a famous "Casey's Pie" in Bemboka then cruise into Bega to the Grevillea Winery for an inspection and try and buy the locally grown and bottled wines. Afternoon teas are available in the converted dairy bails.
- Return Bemboka via Kameruka Estates; this is the largest land holding in the area and is mainly concerned with dairy farming and sheep. Time allowing, we could look in on milking at their new rotary dairy.
- Accommodation at Bemboka could either be, camping at the football ground - hot and cold showers (and toilets) only facilities. OR motel rooms at the Bemboka Hotel. The pub also serves very good counter lunches and teas.
- Sunday morning. Every 1st Sunday sees the holding of Candelo's folk market. A must. Around 100 stalls and 1500 people are normal. Many bargains!
- Visit Bimbaya Folk MOOzeum! On the return to Bemboka take a step back into history in this private, well presented museum. Then return home!

EARLY NOTICE OF CHRISTMAS CELEBRATION

Frank has investigated the options for a Christmas 'do' and has come up with the following:

XMAS BUSH BALL

HOW MANY?? He needs at least 30 people to make it worthwhile, and must have some sort of indication by the November meeting. The dance would be held at a property near Bungendore, probably the 2nd weekend in December. \$15.00 a head is the cost.

Please let him know by the November meeting if you would like to attend. Further details will be advised.

An alternative is the **JAZZ TRAIN TO BUNGENDORE AND BACK** (highly recommended).

BMW DRIVERS' CLUB OF AUSTRALIA ANNUAL CONCOURS D'ELEGANCE

Weston Park — 10.00 a.m. — Sunday 1 November

The date chosen coincides with "British Day". Our club will be co-locating near the British car clubs' entries.

FOUND

The 27mm socket - Club Tool.

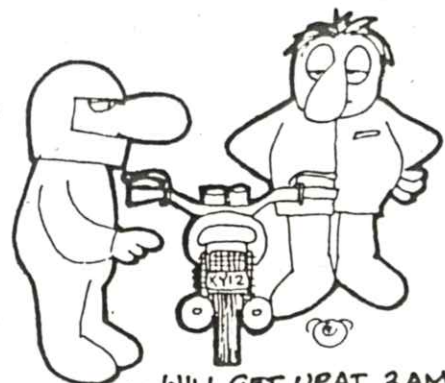
RALLYING

Bob Rumsey ran into members Ron and Lynn Smith of Yenda (near Griffith) at the Gunyah Rally.

Frank and the Camerons DIDN'T run into each other at the Wombat Rally, there being about 600 there!

See you at ours!!!

The BEAR says that a friend is someone who



... WILL GET UP AT 3AM TO DISCUSS CARBURETION PROBLEMS WITH YOU.



NOT THE CHINESE WATER TORTURE

(or, the run to Malacoota by car)

I THOUGHT that I might miss the July weekend run to Malacoota as at the time my bike was off the road, as I did not have the money to bribe the people at the Rego Office for one of their little yellow stickers. But Kathleen said that not having a bike on the road was no excuse for not going on a club run, and that she would take me down in her car.

So Saturday came around bright and sunny — well, it would be, wouldn't it!. Any other time if you went on a club run with your bike it would be coming down cats and dogs, but show up without a bike and you get the best bike riding weather anyone could hope for this time of the year. Oh well, one would be better off staying in bed at times like these. But that weird shaped plastic box left by Telecom would have none of this, yelling out in its monotone language, "answer me - answer me".

