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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 meeting 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: FAREWELL TO MIKE HOUSTON.



OBITUARY — Mike Houston —

I first met Mike about 10 years ago when he was selling a 75S Ducati which I fancied as my first road bike. I asked him why he was selling it? He said that if he got booked once more he would lose his licence. I also asked if he was selling the black 75/5 which was in the back of his garage and he said, "No, I can ride around on it really fast and I never get booked on it!"

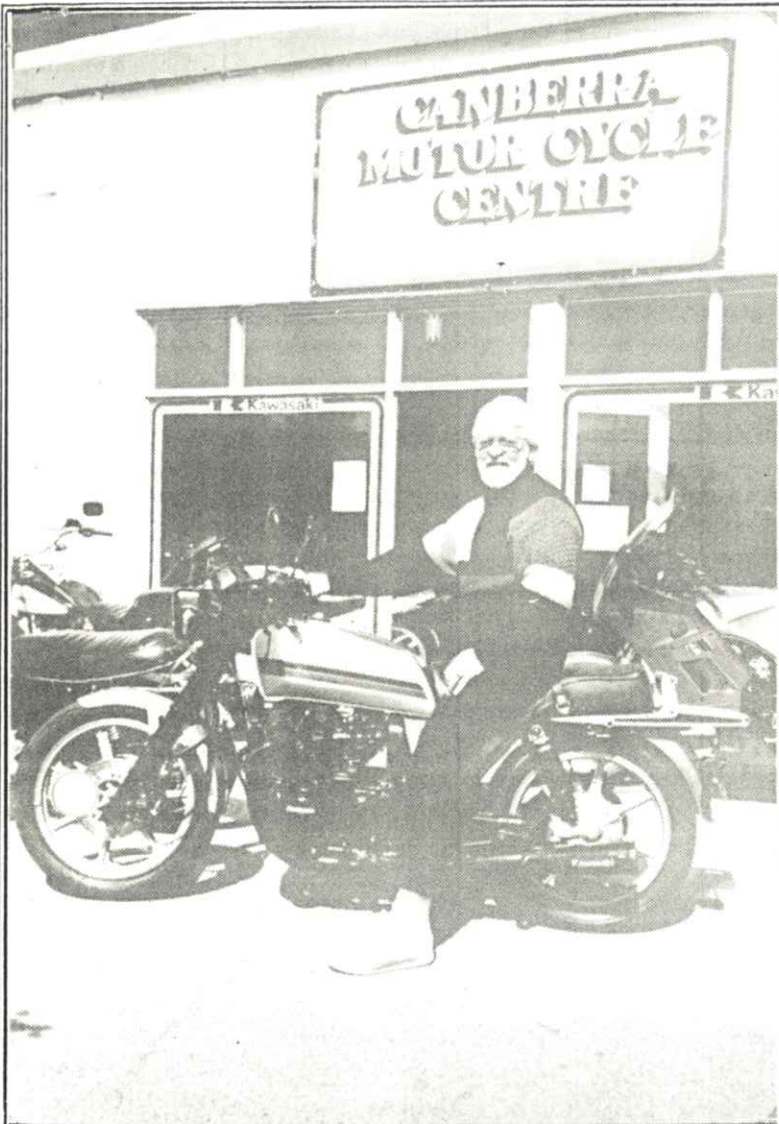
The next run on which we got together was to 3-Mile Dam, sleeting, with clouds at eye level, so as proof that we had been there we got a photo of us beneath the sign; I didn't need convincing to follow his suggestion to get back to the pub.

That was the first time I realised how fast he rode. He scared the s — — t out of me when he flashed through on the inside of me doing about 200 ks! At the time Werner thought he was doing well at about 170!! What a rider.

These memories of Mike may appear disjointed but when remembering a good mate that's the way they come. His manner of looking across at me over the table at meetings "to get another Fosters" was one of his ways that amused me.

I think his first club-type run other than to 3-Mile Dam was a camp-over at Buchan Caves in March '86. He camped — in the pub! That's Mike. We hadn't realised that he'd never been camping before.

I next went to the Duck-down Rally with Mike, with him on the GTR 1000. That was the first time I realised he was as blind as a bat at night, or was it that he didn't take any notice of signs 20' long showing ADELAIDE that-a-way? At the rally we had a drink at the pub, after which he proceeded to sell GTR 1000s to every BMW owner at the campsite! His name of 'Morewood Houston' was appropriate this weekend.



The fire he built used every bit of wood that had been collected in one night — and there had been enough there for a week!! People were standing back 40' from it to keep from singeing.

At the Kosciusko Rally in 1986 Mike was better prepared: brand new tent, brand new Primus cooker, brand new sleeping bag but for some strange reason all the food he had was pre-boiled eggs, and a tin of baked beans. He got a good taste of camping and was amazed at the gourmet dinners that Bob Rumsey and I were cooking up, 3-course dinner with a full range of boiled vegies, etc. So an old dog could still be taught new tricks.

Mike was always good fun, always made a good fire, making everyone welcome, always ready to have a beer, and the best abalone bait — with a block buster around. His last club run to Mallacoota, neatly and generously organised by him, was proof of all these.

Lesli's glad she was able to repay him a bottle of beer she owed him for some footpegs, the day before he died in October.

A Good Bloke — we'll miss him.

Graeme Cameron

FIND THE BIKES: ANSWERS TO LAST MONTH'S PUZZLE

- | | | | | | | |
|------------|-------------------|-------------|---------------------|----------------|--------------|---------------------|
| 1. BSA | 2. SUZUKI | 3. YAMAHA | 4. VELOCETTE | 5. DOUGLAS | 6. SUNBEAM | 7. HUSQVARNA |
| 8. MONTESA | 9. KTM | 10. LAVERDA | 11. NORTON | 12. MOTO GUZZI | 13. ARIEL | 14. HARLEY DAVIDSON |
| 15. SCOTT | 16. TRIUMPH | 17. BENELLI | 18. BROUGH SUPERIOR | 19. BMW | 20. RUDGE | 21. AJS |
| 22. DUCATI | 23. EXCELSIOR | 24. INDIAN | 25. MATCHLESS | 26. CAGIVA | 27. KAWASAKI | 28. BULTACO |
| 29. VESPA | 30. ROYAL ENFIELD | 31. ZUNDAPP | 32. MUNCH | 33. COTTON | 34. PUCH | 35. ZENITH. |

THE AUSTRALIAN CAPITAL TERRITORY BAVARIAN MOTOR WORKS CLUB!

