

1987/88 COMMITTEE

<u>PRESIDENT :</u>		88 9609 (H)
<u>Vice PRESIDENT:</u>	Warren GILCHRIST	88 1462 (H)
<u>SECRETARY :</u>	Hilda SUNDERLAND	91 8687 (H)
<u>TREASURER :</u>		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 95 7595
10% off for members

NOTE: PLEASE SHOW YOUR MEMBERSHIP CARD WHEN MAKING PURCHASE ETC

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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 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: LATEST R80GS... (AND AN OLD HARLEY).



WHAT'S ON

(dates of club activities are underlined)

- DECEMBER -

- 11 (Friday) - Club Xmas Party, Bush Train to Tarago (see Frank for details)
- 14 (Monday) - General Meeting, 7.45pm, Royals Rugby Club, Weston.

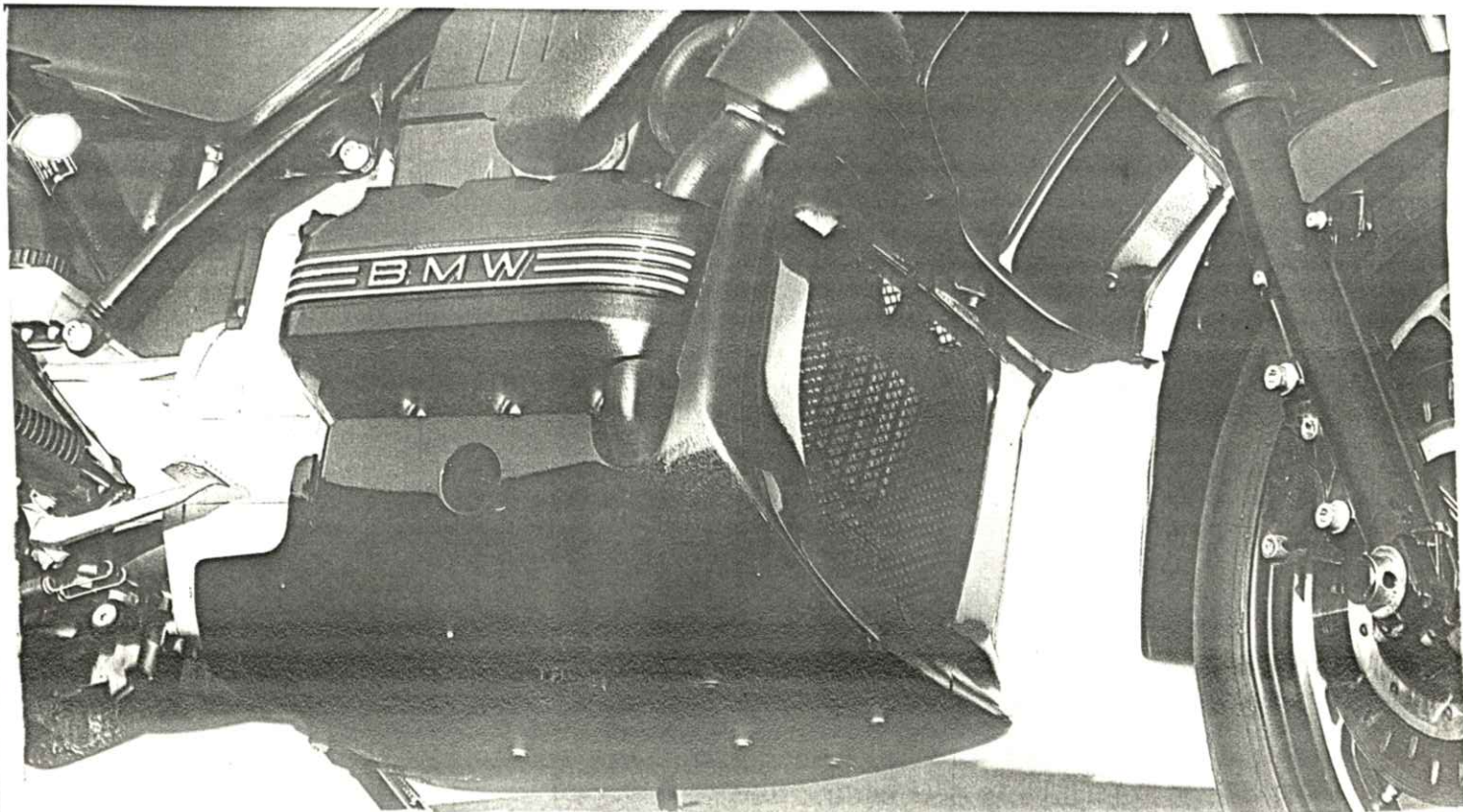
- JANUARY -

- 02/03 - New Year Rally, near Wee Jasper, NSW. (1)
- 11 (Monday) - General Meeting, 7.45pm, Royals Rugby Club, Weston.
- 23/24 - Karuah River Rally, near Dungog, NSW. (1)
- 2 (Friday) - Social Sip, 8.00pm, Woden Valley Club, Strangway St, Curtin.
- 30/31 - Clubman Rally, new site, near Walwa, Vic. (2)

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

NEW YEAR: On the Canberra Day long weekend the Club will be holding its annual run to Buchan Caves (Vic) ... this is one not to miss.

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



MINUTES OF MEETING
9 November 1987

Members Present: 19

Meeting opened 8.05pm

Apologies: A Fulker, F Oliver, L Oliver.
Visitor: John Trotter.

MINUTES OF OCTOBER MEETING: Moved Luke Rzepka, 2nd Graeme Cameron.

BUSINESS ARISING:

1. Jeanette Hahn to take Club Photo album to Pat Houston for her to choose any photographs of Mike.
2. Nomination for President and Treasurer.
President: Chris Fulker - nom. D Maek, 2nd P Oliver.
Kath Phillips - nom. F Gilchrist, 2nd F Milwood.

Treasurer: Ian Hahn - nom. W Gilchrist, 2nd C Fulker.