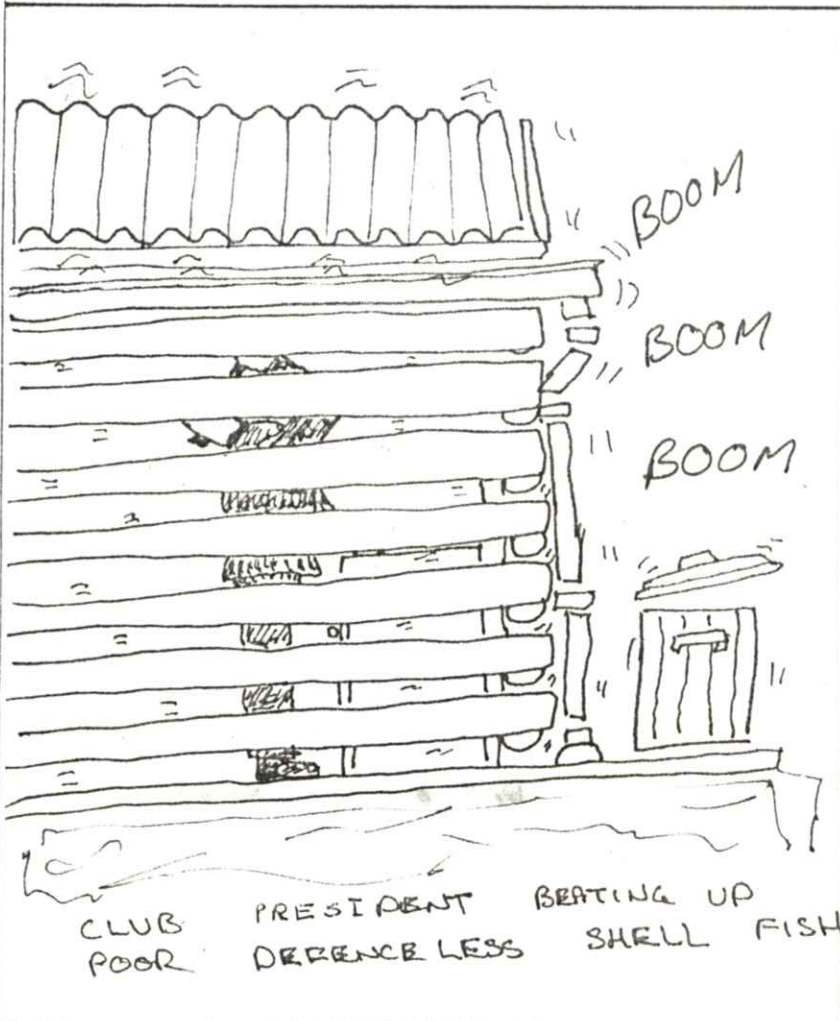
So, picking up the handle a voice came out "Why aren't you at the Canberra Motor Cycle Centre?". I'll be there in five minutes," came an auto-pilot replay. What have I said, it should have been "sorry, I can't come - have just fallen down the back steps and broken both my legs." But it's all too late, now I must go. So I got all my gear together and called a cab. It turned out that the cab driver was an old Norton man who was once a member of the Canberra Norton Road Flyers, more commonly known as the Can Never Run Far, and told me that if one of their members didn't have their bike going for a club run then they would be forced to run behind the bikes, of course they used to have them run in front of the bikes but they kept getting away! When the cab pulled up at C.M.C.C. the driver, noting that most of the bikes were BMWs said "Hope you are not going any further than Queanbeyan, even then the BMs would probably break down." Well, what can you expect from an old Norton rider?

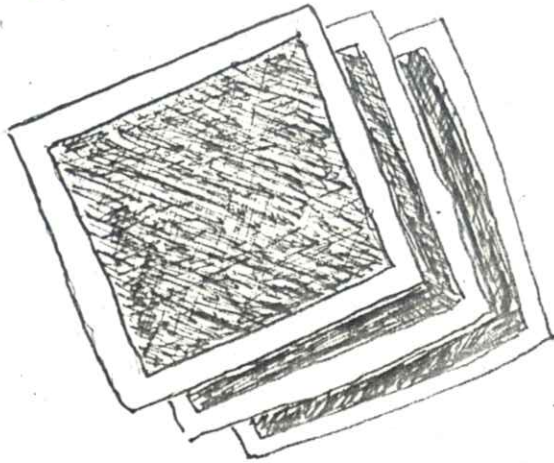
I wasn't at the starting point long enough to have a look over the bikes in Mike's shop to see if there was anything worth borrowing for the weekend, just enough to say hello to everyone before we were on the road