CONCOURSE - WESTON PARK, SUNDAY 1st NOVEMBER

About 18 bikes were entered, all in pristine condition, and we express appreciation to Doug Bryant and Anders Mykkeltveit (apologies if I've got that wrong) for judging the assembled pride and joys. The day was beautiful, HOT, a little breeze but plenty of trees to shade both us and the trusty steeds. Only they didn't get thirsty! However, while waiting for the decision and taking the opportunity to meet with some new members and old, we handled the thirst department with softies and beer. This also helped the conversation. Results were as follows, and were judged on 1/ Originality of fittings, 2/ Kilometres as appropriate to the age of machine, 3/ If accessories were fitted - they had to be BMW ones, and 4/ General condition of the whole.

Post-1970 Boxer — R60/6 owned by Lesli Cameron

Pre-70s Boxer — (no entry but given by popular consent to Anders My.... - R26)

K Series — Chris Fulker

Honourable Mention - R90/6 Ian Hahn.

K.P.



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

(dates of club activities are underlined)

- NOVEMBER -

- 06/08 - Fish Holes Rally, near Portland, Vic. (3)
- 07/08 - Evans Crown Rally, Tarana, NSW. (3)
- Goodradigbee River Rally, near Wee Jasper, NSW. (2)
- Bummaroo Rally, near Oberon, NSW. (1)
- Capital Rally, new site, near Brindabella, NSW. (3)
- 09 (Monday) - General Meeting, 7.45pm, Royals Rugby Club, Weston.
- 14/15 - Oyster Rally, near Nelligen, NSW. (3)
- Dr Jurd's Rally, Wattagan Forest, NSW. (3)
- 27 (Friday) - Social Sip, 8.00pm, Woden Valley Club, Strangway St, Curtin.
- 28/29 - Long Flat Rally, near Wauchope, NSW. (3)
- Eureka Rally, near Cobram, Vic. (1)

- DECEMBER -

- 05/06 - Club Run to Bemboka (near Bega). Organised by Geoff Bevitt.
If you missed the Mallacoota Run, dont miss this one!.
Leaving Phillip Motor Registry 8.30am sharp Saturday.
- 05/06 - Christmas Rally, near Milton, NSW. (3)
- 11 (Friday) - Club Xmas Party, Bush Train to Tarago, see details elsewhere.
- 14 (Monday) - General Meeting, 7.45pm, Royals Rugby Club, Weston.

LEGEND: 1 = BYO everything;
2 = catered, except alcohol;
3 = fully catered.

Ring Touring Sec (h.887044, w.652088) for further details on Rallies.



THE R90S

the R90S was made from 1973 til 1976 in which some 17,464 examples were built it was the flagship of a revised range that saw the introduction of two new models of which the R90S was one and the discontinuation of the 500cm³ model

The motor a type 247 was a flat twin four stroke with overhead valves, it had a capacity of 898cm³ with a bore and stroke of 90 x 70.6mm with a compression ratio of 9.5 to 1 the power out put was 67 bhp at 7,000rpm. It was fitted with two Dell O'rto PHM carburettors with acceterator pumps. There was a single disc diaphragm clutch which feeds the power to a type 247 contant mesh five speed gearbox with gear rotios of 4.4 to 1 for 1st, 2.86 to 1 for 2nd, 2.07 to 1 for 3rd, 1.67 to 1 for 4th. and 1.5 to 1 for 5th. A drive shaft with spiral bevel gears and universal joint delived power to the back wheel with a final drive ratio of 3 to 1

The fram a type 247 was a twin-loop oval tubual steel with bolted sub-frame. Fitted with telescopic forks with coil springs and two way hydraulic dramping up front. And three way adjustable springs shocks units mounted to the rear swing arm. the wheels were 19 inch with 260mm disc with floating calipers up front and a 18 inch with a 200mm single shoe drum brake at the rear.

The R90S was 2180mm long 1210mm high 740mm wide and 205kg unladen it had a top speed of 200km/h a fuel consumption of 14km/l with a 24 liter tank gave it a rang of 370km.

When the R90S was released in 1973 it came equipped with a handelbar fairing containing a clock and voltmeter and was available in two tone silver and black colour scheme. A part from writing the capacity on the side panels there was no changes in 1974. One change made in 1975 bemoaned by a few people was that the kickstart was no longer standard although the started motor was given more power to help it over the cold winters. Others changes included drilled disc front brakes to help with wet weather braking. New fuel taps and new electrical switches on the handlbars was also fitted. The bike was also given a choice in colours with a silver orange combination called Daytona orange. In 1976 the last year of production saw detail changes to the sylinder heads, starter gears, the Dell O'rto carburettors, a deeper sump to lower the oil level away from the crankshaft and the barrels no longer needed a base gasket

The R90S come onto the market at a time when production and modified production racing was gaining populaty so it was no surprise that it was seen in such events as the Isle of Man TT production race the Bol D'Or 24 hour endurance race the Barelona 24 hour race and in 1976 three specially prepared R90S were entered in the Daytona production race by Butler and Smith the U.S. importers. All three bikes led from the first start with the leading bike pulling out with one lap to go leaving the others to score a one-two win.

PS. no photo of the R90S as you all should know what it looks like.



Continued from last month

R80
for the tar

choice of Metzeler or Michelin. The front tyre is a 100/90 x 19 rib, again from Metzeler or Michelin. The brakes remain the same as the G/S, although changes to the internal hydraulics of the ST's front stopper have resulted in a unit with a softer feel, even if the performance is ultimately the same.