3. Incorporation: S Sunderland unable to continue with task until all committee positions are filled.

TREASURER: reported on Kosciusko Rally.

CORES IN: Minutes Council ACT Motor Clubs; BMW Aust Brochures/Price List (tabled); Condolance letter from Ducati Club and card from BMW Drivers Club of Aust (ACT Chapter) (tabled); State BMW Club Mags.

CORES OUT: K Rally Badges; P Robinson; BMW Drivers Club; 6 M'ship renewals/new; K Rally forms.

GENERAL BUSINESS:

1. No BMW agent has yet been nominated, however Slaven Motors, 152 Melrose Drive, Phillips (next to C/wealth Motors) have a special discount on BMW motorcycle parts (trade price for BMW Club members). See Andrew. Also Slaven are offering special discount on Swan Insurance, see Ralph Behrens.

2. Perpetual Trophy for Concourse - to be organised by C Fulker. Following discussion on categories, the following two moves were made
 - a) pre 1970 BMW motorcycles instead of pre 1970 Boxers proposed F Milwood 2nd J Hahn
 - b) "Judges Choice" of BMW proposed G Cameron 2nd J Hahn

3. WHEELS 88: ACT BMW Club to be represented. Proposed C Fulker 2nd F Milwood. Sec to contact Alex Nckerman, Chairman, Council of ACT Motor Clubs.

4. Sec to write to Paddy Pallinto enquire about future discount for Club Members.

SOCIAL SEC. REPORT: By popular request Club Xmas outing will be on Bush Dance Train to Tarago 11 December.

RALLY SEC. REPORT: Low attendance at 1987 Kosciusko Rally. Bob Rumsey suggested 1988 Rally be held on second weekend in October (8/9 Oct). The weekend after the bicentennial long weekend. Motion moved F Milwood 2nd Bob Rumsey "Kosciusko Rally in 1988 to be on the second weekend in October". A show of hands recorded 13 for 2 against. Ian Hahn wished to have his objection recorded in the minutes. G Cameron to write to all Clubs who have rallies around that time of year, to acquaint them with the change of date for the 1988 Kosciusko Rally.