to Cooma. We got away in the car first but it was not long before the first bike passes . . . yes, it would be great being out there, third bike passes . . . pity I haven't got my bike on the road. Fourth bike passes . . . this is getting a bit depressing. Fifth bike passes . . . but it must be cold out there, sixth bike passes . . . yes, it would be cold -better off in a nice warm car, seventh bike passes . . . but it looks so damn good out there! Eighth bike passes . . . why isn't it raining? I mean, if it looks as though everybody is having a time of it then it wouldn't feel so bad sitting in the back of a car watching the bikes go past. Better forget all this, let's take the mind off it and read something, only problem was that the only reading material that I had was a popular motorcycle magazine (that I will not name here as they were not prepared to pay mega bucks for the ad) which only made matters worse. But it wasn't long after that that we met up with the bikes at the entrance to Cooma where we got out of the car to stretch the old legs and have a chat with everybody, and as they were all saying how good the ride had been so far, well, this was just a bit much for me, so I broke out into a North American Indian rain dance. But when we arrived at Nimitabel there was no sign of rain and so no relief from the agony. It was a Nimitabel that the girls found a bakery so we pulled up to get some bread and a couple of cream and custard filled buns which Kath and I kept so we could torture the bike riders at Bombala. The last time I was in Bombala it was cold and wet with no let up with the rain and fog coming in, but I was on my bike then! So I consoled myself by eating the cream and custard bun in front of everyone, with cries of "You can't eat that Frank it will make you sick, it's already making us sick." But not sick enough — as they were all healthy enough to get back on their bikes and head off to Genoa, there being no need for me to ride relief for anyone.

Conversation in the Genoa pub among the locals . . .
"Hey, look at all the BM motorbikes"
"Must be the A.C.T. B.M.W. Club"
"How can you tell?"
"Well, what other club would let people show up for a club run on Japanese bikes!"
"Well, if you think that's bad, four of them have just showed up in a car!!"

Well, one good thing about being a passenger in the car was that I didn't have to worry about counting my drinks which probably explains why I did not think of sabotaging one of the riders with a quick push over the balcony, thus enabling me to ride their bike for the rest of the weekend. Everyone was relaxing after the long ride from Canberra and interest was shown in one member's R65 which had one of its crash bars pushed back over the rocker cover with lots of suggestions on how to rectify it. I won't tell you who suggested reversing the timing and riding the bike backwards down Brown Mountain as they have just mortgaged their house to pay for the ransom. Then someone reminded us that we had not reached our destination so it was back into the car for the short drive to Malacoota. After sorting out the sleeping arrange-





GLOSSY PHOTOS:
WELL IT WAS PARK THAT NIGHT

ments (knowing that it would be a cold night I got a room with two of the girls, of course me being the gentleman I am I will not mention their names here but for \$25.00 you can have a set of glossy photos of the night's activities delivered to you in a plain brown envelope in the privacy of your own home). We then all headed off to the pub and after a few drinks and picking up the seafood it was back to the log cabins, only some forgot to remember where the puddles were and fell in to one which was so big we had to send for the sea and air rescue to get them out. Of course after all these pub stops it is a bit hard to remember the rest of the night, although I do remember doing a *port tasting* that came out fifty-fifty with one member voting for one port at the beginning of the night and then the other at the end of the night.

The next morning came around with the sun shining and no-one suffering bad enough from the night before to be unable to ride their bike home and in fact they all got away quite early, so there was very little to remind me that there would have been a better way of travelling home. All in all, it was a great weekend and those members who did not go really missed something. It's just that it was tortuous that I was unable to travel down on my bike.

Frank Millwood

QUICK TIP — NOISE REDUCTION

A.J.GAY suggests rounding off the sharp edges of your helmet faceshield with some fine sandpaper to eliminate the high-pitched wind whistle around your head. It works! A.J. rounded off both inside and out, but it was found the outside had the most effect. This technique is targeted on the Bell and similar helmets where the edge of the shield is exposed to the air flow; the BMW helmet does not have the same type of exposed edges, so this fix is not as effective on it. Sand the edges of the trailing edge of the shield frame on the BMW helmet; this is where it will have the most effect.

Tip by courtesy of BMW MC W.A.,
via the American BMW Owners News, March 1986

"TRIATHLON"

After the August meeting had closed some keen members hatched a *Triathlon*. It's rules were sorted out with the help of several ales. It goes as follows.

Location: Social Sip, Friday 25th September at 7 p.m. sharp.

Prizes! Prizes! Prizes! (Good, tasty ones and others -not necessarily grog.)

Events: 500 — Snooker — Darts.

Fee: \$1.00 per person, to cover cost of prizes payable on the night.

Notice: Please advise Frank of your team of two members, so he can get an indication of how many prizes to be bought (in the case of a large turnup 2nd and 3rd placegetters should also get something).

K.P.