The ride is typical for a BMW, with a tendency for initial clunkiness in the front

end over small bumps, while on open highway it is commendably smooth, even if it isn't plush. If any improvement could be made to the ST, then it would be to increase the suspension travel back to R80 G/S levels. The G/S, while being slower in steering at higher speeds than the ST, makes up for this by having unbelievable rough road abilities as well as being king of the kids on the dirt roads.

However, the ST is a very confidence inspiring bike, with strong, progressive brakes, impeccable steering, very capable suspension and an ability to tackle swervy of the highest calibre.

Capability on tour

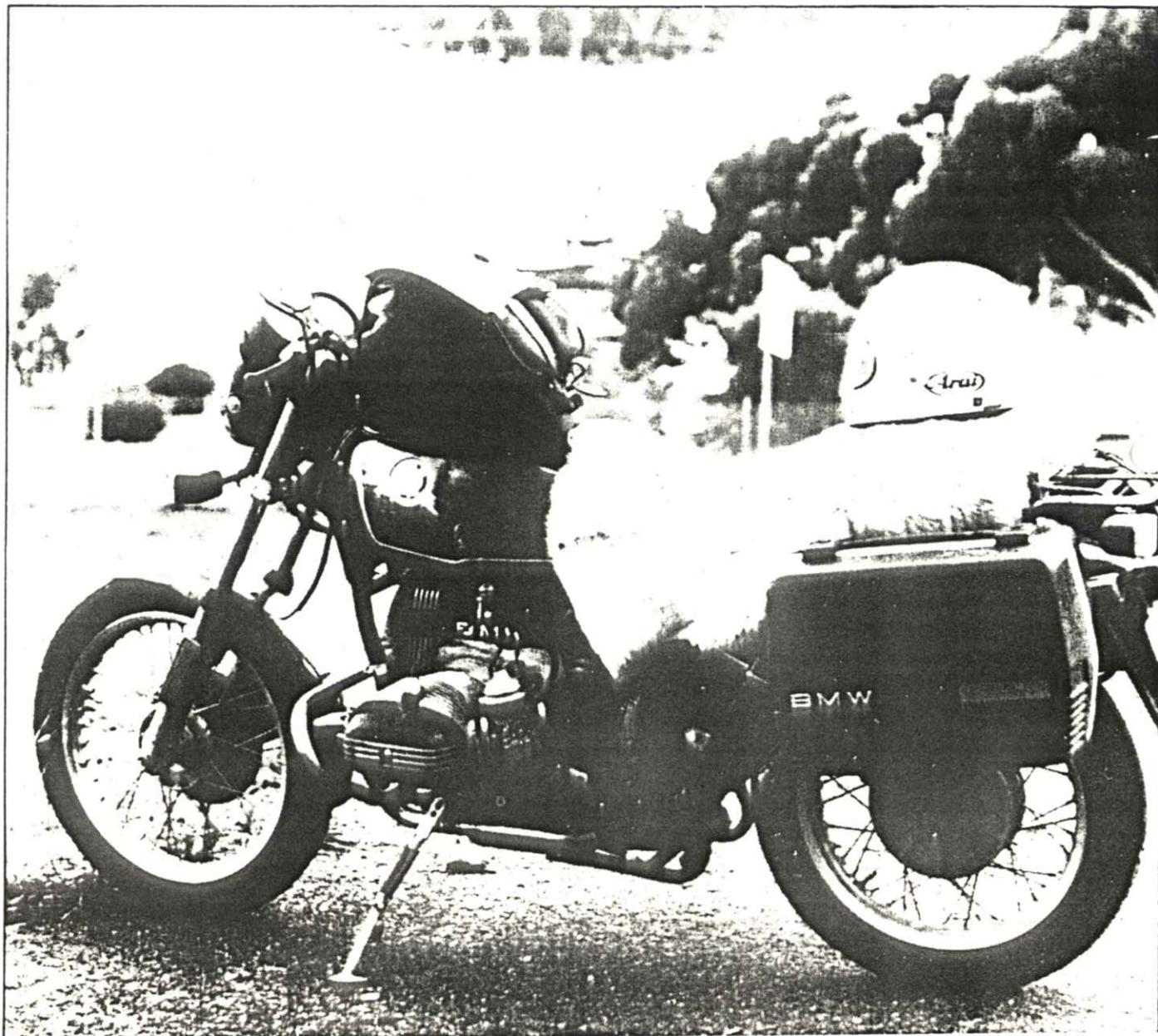
It also proves to be a capable tourer, without being a high speed kilometre grabber like the 1000 cm³ twins, nor as versatile as the G/S when venturing away from the main tracks.

The seat on the ST is one of its poorest features, lasting only a few hundred kilometres before terminal aches set in. Pillion passengers fare better, with reasonable padding and good footpeg

location and grab rail. The ordinary, low range of the ST is its other letdown, when touring, reducing it to mere run-of-the-mill standards. The high rise, pulled back handlebars should be replaced by more functional, lower bars. They work fairly well once you are accustomed to them, making dirt roads and low speed manoeuvring very easy indeed, but they make high speed cruising tiresome as they force you to sit too high into the breeze.

The instruments on the ST are from the R65 range with large speedo and tach in a dish-shaped housing. The switches are the familiar BMW pattern, which means that the horn button is in the wrong place, and the rest of the switches are in the right place. The throttle is typically BMW-heavy, which makes cruising (especially on rougher roads) quite easy, but does annoy throttle jockeys somewhat. The sidecovers on the ST are metal, an improvement on the plastic melt-easies of the G/S. The exhaust system is now chromed, which is largely unnoticed.

Continued on page 40



Continued from page 44

because of the way that it sneaks around, under and beside the frame.

Rain and road-proof panniers

Our test bike was fitted with BMW panniers, which not only endured the drenching of a rainy 2000 km tour with elan, but also handled the dirt road bashing we gave the bike through the Warrumbungle Mountains. They proved easy to fit and remove, holding loads of gear, including a crash helmet. The left

hand pannier is smaller in capacity to the right hand unit, to allow for the highly-mounted exhaust system.

While the R80ST isn't quite up to the exemplary standards of its brothers in the touring stakes, it's still a very competent highway motorcycle. Back in the city, it works beautifully, with great low-speed steering, plenty of grunt and a nimbleness to match many 250s.