OTHER BUSINESS: Jenni Cole wished to announce Canberra League United Bikers Club Xmas party, Sat 12, Aroral Valley.

Kath Phillips wants to have on record that (despite comments previously voiced about Frank Milwood's riding skills!!) Frank gave her a very safe and enjoyable ride to Bingara, to attend the Annual BMW Club Gynkana.

TO SMOKE OR NOT 1 SMOKE at General Meetings?
This will be discussed at the December meeting. Requested by Paul Van Raak and seconded by a number of members.

Next Meeting: Monday 14 December 1987.

Meeting Closed: 9.40 pm

Membership: 60

SNIPPET FROM THE SECRETARY

My apologies folks, especially to country members, for the non-appearance of minutes of late. The well known adage "due to pressure of work", has truly been the case. However, I will endeavour to precis the "goings-on" of our last few meetings.

You missed a great talk on the effects of fatigue, drugs and alcohol on riding ability, given by Gary Hampson, if you were unable to attend our AUGUST meeting. The decision to advertise our photographic competition at the Concourse in early August must have been overlooked by local and country members, as the response was not as good as we had hoped. We will do it again next year, so please get those cameras clicking early. The prizes were well worth having, if only for a keepsake, see what you can do between now and next November.

At the SEPTEMBER meeting our Social Secretary began his suggestions for our Xmas "do". This was the night "Kosciusko Rally Part '87" was born and discussion on all the relevant work which needed to be done to get it into bottles - under the direction of Kath Phillips. Incorporation again raised its head and Stuart Sunderland offered to take this in hand. Last minute details of the Kosciusko Rally were also on the menu. Unfortunately it was at this meeting we received the resignation of our Treasurer, Fran Gilchrist.

The OCTOBER meeting was shadowed by the sudden death of our President Mike Houston, however, he was there in spirit for all of us.

Following very quick discussion on the Concourse d'Elegance, with Warren Gilchrist sitting in the chair for the evening, our guest speaker John Studdert, from Pirelli, gave a very rewarding talk on tyres and he stood up very well to the bombardment of questions. An excellent guest speaker. We all raised our glasses at the end of meeting in a tribute to Mike.

Anyone wishing to remain after the meeting was treated to a showing of the recent video on rider training, courtesy of Chris Fulker.

Our membership has grown slightly over the months, from 46 in August to 60 in November - still not up to the number for 1986/87. (300)

The numbers attending the meetings are VARYING from 15 to 19. Is there any particular reason why you don't come? (not counting our country members of course). Give me a call - 91 8687.

That's it folks!!

F. Maek

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RAFFLE RESULTS

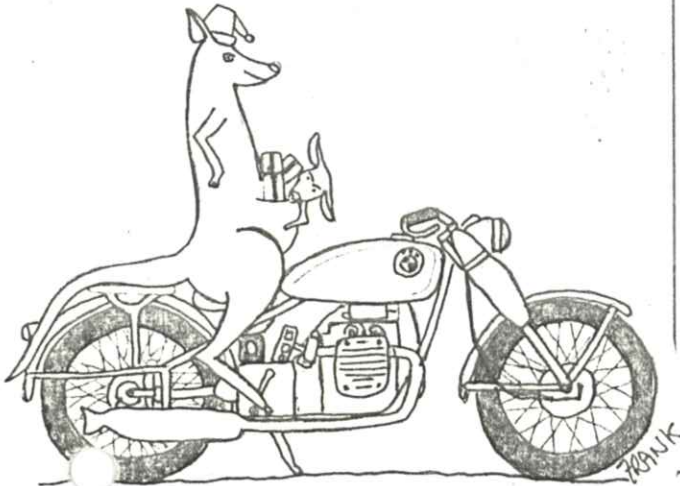
1st Prize	K100RS plus return airfare to Munich	M Cook. Bundoora
2nd Prize	K75c plus return airfare to Munich	S Weir. Sunbury
3rd Prize	BMW System Helmet	K Hurry.NSW
4th Prize	BMW Rainsuit	C Payne.Caulfield
5th Prize	BMW Tank Bag	G Ieva Reservoir
6th Prize	BMW Kidney Belt	C Barwick. L.Plenty
7th Prize	BMW Leather Gloves	C McPherson. Box Hill
8th Prize	BMW Luggage Roll	C Fowler. Sea Lake