Some teams already entered are
"The Huns" (Atilla and Jeanette in mufti)
"The Moderately Fantastic"
"The Invincibles"
Gra and Lesli
Michael and Sonja



WHAT HAPPENS TO PEOPLE WHO
DO INDIAN RAW DANCES
THAT WORK

GUEST SPEAKER — 12th OCTOBER MEETING JOHN STUDDERT

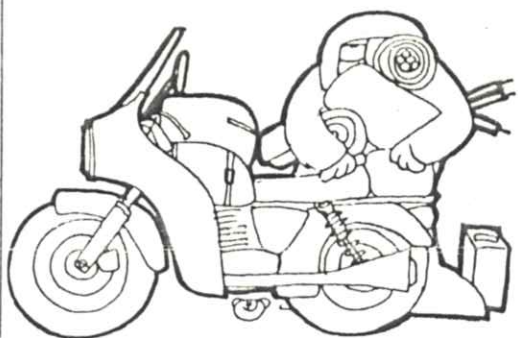
John (a representative of Matich (Aust.) Pty Ltd) road raced for four years from 1974-78 at a semi-professional level, racing production and grand prix bikes and stopped racing in 1978 after quite a severe accident. John started in the motorcycle industry in 1978 with Lee Roebuck M/C in Goulburn, moving to Canberra in 1982 to work with R. & J. Genge, then opened T.J.s in October '82 which was the first tyre specialist in Canberra and the second in Australia overall. This business became the second highest retailing tyre specialist outlet in Australia. John's particular interests now centre on water sports and cycles.

Don't miss hearing John next month talk on tyres, specific and general.



**THE BEAR
SIZ THAT**

**A FRIEND IS
SOMEONE WHO...**



... WILL GIVE YOU HIS LAST BUNGIE STRAP.



... LENDS YOU HIS TORQUE
WRENCH.



... CARRIES A PLUG SPANNER.

R80

for the tour.

It's less capable overall than the R80G/S, yet despite that it is likely to appeal to a wider market. BMW's R80ST is sleek, snazzy and sporty, a worthy addition to the middleweight ranks.

ONE advantage of a long-established concept like the BMW twins is that many people know what the bikes do best, and there is little confusion about their image and style.

It is also a marketing weakness to have such a singular identity, because when a new model comes along that is no longer cast in the traditional mould, then the task of trying to tell people what it does becomes very difficult.

With the R80G/S, BMW introduced a truly versatile motorcycle into a market of increasing specialisation. However, people's desire to pigeonhole everything they encounter led to the "trail bike" tag being hung around the bike's neck like the proverbial albatross.

Were there a pigeonhole labelled "transcontinental adventurer" then the G/S would have found a suitable roost to exclusively occupy, but as fate has had it, the model has won only a small (albeit loyal) following and sales have never really taken off.

The styling of the GS hasn't helped its cause, offering handlebars that are too high and wide, a front guard that most of the time works as a windsock, and an overall appearance that conceals what a

marvellous road bike it is. The R80ST can be seen as BMW's reaction to the ordinary sales performance of the G/S, an attempt to make the monolever 800 cm³ flat twin more acceptable to the tastes of the buying public. The styling of the ST is more conventional than that of the G/S with lower handlebars, a tidy mudguard, 19-inch front wheel, glintzy silver or red paint jobs, a large headlight, more instruments, and a bit more chrome. In some ways, the new model is reminiscent of the "street scramblers" which were popular in the Sixties, with their upswept pipes and high ground clearance.

Silky powerplant

BMW is of the opinion that 800 cubes is around the ideal size for its flat twin motor. Judging by the smoothly competent manner in which it works, we have no reason to disagree. The distinctive low-rev pulsing created by the rocking couple between the opposed crankpins will always be there, but once underway at normal touring speeds the power delivery is very smooth indeed. Between 80 and 150 km/h in top gear is the motor's best-range. Below 80 km/h, remnants of the power pulsing exist, while speeds above

R80 for the tar

150 don't feel quite relaxed, even if they are easily sustainable.

The motor and transmission of the ST are identical to that of the G/S. The compression ratio is a low 8.2:1, which allows the use of standard petrol, and makes the prospect of traversing areas like Western Kurdistan only nightmarish, rather than suicidal.