For the motorcyclist who is likely to lead a predominantly city based lifestyle, with a few good-length trips away each year,

plus numerous weekend scoots, it should prove to be a good mount.

The potential in this style of motorcycle is considerable. BMW could extract loads more go from the motor, without sacrificing too much of the excellent spread of torque. With more attention to vital matters like ergonomics and fuel range, the bike could prove that there is lots of life left in the flat twins, and that they are still as much a motorcycle for all seasons as ever they've been.

—J.M.



Second Opinion

— Geoff Hall —

AS soon as the BMW R80G/S burst onto an unsuspecting market place two years ago there was speculation about a roadgoing version. Frankly I'm not sure why, because at that stage the G/S was BMW's best-handling road bike. As the owner of a "roadgoing" G/S I was more than interested in putting in some rapid kilometres over varied surfaces on the R80ST when finally it arrived.

Visually the new ST is much more appealing than the technicolour yawn treatment which the G/S had to shoulder from the outset. Chrome work offsets a bright paint job; there is provision for panniers and some road style instruments, but that folks is in many ways the extent of the improvements over the G/S. Sure, there is a marginally better seat and sidecover system, but the general manners and performance of the machine aren't as good.

The handling should have been up to G/S specifications, perhaps better considering the wider rim sizes and bigger tyres. At gentleman's speeds the ST does handle the situation quite competently, but once you push along the chassis begins to become a little uneasy; slightly rough sweepers induce a small weave, rather than the sure-footed attitude you would expect. The suspension doesn't demonstrate the generally very compliant nature of the G/S, in fact the ST is a little harsh and unhappy on broken surfaces in comparison with its forebear.

Front end woes

Much of the reason for the problem lies in the front end. In its "wisdom" BMW has replaced the 21-inch wheel which graced the G/S with a 19-incher. To complement this change, we have lost the leading axle forks of the G/S. The replacements are R65 style numbers and frankly, the

combination isn't up to standard. Why the other forks couldn't have been retained beats me. There have also been changes in steering geometry which seem to have diminished the bike's handling competence.

If you ride the machine for a while it also becomes evident that the rear shock absorber isn't up to the previous high standard, and has allowed a degree of flexibility back into the remarkable monolever set-up. The situation is further accentuated with a pillion passenger on board. A quick change to a G/S on the same setting and the difference is remarkable.

One can only conclude that in the search for a road bike, BMW has destroyed one of the two major areas in which the G/S excelled. The touring suspension has created a machine which only handles marginally better than a well set up R100CS with the twin shock rear suspension. The other area which appears to have suffered is the motor. There have been no further developments of the marque's sweetest powerplant, yet a further 16 kilograms has been added to the dry weight of the machine. Just that increase in weight alone has taken some of the mid range sting out of the performance, and there wasn't much there in the first place.

For years BMW was one of the only manufacturers who made decent sized petrol tanks which allowed you to tour for long distances without having to stop for petrol. Just as the Japanese catch onto this trick, BMW starts going the other way. You will be lucky to achieve much better than 285 km per tank. That is not good enough, why not the addition of an R100 tank?

BMW seems to have ignored some of its old rules for touring comfort. The ST handlebars are too high and come too far

back. Perhaps the shape would be perfect behind an RT fairing but not otherwise. At cruising speeds you hang on to stay with the machine.

More padding, not comfort

The seat has gained a little padding but in essence it remains just as uncomfortable as its predecessor. On the plus side the machine can now be fitted with panniers. However the difficulties of mounting the rack over the muffler leaves me with the impression that rough roads will soon break the long supports. There is already evidence of cracking in the single sided R80G/S systems which have much shorter stays. The actual carry rack at the back remains the pretty woefully small number which we keep getting lumbered with.

Thankfully the pillion passenger's lot has improved, with greater protection from the foot-frying exhaust, slightly more padding on the seat and more room in the footpeg department. Our resident pillion rider still preferred the seat of the Kawasaki Z550GT which we had at the same time. Sorry, BM fans, but it's true.

The R80ST should have been an absolute ripper, and for the "soft" tourer it will prove to be more than adequate. But it could have been much better. BMW enthusiasts who have ridden the latest offering are all craving for a rummage in BMW Australia's spares department. Twin discs, G/S forks, 21-inch front wheel, sensible handlebars, and a CS fairing would do for starters. Add 1000 cm³ barrels, pistons and heads and modify an R100 tank (it's been done) and you're a long way there. If you had 50 kW rather than the ST's 37 kW, and about the same weight — whammo, life would be a ball.

So there it is — a pretty machine which has predictably, increased in price, and provided very little in the way of additional benefits. At \$5300 the BM ceased to be value for money, when you consider that the Japanese equivalents are only slightly more than half the price. Of course, there is still that old adage "owning a BMW is a way of life, not the ownership of a motorcycle". The ST will still sell to the gentleman cruisers.



R80

ENGINE

Air-cooled, horizontally opposed four-stroke twin. One-piece forged crankshaft with plain main and big-end bearings. Wet sump lubrication. Chain-driven single camshaft located below crankshaft. Two overhead valves per cylinder operated by pushrods and rockers.

Claimed maximum power	37 kW at 6500 rpm
Claimed maximum torque	56.7 Nm at 5000 rpm
Bore x stroke	84.8 mm x 70.6 mm
Displacement	797.5 cm ³
Compression ratio	8.2:1
Maximum engine speed	7400 rpm
Carburation	2 x 32 mm Bing CV
Air filtration	Paper
Starter system	Electric only
Ignition	Magnetically-triggered battery/coil

Performance

Standing 400 m	14.0 secs at 152 km/h
Zero to 100 km/h	5.6 secs
Maximum speed	180 km/h

Fuel economy

Touring	18.8 km/litre
City	16.6 km/litre
Hard driving	15.4 km/litre
Average on test	16.6 km/litre

TRANSMISSION

Through flywheel-mounted single-plate dry clutch to five-speed constant-mesh gearbox. Left foot shift, one-down, four-up pattern. Final drive by shaft.