Prizes 13 to 22 AMCN T Shirts

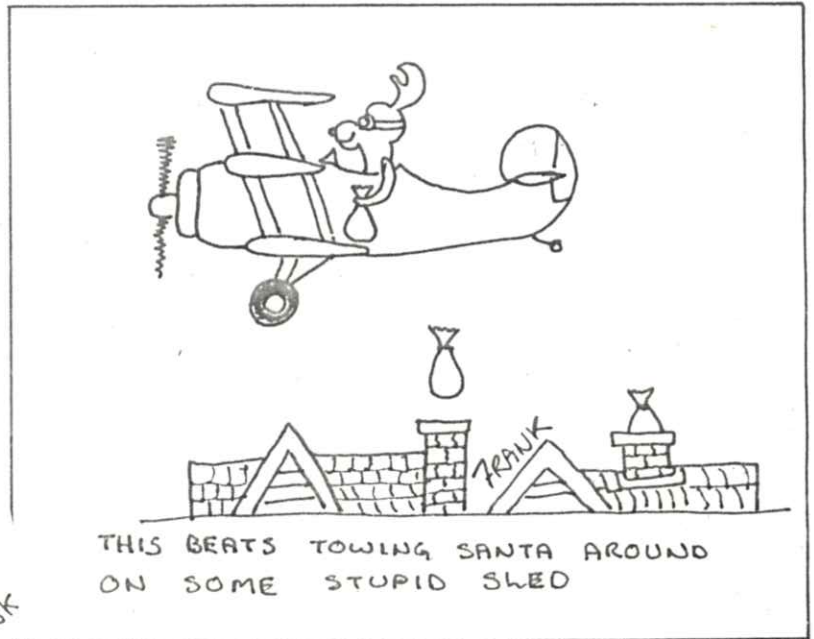
D Holly	Ararat
M Borgelt	Briar Hill
R Bailey	Barmah
P Blake	Bondi
G McKenzie	NSW
J Moore	Portland
C Jarvis.	Sth Australia
.mith	Mt Beauty
B Taylor	Boisdale
M Pollard	Portland

Prizes 9 to 12 AMCN Windcheaters

R C Price	NSW
A Smith	Bright
E Garner	Hawthorn East
M Towler	Hawthorn



MUM! DID YOU HAVE TO TAKE THIS JOB AS A COURIER



THIS BEATS TOWING SANTA AROUND ON SOME STUPID SHED

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.