With bore and stroke dimensions of an oversquare 84.8 x 70.66 mm giving a capacity of 797.5 cm³, the BMW produces a maximum of 37 kW at 6500 rpm, and 56.7 Nm of torque at 5000 rpm. The torque is the great feature of the motor, with a flat curve that sees at least 88 per cent of the maximum available

anywhere from 2500 rpm through to the 7200 rpm redline. Those who have become accustomed to the whippier Japanese style of go might wish for more top-end in the Beemer, but they're likely to be converted when they start fanging along a twisty mountain road and discover that virtually any revs in any gear will produce instant go when they open the throttle.

In the last few years, the BMW flat twins have seen such changes as the introduction of Gaiñikal silicon injected cylinder liners, electronic ignitions, the use of single row cam chains, and the disappearance of that clunky gearchange. Compared with many other motors, they are easy to maintain, a quality that is too frequently glossed over.

On the thirsty side

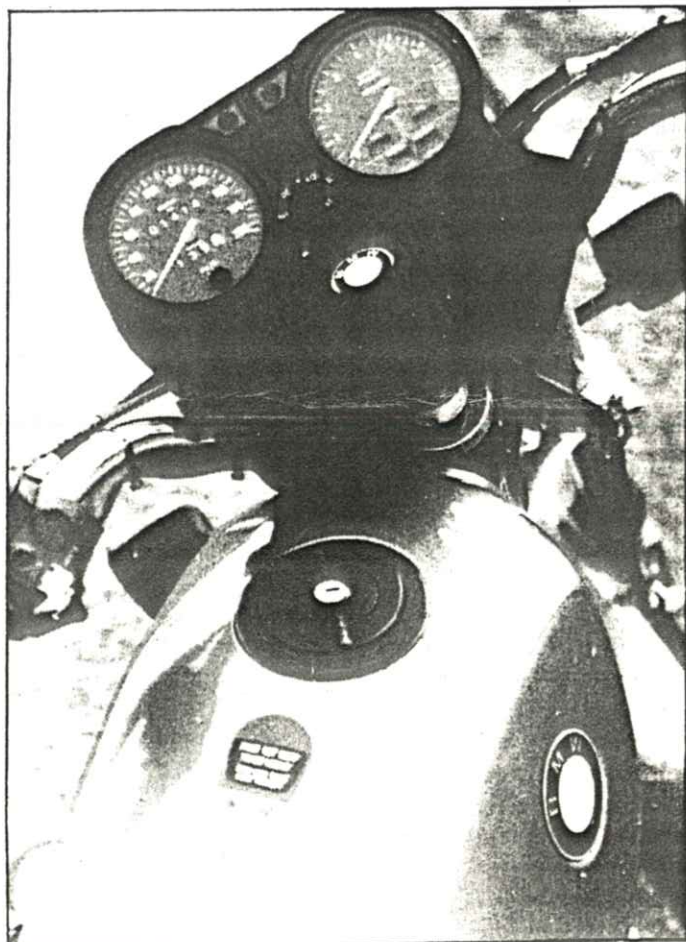
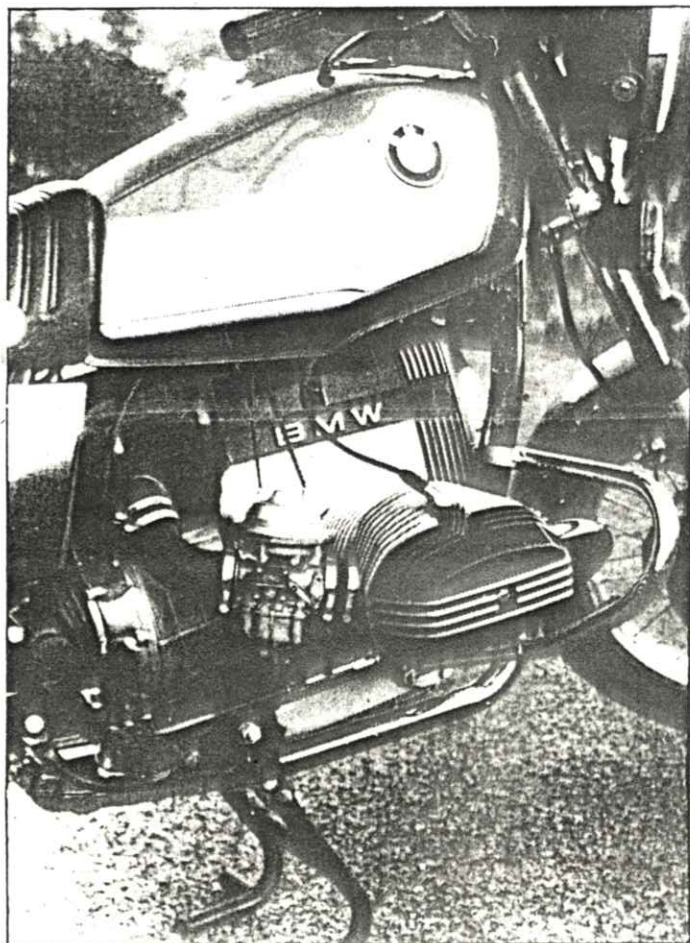
The best fuel consumption we could manage from the ST was 16.9 km/l, which is significantly poorer than the 18.5 that had been our experience on the G/S. While the ST is 16 kg heavier than the G/S, it has an aerodynamically neater front end, and the fuel figures shouldn't be that far apart. When ridden without thought for economy, the figure dropped to 15.4 km/l. With its 19-litre tank, the bike offers a disappointingly small (for a BMW) fuel range of 300 km.