FRAME AND BRAKES

Double cradle welded tubular steel frame with bolted on rear sub-frame. Telescopic forks with internal coil springs and hydraulic damping. Rear suspension by single-sided swinging arm (incorporating drive shaft) with single-laid-forward spring/damper unit. Single disc front brake, twin piston fixed hydraulic caliper. Single leading shoe drum rear brake.

Front suspension travel	175 mm
Rear suspension travel	153 mm
Fork rake	28.8 degrees
Trail	129 mm
Front brake diameter	260 mm
Rear brake diameter	200 mm
Front tyre	100/90 H19 Metzeler
Rear tyre	120/90 H18 Metzeler

DIMENSIONS

Dry weight	183 kg
Seat height	845 mm
Wheelbase	1446 mm
Fuel capacity (incl. reserve)	19 litres
Fuel reserve	2 litres

TEST MACHINE

Manufacturer	BMW Motorrad, Munich, West Germany
Test Bike	BMW Australia, South Yarra, Vic.
Price	\$5299

Best points: Silken, grunty motor, slick gearbox, ease of maintenance and potential for longevity means that this is a quality motorcycle. Excellent chassis with fine roadholding capabilities, light weight, good cornering clearance and fine steering characteristics. The combination produces a good sportster that is very confidence inspiring. The quality of the finish, toolkit, warranty and resale value also help ease the initial cost worries.

Worst points: Poor seat and ordinary fuel range are below BMW standards. If the suspension had a little more travel, the bike would mostly benefit. The handlebars should be ditched and replaced with lower units.

SUMMARY

	Poor	Below Average	Average	Above Average	Outstanding
RATINGS					
ENGINE					
Responsiveness				●	
Smoothness					●
Bottom end power				●	
Mid range power				●	
Top end power			●		
Fuel economy	●				
Starting				●	
Ease of maintenance				●	
Quietness				●	
Engine braking				●	
TRANSMISSION					
Clutch operation				●	
Gearbox operation				●	
Ratio suitability				●	
Drivetrain freeplay			●		
HANDLING					
Steering					●
Cornering clearance					●
Ability to forgive rider error				●	
High speed cornering			●		
Medium speed cornering					●
Bumpy bends				●	
Tossing side to side				●	
Changing line in corners				●	
Braking in corners				●	
Manoeuvring			●		
Top speed stability			●		
SUSPENSION					
Front				●	
Rear				●	
Front/rear match				●	
BRAKES					
Resistance to fading				●	
Stopping power			●		
Braking stability			●		
Feel at controls					●
CONTROLS					
Location of major controls			●		
Switches			●		
Instruments			●		
TWO-UP SUITABILITY					
Passenger comfort				●	
Stability with pillion			●		
Cornering clearance two-up					●
GENERAL					
Quality of finish				●	
Engine appearance			●		
Overall styling			●		
Seat comfort		●			
Riding position		●			
Touring range			●		
Headlight				●	
Other lights				●	
Stands			●		
Rearview mirrors			●		
Horn				●	
Toolkit					●
VALUE FOR MONEY				●	



THE B.M.W. CLUB

2 Upper Bourtree Drive
High Burnside
Glasgow G73 4EH
Great Britain
10 August 1987

Dear Fellow BMW Enthusiast,

Greetings from the other side of the world: I am writing to you as representative of the c3500—strong BMW club in Great Britain to see if you would be interested in supporting a new venture of contact and cooperation between our own Club here and yours in Australia and New Zealand.

It is easy for us on a small island to develop a somewhat insular mentality with regard to our motorcycling, and it often comes as a surprise to folk to learn that other countries do in fact have BMW Clubs of their own, with memberships at least as active and enthusiastic about their motorcycling as we are. The establishment of some form of links between these Clubs, geographically very widely separated but as one in their enthusiasm for the BMW marque, might go some way towards broadening the outlook of riders in our respective countries.

The kind of contact and cooperation we have in mind would not need in the first instance to be of a particularly high order. What we are trying to do at this stage is simply to set the idea in folks' minds in the hope that it would then gather its own momentum on the strength of the interest it generates and the response it evokes. Initially we would envisage nothing more than the regular exchange of Newsletters and Journals, perhaps with the recipients at each end taking it upon themselves to ensure that items likely to be of general interest are made available to their own editors for presentation to a wider readership. Exchange of travel articles, technical reports, maintenance hints'n'tips and so on might follow naturally from this, and perhaps then even more direct personal links between riders in the different Clubs which could then possibly lead, say, to exchange holidays; who knows?

This letter accompanies a recent copy of the British BMW Club's Journal, which I am sending to BMW Clubs in the various states/territories of Australia and New Zealand.

Discuss the idea in your Club committees, air it in your Newsletters and Journals; even if you get no response at all, I'd be interested to hear from you how much interest has been shown. I would be delighted to act as the British end of a regular monthly exchange of BMW Club magazines, and if in the first instance you could reciprocate by sending me current copies of your own Club magazines I could do my bit by bringing them to the attention of Bee-Emmers in Britain.

Thank you all for bearing with me this far; I look forward very much to hearing from you, and to receiving copies of your Club magazines. Here's hoping that this letter marks the beginning of an interesting and mutually beneficial association between motorcyclists tens of thousands of miles apart who love to ride the same machines; mine's an R80/7 RS, by the way!

Happy Bee-Emming!

Peter Newsome.

(Secretary, Scottish Section)

Sorry to hear that Taffy Williams has been crook. Let's all sing in harmony, "Get Well Soon".

1987 · TOY RUN

SATURDAY, DECEMBER 12th

*You can make Christmas
a happier time for the needy*

Leaving Parliament House at 10.30 a.m.
So be there by 10 a.m.

DISPLAY YOUR GOODIES PROMINENTLY ON YOUR BIKE

The aim of the TOY RUN is to allow needy Families, especially children, (Canberra /surrounding districts) to have a happier and memorable Christmas.

Motorcyclists in the region are asked to join in the Run, by bringing along Toys, food, clothes or blankets, and these donations will be presented to the Salvation Army and the Smith Family.