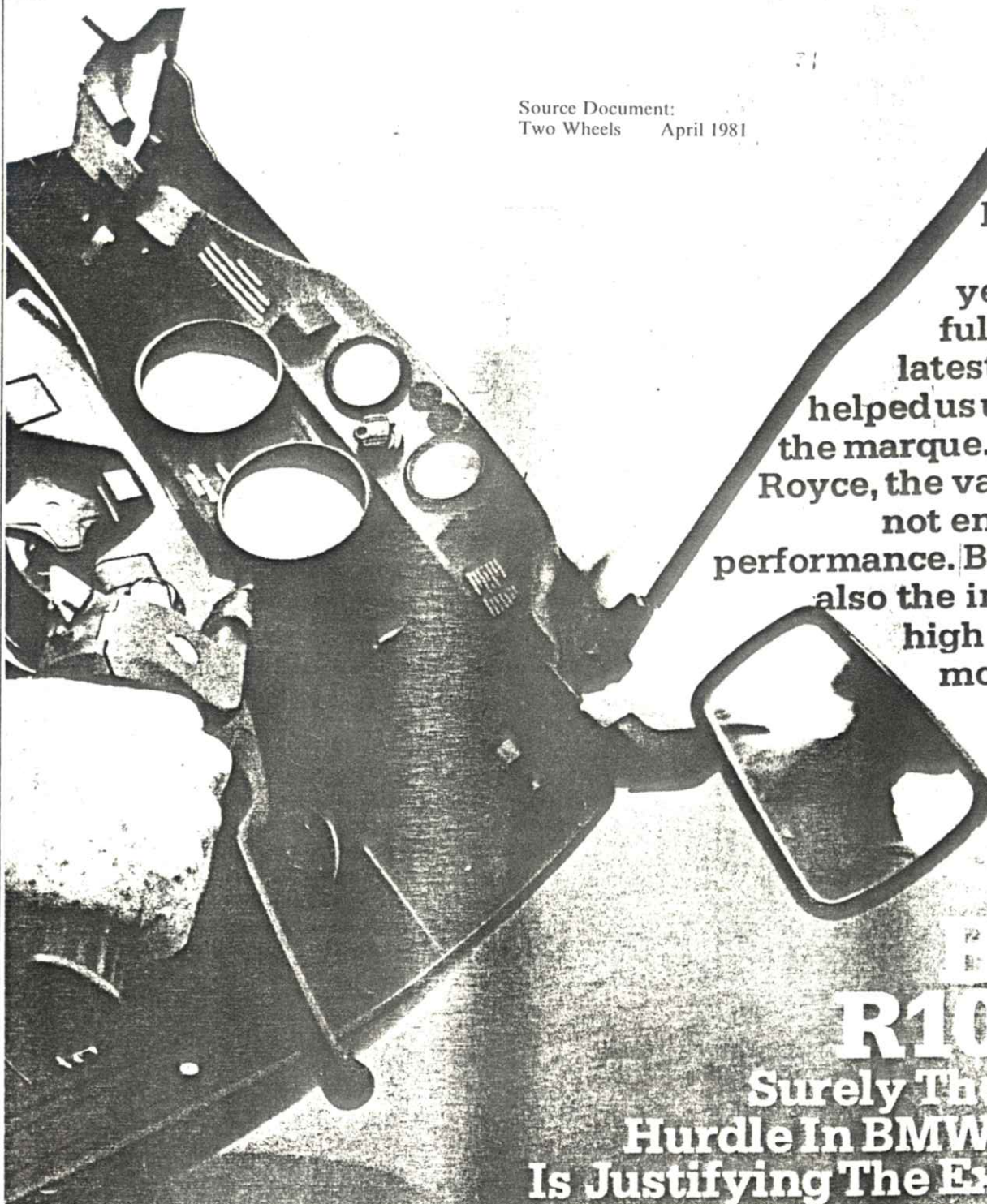
WANTED

— BMW R90 or R100. Would consider the following:
Outfit / Non-goer / Accident damaged.
Graeme & Lesli Cameron Ph: 88 7044
— CONTACT ADDRESS for BMW Owners Club
of America: Kath. Phillips 97 6186



Source Document:
Two Wheels April 1981

More than 8000 km on BM's super-tourer last year and this full test of the latest model has helped us understand the marque. Like Rolls-Royce, the value derives not entirely from performance. But consider also the increasingly high standard of modern mass-production bikes ...



BMW R100RT

Surely The Biggest Hurdle In BMW's Future Is Justifying The Expense...

TO THEIR owners, BMWs are a way of life. No other brand of motorcycle gets anything like the loyalty the German twin does.

BMW's breed stalwarts of the first order, ready to defend to the death any and every minute detail of their beloved flat-twin. Resolute one-eyedness and unshakable faith might be normal traits of Homo sapiens, but one does see far more of the whispering boxer twins at rallies or touring Australian backroads than other bikes which sell in much greater numbers.

So what is it about BMWs that makes them so different?