Starting the ST every day was easy, with full choke and a bee's dick of throttle doing the trick, although idling when cold wasn't its forte. Clutch pull was light, while the transmission was new-wave BMW with a light positive shift for each of the five widely-spaced gears. With the broad spread of power, the gearing can afford to be tall, and the bike strides out at 25.2 km/h for every thousand revs in top. That results in around 185 km/h as a maximum speed, the final 10 km/h arriving at a fairly slow rate.

The ST's motor is very understressed, with lots of room for hotting up. If the compression ratio were bumped to over 9:1 then not only would the top-end performance improve, but so might the fuel consumption. However, a drop in the mid-range power might also result.

Even though the ST's motor is notable for being a torquer, it's a mistake to think that it doesn't suit sports riding. If your idea of sports riding is twisting a throttle very hard, trying to catch someone who is quicker through the corners than you, then the ST might not be your cup of tea. If you like to win drag races, again it might not suit, even though in less frantic conditions, the bike's grunt makes it disarmingly quick off the mark.

Where the bike really shines as a sportster is in the twisty, hilly or





R80 for the tar

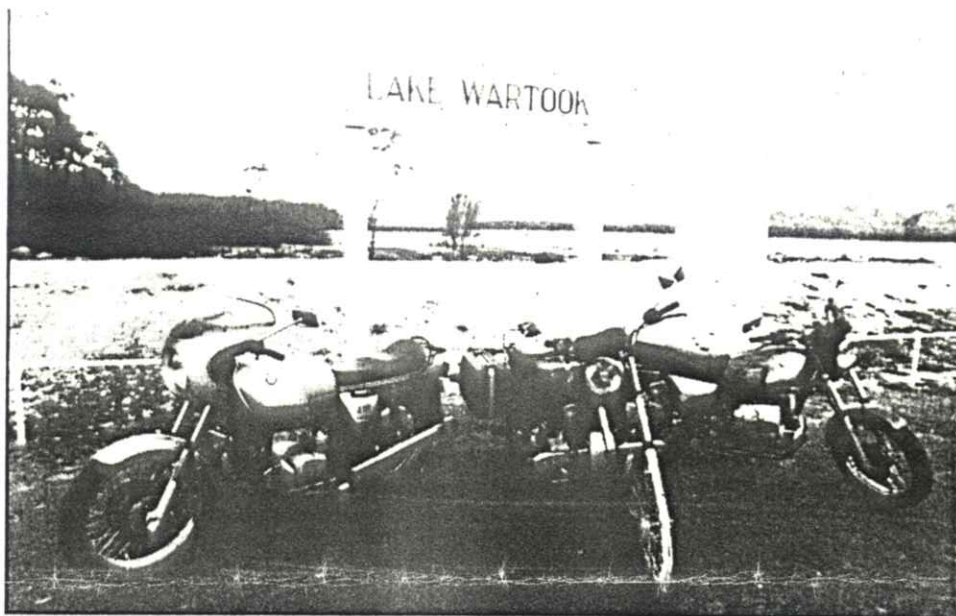
unpredictable stuff, where the possibility of being caught out in the wrong gear at the wrong time is no problem at all — just open the throttle and you're moving faster.

Swervery sword

While it might not look very quick on paper, the ST can be fairly entitled BMW's "sportiest" road bike yet, because in addition to the BMW virtues of low weight and a good spread of power, it also offers very good cornering clearance and a refined chassis.