Assemble outside Parliament House (Old), along with your donation, and join in on a ride through Canberra — ending up at Petrie Plaza in Civic — to hand over the goodies to the Salvation Army and Smith Family.



CHRISTMAS PARTY
BUSH DANCE TRAIN TO TARAGO
 — December 11 —
 Departs Canberra Railway Station
 6.15 p.m.

Frank has booked 10 places on this date - however, it is an open booking and he can increase the numbers. Firm bookings are required at the November meeting, plus 10% deposit. Full price of \$35 is required by December 3rd (the December meeting is TOO LATE). This promises to be a good evening, and includes dinner and drinks on the train to Tarago, and entertainment by musicians 'Rang Tang Block Bush Band'. It is held at the Loaded Dog Restaurant-Hotel, formerly called the Lake Bathurst Hotel.
 (There's a rumour that Frank will be bringing his new girlfriend along) We recommend that Stuart and Lesli have dinner at the Pizza Hut while the rest of us are away.

PHOTO DISPLAY AND COMPETITION

Weston Park, 1st November (at Concourse)
 Not as many entered their piccies as we had hoped, for varied reasons but not because they didn't want to, but the conscripted judges of Doug Bryant, Kath Phillips and Tim Rees enjoyed choosing from the 50 or so which were entered.
MECHANICAL — A beaut picture of an R-series bike photographed on a completely uncluttered background of grass: Ian Hahn
GROUPS — A large group of BMW members and kids taken at London Park by Jeanette Hahn.
PORTRAITS — Graeme on R80ST, a well-balanced black and white photo taken by Lesli Cameron.
ACTION — A neatly taken series of 6 photos of a tyre change in 5 minutes with the caption on the last "Don't forget the spacer, Frank!"
 Thanks to all for searching through your collections. Maybe the rest of us will be better organised next time!

BIKE TRAILERS

The attached photos demonstrate some of the features of a *Transformer Camping Trailer*. The company has forwarded the Club (letter dated July 28th) details of their product and most of you would have seen them around already. For those who haven't general details are as follows: please ask Hilda for copies of the correspondence if you would like to see more photos of the unit.

The unit is very light and aerodynamic, even the underbody. Fitted with high taper roll bearings, ind, sus, with taper bearing pivot and koni coil over shock, 9" alloy wheels, 6 ply tyres.

Designed and vented to carry a 37 litre fridge, 2-burner cooker, table, gas bottle, plastic bowl and water container in the rear compartment, leaving the forward section free for bedding, tent and clothes.

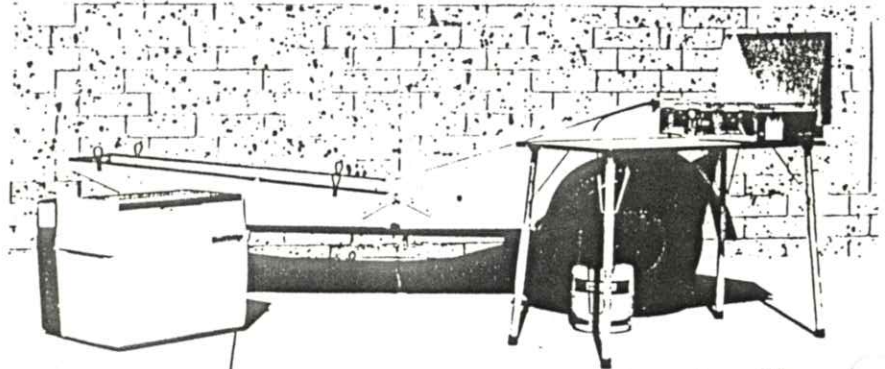
The unit is available as a basic trailer or with camper kit comprising fridge, cooker, table, gas bottle reg., bowl, special mattress, clip on tent with annex or lightweight 8' x 8' tent.

These may be purchased separately or fitted out by TCT.

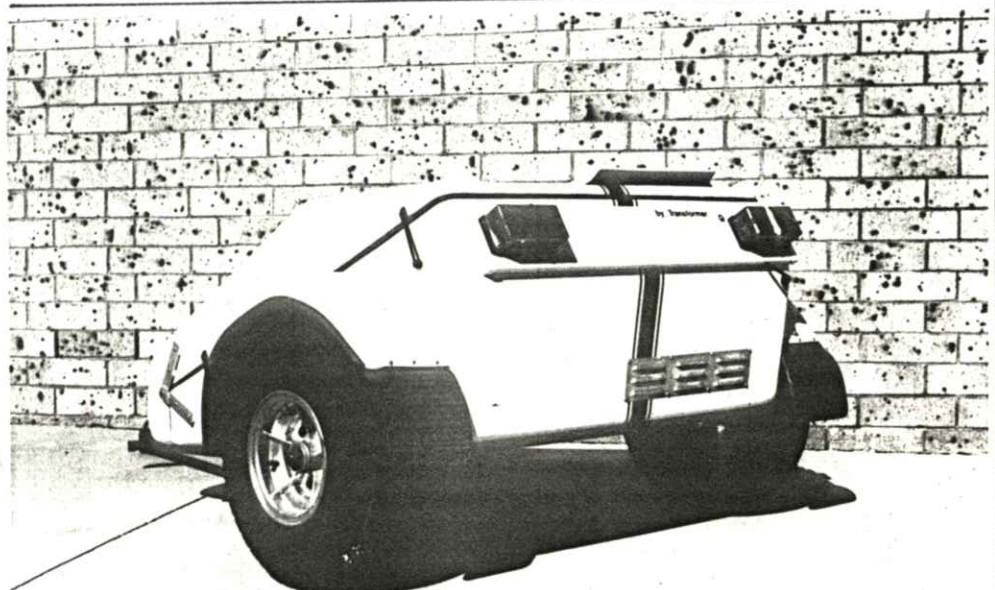
- Specification weight - 58kg.
- Reinforced for use as a sleeping berth, add 8kg
- Fridge 13.5kg
- Cooker 3kg
- Table 5kg
- Length oa 7'6" Opened out, body width 3'.