Is their image really appropriate? Are other bikes still inferior, or does BMW sell on a dated reputation? TWO WHEELS carried out a full test on an R100RT, the archetypal tourer (and at \$7000 on the road, sans panniers, the most expensive production bike on sale in Australia) to find out.

The bike

Perhaps the best way to begin looking at a BMW (any model) is with atten-

tion to detail, proper attention to detail. The longer one has a BM and the deeper one delves into maintenance, the more one appreciates the thought that has gone into this. BMW has had longer than most manufacturers to refine its products of course; the first shaft-driven, horizontally-opposed, twin cylinder BM was sold 58 years ago in 1923 and the concept has remained unchanged ever since.

Nonetheless, it's nice to find a bike with a toolkit containing tools strong enough to undo the rear axle bolt without behaving like plasticene and — wait for it — a horn which is actually loud enough to warn Sunday drivers of impending disaster. The horn is really a

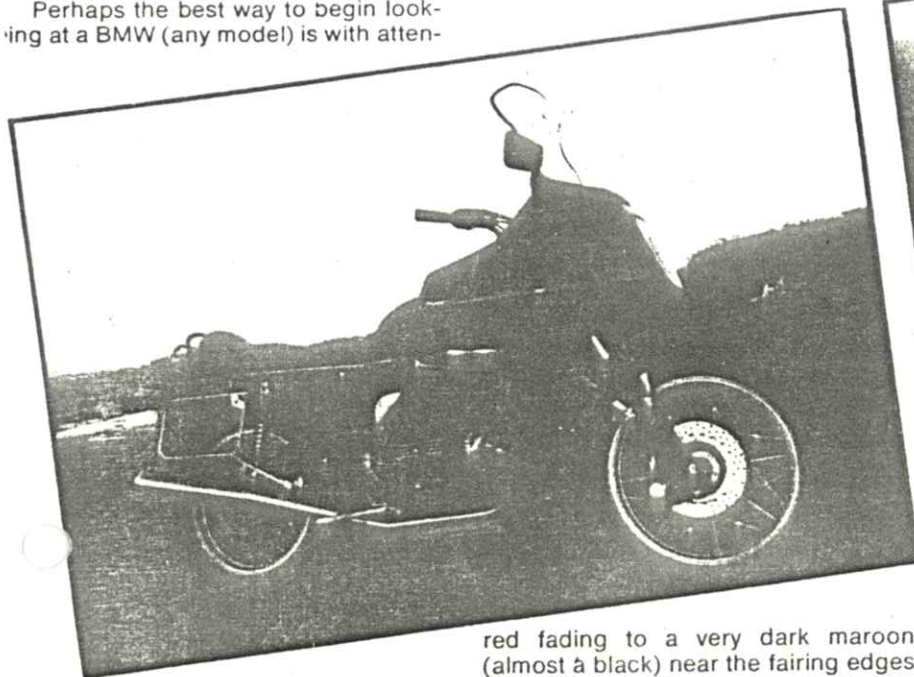
pair of very authoritative FIAMM scroll horns aimed at two holes in the lower fairing and the toolkit not only contains excellent tools but a puncture repair kit and tyre levers as well! Complementing the toolkit is a hand-operated tyre pump, a two-piece cable lock for securing one's valuable investment to sound poles or columns, a reasonably comprehensive first aid kit with excellent emergency instructions and a well thought-out manual, all of which fit under the lockable, hinged dual seat. The security lock stows inside the frame's main top tube.