With a dry weight of 183 kilograms, which puts it in the same class as the middleweight 550 fours and the Ducati Pantah, the 800 is easy to throw around the twisty stuff. The 19-inch front wheel and a shorter wheelbase make it better in this respect than the G/S, despite its extra weight. Low and medium speed steering is outstanding, while the high speed steering and stability are still very good, without being in the same class.

While a hard charger on more potent



A trio of BMWs during the Great Ride. (See "A Style ..." below.)

machinery would most likely clean up the Beemer in a scratcher's road showdown, the outstanding feature of the bike is the ease with which you can go fast, and (as a corollary) the time for which you can ride fast without tiring.

A lot of us like to tour in a sporting manner, even if it's not really scratching, and the ability of a bike to be ridden fast for long periods without placing too many demands either on the rider or the machine is appreciated.

The frame of the ST is shared with the G/S and the 650s, and features the familiar twin cradle design with a bolt-on rear sub-frame (not its best feature by any means). The ST uses BMW's monolever single shock and single-sided swinging arm rear suspension. Wheel removal with this system is extremely easy, while BMW

also claims that the monolever is 50 per cent more torsionally rigid than the twin sided swinging arm on the 650 chassis. When you look at all the cars with trailing arm suspensions, and imagine the torsional forces they create during cornering, it's a wonder that the single sided swinging arm isn't in more widespread use.

The ST's rear suspension offers 153 mm of travel, compared with the 170 mm available on the G/S. What still remains is the distinctive BMW rise and fall of the rear end as power is applied and shut off. The forks combine R65 sliders and R100 stanchions, giving 175 mm of travel, which is down on the 200 mm available on the G/S.

The rear tyre is the fattest yet fitted to a production BMW, being a 120/90 x 18

A Style Befitting The Product

WHILE some distributors consider the release of a new model worthy of CIA-style secrecy and a selective leakage of information, BMW Australia has adopted the tantare approach. For the past couple of years, bikes have been launched on a flood of well-presented information and with a Cecil B. de Mille approach to organisation.

In 1982, the full range of bikes was given to the scribbling hordes of Aussie moto hacks for a few days' scurrying around the Victorian Alps. This year, it was the turn of the Grampians to listen to the boomers, with BMW presenting four R80STs, the R100 pair of Sport and Outback models, plus the R80G/S, slightly improved for 1983.

The two-day burst through western Victoria took in road conditions varying

from super-smooth tarmac, through plenty of bend-swinging on a mixture of sealed and dirt roads, to a couple of sections that had the riders wondering whether the run organiser had been told that the bikes were road models. Replicas of the Paris-Dakar winning R80 would have been more appropriate!

Just what constituted the official route was never fully determined. Instructions were presented in the form of the "tulip" diagrams beloved of car rallyists, but meaning as much to the assembled bikers as Egyptian hieroglyphics. Consequently, some highly original paths were taken to reach various staging points.

In its approach to Press launches, BMW Australia is following a lead set by the car and bike divisions of the parent company in Europe. For example, the world dealer

premiere of the R80G/S in 1981 was held at a medieval castle in France. The weekend activities included a banquet during which two knights fought a joust on horseback, then staged a mock battle to the death — all inside the dining hall!

The next day, the assembled dealers were given the chance to ride the new bike, but only within the confines of the castle grounds. One enterprising Briton figured this didn't allow for a proper evaluation of the model's off-road abilities, and made a break for the surrounding hills, hotly pursued by a gaggle of BMW test riders, also G/S-mounted. In the merry chase which ensued, he demonstrated that the bike could handle cross-country work very nicely, thank you. Whether he still actually sells BMWs has not been recorded.



AN IMPRESSION OF MY FIRST CLUB RUN!

MY beloved "Arty Clone" got its regulation spit and polish before heading up the brilliant Brown Mountain on Saturday morning; I then had an hour and a half to cool my heels, fingers and toes at Nimitabel waiting for the club members.

At last, a Bee Em — I recognised Ian Hahn's 90/6 with its distinctive white fairing and bristling aeralis. Ten minutes later the "pack" arrived. Eyes were sparkling and exhaust systems tinkling. It was obvious the adrenalin had been flowing! A brief hello and back on the road.