(Scribbled on the top is "R/R inc. tax \$1250 - Direct club price —10%.)

Transfer Camping Trailers, Unit 5, 8 Taronga Place, Mona Vale NSW 2103 — (02) 997 7074



open used as sleeping berth
 within tent or fold out canopy



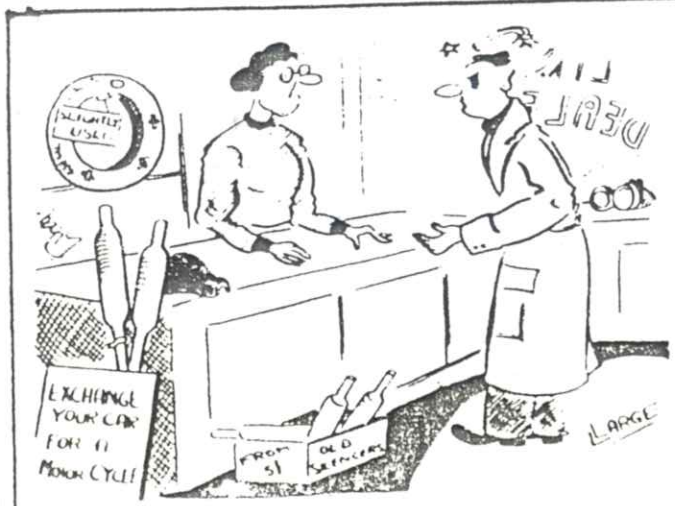


NOTICE OF ELECTIONS TO BE HELD AT DECEMBER MEETING

Nominations are called for the positions of PRESIDENT and TREASURER. These may be given at the general meeting to be held on Monday 9th November. Formal election will be held on the evening of 14th December. Please consider your nomination. Your participation is requested.

FOR SALE

- Arai Challenger Helmet, small size, virtually brand new - \$80. Fiona Oliver Ph. 473641 a.h.
- BMW Multi-vario tank bag, suit R series, but should fit K series as well, with different base. \$150. Fiona & Peter Oliver 473641 a.h.
- Club Rally Port. Still a few more bottles available of this palatable Tawny Port. Remember our port for that novel Christmas give-away at all the parties coming up. Available from Kath for \$4.00 per bottle.
Tel: 97 6186



Mrs. Potts, had I asked your husband if he had a big end he would have understood!

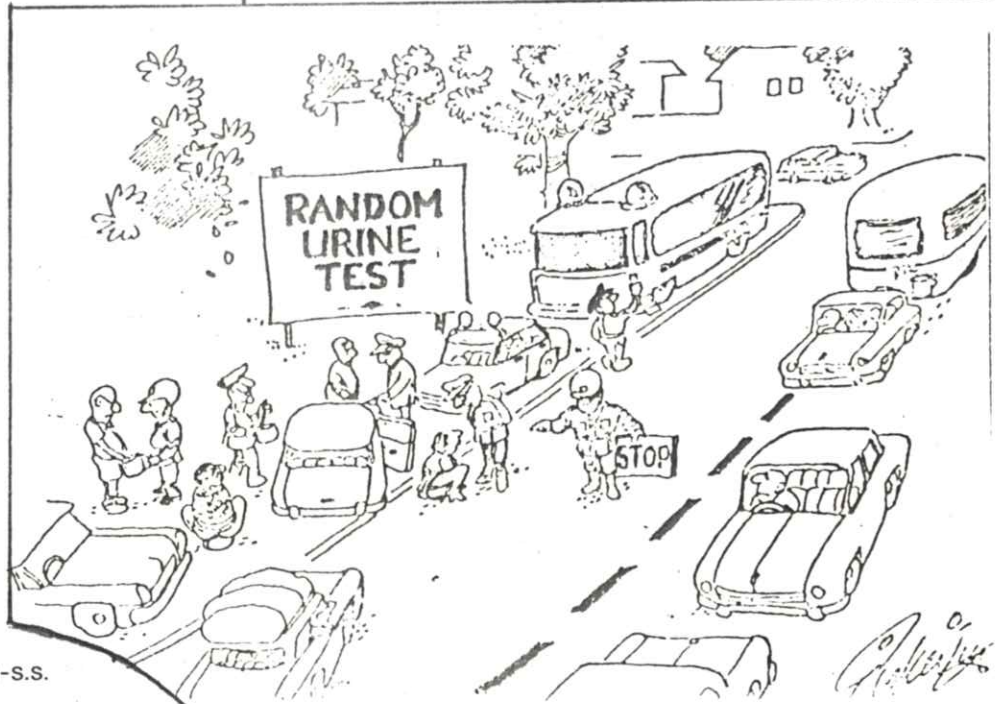
— BMW BITS.

- Special /6 rear wheel
- 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.

Suzuki GN250 (about '82), good res, rego till October. \$950.
Anne Fulker Tel: 31 0114

R100 left muffler x 1. Non-genuine, non-s.s.
Jon Shannon 414922 (leave message)



WANTED

- BMW R90 or R100. Would consider the following:
Outfit / Non-goer / Accident damaged.
Graeme & Lesli Cameron Ph: 887044

FOR SALE


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

FOR SALE

HONDA VF400 - ONE YEAR OLD - 3000KM, SHOWROOM CONDITION - INCLUDES GEARSACK, GOOD TYRES, EXCELLENT FOR COMMUTING, \$2500, PH. 921 162(AH)

PORT BOTTLING - OCTOBER

Thanks to the 19 members (and Helen Pike) who turned up to give a hand with the port bottling. When you think of it, that's a good percentage of our 45 membership (at that date).



1. HAVE A THOROUGH KNOWLEDGE OF THE MOTOR TRAFFIC ACT AND REGULATIONS AND PUT THEM INTO PRACTICE.

The Motor Traffic Act and Regulations handbook is the road users' bible and by adhering to its precepts you will do much to make our highways safe and pleasant for all. Issued under authority of Parliament, the Motor Traffic Act and Regulations sets forth rules by which all classes of road users are encouraged to govern their road behaviour. Drive according to the Motor Traffic Act and Regulations and you will ride safely and well.

2. CONCENTRATE ALL THE TIME AND YOU WILL AVOID ACCIDENTS.

Concentration is the cornerstone of all good riding. It is a primary duty but often a neglected one. Complete concentration will enable you to see and take notice of every detail. It is often the smallest detail that will give the clue to what will probably happen. If you miss such a detail, an accident, or at least an unpleasant experience may result. Concentration will also ensure skilful handling of your cycle. It will prevent bad gear changes, also late and fierce braking and practically do away with involuntary skids. These are usually caused by the locking of the wheels after fierce braking on bad surfaces. Concentration assists anticipation.

3. THINK BEFORE ACTING.

The theory that a good rider rides automatically is a fallacy. To the uninitiated he may appear to, but the truth is that by continually concentrating and thinking, he has raised motor cycling to an art. Every corner, bend, gear change, in fact every riding operation is a problem which, like every other problem, can only be solved by thinking. A thoughtful rider carries out every operation or manoeuvre in plenty of time and consequently is in the happy position of being able to accelerate from danger or stop to avoid it. Think and avoid accidents.

4. EXERCISE RESTRAINT AND "HANG BACK" WHEN NECESSARY.

To hang back is to follow at a safe distance, a preceding vehicle which you eventually intend to overtake, until you see the road ahead is clear for sufficient distance to allow you to overtake with safety. This will call for the utmost restraint, especially when riding a fast motor cycle, but never be tempted to overtake or carry out any other manoeuvre, unless it can be accomplished with 100% safety. By exercising restraint, you automatically eliminate any tendency to impede other vehicles by pulling in too quickly after overtaking, an action often referred to as "cutting in". A good maxim is "Whenever in doubt, hang back".

5. DRIVE WITH DELIBERATION AND OVERTAKE AS QUICKLY AS POSSIBLE.

Good motorcycling continually calls for the making of quick and correct decisions, all of which must be carried out with deliberation. Overtaking must always be accomplished in the minimum of time, leaving the road clear for others who may be travelling in the opposite direction or behind you. For the "Don'ts" often advocated in the textbooks, substitute "Deliberation". A driver with a negative complex will sooner or later hesitate at the crucial moment, possibly with fatal results. Deliberation eliminates uncertainty.

6. USE SPEED INTELLIGENTLY AND RIDE FAST ONLY IN THE RIGHT PLACES.

It is not always safe to ride at the maximum permitted speed in restricted areas, despite the fact that a 60 k.p.h. speed limit is posted. In some circumstances such a speed is definitely dangerous. Where conditions permit it is best to ride at an even speed as it assists in keeping traffic moving in an orderly and constant stream. High speeds are safe only when a clear view of the road ahead is possible for a considerable distance. The speed in all cases must be governed by the amount of road that can be seen to be clear. Remember that at 80 k.p.h. a vehicle travels a distance of 22 metres in one second. With many riders a second elapses and alertness is therefore absolutely imperative. Any fool can ride fast enough to be dangerous.

7. DEVELOP YOUR VEHICLE SENSE AND REDUCE WEAR & TEAR TO A MINIMUM

Vehicle sense is the ability to get the best out of your vehicle with entire absence of jerks and vibration. It entails smooth and thoughtful operation of the controls. This can only be achieved if the operations are carried out in plenty of time. Vehicle sense adds to your safety factor as you will be in the right gear at the right time. Good vehicle sense increases the life of your motor cycle.

8. USE YOUR HORN THOUGHTFULLY AND GIVE PROPER SIGNALS.

Many motorists do not use their horn at all, some use it aggressively, others automatically and often unnecessarily. It is every bit as important that a person in front should be acquainted with your intentions as a person behind, yet many motorists who never omit to give hand signals, consistently fail to give audible warning of their presence. Use the signals given in the Motor Traffic Act and Regulations. An ambiguous signal is misleading and dangerous. Give good signals and earn the praise of fellow road users.

9. BE SURE YOUR VEHICLE IS ROADWORTHY & KNOW ITS CAPABILITIES.

A defective motorcycle must never be taken out on the road. To prevent this, check your vehicle. Before attempting to ride a strange motorcycle fast, get accustomed to its controls, acceleration, braking capabilities and characteristics. Vehicle and rider must blend harmoniously to ensure good riding.

10. PERFECT YOUR ROADCRAFT & ACKNOWLEDGE COURTESIES EXTENDED TO YOU BY OTHER ROAD USERS.

Roadcraft includes every phase of motor cycling. It is something more than road sense. Many people possess the latter, but do not make the best use of it, owing to lack of control, inability to use the road and position their cycle to the best advantage. A rider with good roadcraft knows how to avoid awkward and possibly dangerous situations. Good roadcraft not only prevents accidents but makes riding less arduous. The Motor Traffic Act & Regulations urges all to be courteous, but a good rider goes further and acknowledges the courtesies extended to him by every class of road user. By doing this, he sets a splendid example and does much to engender the spirit of chivalry so badly needed on our roads. Courtesy is a great factor in road safety.



P.O. Box 1201, G.P.O. Canberra City, 2601



30th May, 1987

Dear Club Member,

RE: A.C.C.A. ACCIDENT INSURANCE PLAN

John Davidson, Director of Brokers of Australia Pty. Ltd. will be coming to the next general meeting of the Canberra Road Racing Club to be held at the Serbian Club on June 9th. John will announce to members details of this new Accident Insurance Scheme.

The Insurance Policy will be held in the name of the A.C.C.A. (Auto Cycle Council of Australia) and underwritten by A.P.A. Fire and General Insurance Company.

This scheme commences on July 1st, 1987 and currently the premiums start at \$55.00 - "Events Only" for 6 months. Members may select from (a) Events Only or (b) 24 Hour Cover, with Capital Benefits from \$10,000 to \$30,000 and weekly benefits from \$100 per week to \$300 per week.

.....
Sylvia Gooch

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:

FROM: A.C.T. B.M.W. MOTORCYCLE CLUB, P.O. BOX 1042, UCCEN A.C.T. 2606