A fast easy run through open sheep country soon saw us in Bombala. A cup of coffee, a hamburger and a chat in the sunshine with introductions all round — Lesli, does your 60/6 really go that fast??

The Imlay mountain road was a new experience for me. What a great road! Fast open sweepers! good surface! good fun! good scenery! Did anyone notice the devastation of clear felling for woodchips!?

On to the Princes Highway and south to the Mecca of motorcyclists - the Genoa Pub - for a beer on the verandah.

I followed Jon and Linda through the twisties to Macacoota and watched them grind down the main stand of their new Kawasaki G.T.R. It should corner a bit better now!

The fish fest was superb. Everyone joined in the preparation with all kinds of heavy machinery being pressed into service to soften up the abalone. I think the use of the blockbuster was taking things to the extreme, don't you?

The delightful delicacies were soon devoured. Oysters, bream, wine and beer completed the menu. Many thanks to the gourmet cooks.

Mike "Morewood, Morewood" Houston kept the home fires burning and everybody stayed well back from the furnace. A few spontaneous songs erupted occasionally and there was much laughter and good old-fashioned camaraderie.

With the sunrise came yet another glorious day. A few early birds went for a walk and put their toes in the water. A bit cold. A relaxed saunter through the town to the bakery was followed by breakfast and then the bikes were packed for the trip north.

Before turning off towards Bombala I begged a ride on the GTX 750 — WHAT A SMOOTH BLASTER. Bet my licence wouldn't last long if I owned one of those!!

I tagged along behind the go-fast boys and we blew out the cobwebs all the way to the Bega turnoff. What a run.

I'm sure I saw two FI-1s on top of the Brown Mountain. They were flying their combat colours of Red and White and Green and White. They "buzzed" us several times and then headed off towards Cooma. Hope to meet you again Craig and Brian.

A quick spin down the Brown saw me home again.

See you all again at Gechi Hut.

Geoff Bevitt, Bemboka

RALLY PORT 1987

Prior to the Club's Rally on 24th and 25th October there will be a bottling of Angove's port, carrying our own label. Assistance will be required in the following areas:

1. YOUR ORDER. Please fill in the form below and pass, either with or without crackly stuff attached, to Fran or any committee member *as quickly as possible*. An order has been placed for enough of this particularly delectable port to supply each member with 6 bottles. While realising that not every member *will* purchase said 6 bottles, this will allow your best friends to also avail themselves of this offer and the club will also have some left for prizes, etc. Please put your order in now.
2. BOTTLES. I will accept CLEAN, WASHED, LABELS REMOVED, wine bottles at my home from now till the long weekend in October (3rd, 4th and 5th) — no beer bottles thanks. Please visit your local restaurant and ask them to keep their benches for you for one night only. You will then be able to supply me with at least a dozen this way. Please drop them at my place any time but pack them so they stay clean after you have washed them (89 Caley Crescent, Narrabundah - telephone 95 7403).
3. BOTTLING. This will be held at 2 p.m. Saturday 10th October at Kath's place either in her carport or on the verandah if a nice day. Address is Unit 6/11 McKeahnie Street, Queanbeyan. (She has promised to attack the signs of Austin's presence with CT-18 before the day.) All helpers appreciated. Chinese dinner can be ordered just up the road if you fancy staying on for a sip.

Frank Millwood

To: A.C.T. B.M.W. Motorcycle Club
P.O. Box 1042
Woden A.C.T. 2606

ORDER FORM

RALLY PORT 1987

I,, of

..... telephone

would like 750ml bottles of Angoves aged port, bottled as Rally Port 1987, reserved for me. I agree to pay the A.C.T. BMW Club \$4.00 for each bottle (cheque attached/to be paid on receipt of order). I will/will not be able to assist with bottling on Saturday 10th October at 2 p.m.

IS YOUR BIKE DIRTY? THEN GIVE IT A CLEAN WITH "CT-18".
THE CLUB HAS PURCHASED A BULK ORDER FOR REDISTRIBUTION TO
MEMBERS IN FOUR LITRE LOTS (MAKES UP TO 40 LITRES FOR USE)
FOR JUST \$10. IT IS ALSO AVAILABLE IN SMALLER QUANTITIES.
CONTACT WARREN OR FRAN GILCHRIST (88.1462) AND IAN HAHN
(88.8126).

TO:

Stuart & Hilda SUNDERLAND
27, Bruxner Close,
Gowrie, 2904
ACT.