Finish and quality workmanship are regular BMW features and our R100RT was absolutely superb in both areas. Tom Byrne Motorcycles presented the RT for test perfectly tuned and adjusted (it had even been polished) and the bike looked like at least \$6500 worth of motorcycle in the Wentworth Avenue sun. The test RT came with "Smoke Red" colouring, which is a rich candy

red fading to a very dark maroon (almost a black) near the fairing edges and on top of the tank, set off with hand-applied gold pinstriping. All painted metalwork and fibreglass is then given several generous coats of clear lacquer, enough to ensure a mirror-like outside smoothness over pinstriping and paint. The final effect is stunning and exudes quality. Indeed everything about the RT from the attractive \$300-plus cast alloy wheels to the monster fairing with its "integrated touring cockpit" positively reeks exclusiveness. No other TWO WHEELS testbike has attracted so much attention from non-motorcyclists and so many favourable comments about its styling and appearance. Oddly enough BMW slipped up by not duplicating its blue and white insignia (a spinning pro-

PELLER, incidentally) on the side of the RT's fairing. Unlike the RS fairing, this obscures the tank badge from the side.

The big fairing houses a voltmeter, quartz clock, ignition switch and space for extra switches as well as speedometer, electric tachometer and usual gaggle of warning lights. The warning lights are hard to see in strong sunlight, instrument lighting is below Japanese average. The steering lock sits on the side of the steering head, a relic of days gone by. On the other hand the fairing incorporates two eyeball vents which work well at temperatures below about 28 degrees Celsius and partially relieve the low pressure area behind the fairing. The sizeable gap between the wide fairing and the fuel tank is put to good use with two very useful, lockable storage compartments. Unfortunately the rubber water seals came away from



The lines of the big BMW are impeccable, but it's a b-i-g bike, as the front view above shows.

the lids on our testbike, suggesting a better glue may be required.

The fairing incorporates a large screen which deflects air right over the rider's head (avoiding the belting lower screens hand the rider's helmet when it protrudes into the windstream) and is adjustable to three positions, giving a ten degree slope change. Shorter riders will find they need a lower setting again to avoid looking through the screen (or through the black trim around the top). We hope this will be remedied in a future model. As things stand, short riders will find long uphill bends disconcerting when they have to look through the screen to see what is immediately ahead and over the screen to look further into the corner. Fortunately, there is little distortion in the



centre portion of the screen.

The other shortcoming of the RT's fairing in Australian conditions arises because it's so good. The rider gets almost no wind, but does get engine heat and all of the sun's rays. This guarantees that even the most scantily clad rider will absolutely swelter if the thermometer goes over 30 degrees Celsius, no matter how fast (or slowly) he rides. On test the fairing was great in rain, cold weather and warm weather, but close to unbearable on outback highways in summer. Removing the lower fairing half (which entails pulling the exhaust headers and cylinder head protection bars off) would help, but the rider's head and torso are still too well shielded.

Adjusting the excellent 60/55W Bosch halogen headlight is awkward inside the dark bowels of the fairing but we found no other maintenance disadvantages. (It would of course have to be taken off should the bike require major surgery of some kind.)

Wide, higher-rise handlebars which promote a more upright riding posture are part of the RT package and here BMW's ergonomics is faultless. The seat-to-bars-to-footpegs relationship is excellent and contributes much to the motorcycle's overall comfort. The RT is easily the most comfortable sit-straight-up motorcycle this tester has encountered, aided no doubt by the lack of wind-push at any speeds. After hours of 140 to 160 km/h cruising the RT rider is still fresh, in stark contrast to his tired companion on an unfaired model. In really hot weather, however, there may be little difference between the two — the RT rider's strength is sapped by the heat and the frequent need to stretch his legs beyond the fairing to get some breeze that hasn't been pre-heated.

The RT package includes chromed pannier frames to take BMW lockable motorcases. Unfortunately the roomy Krauser-made panniers are an option, and not a cheap one at that. The bare frames look a trifle out of place, but probably most RT buyers will specify the panniers in any case (pardon pun).

BMW markets an extensive range of accessories for its motorcycles including driving lights, and an electronic rider/passenger communication set-up. Behind the left hand panel of the fairing is a 12V socket which will be useful for owners contemplating these or other electric accessories. Hazard warning lights are a standard fitting on the RT as are high quality Metzeler tyres. We found these suited the RT well, afforded good wet and dry weather grip and handled unsealed roads with ease. Due to lack of clearance at the driveshaft, the standard 4.00H18 tyre is the widest the bike will take.

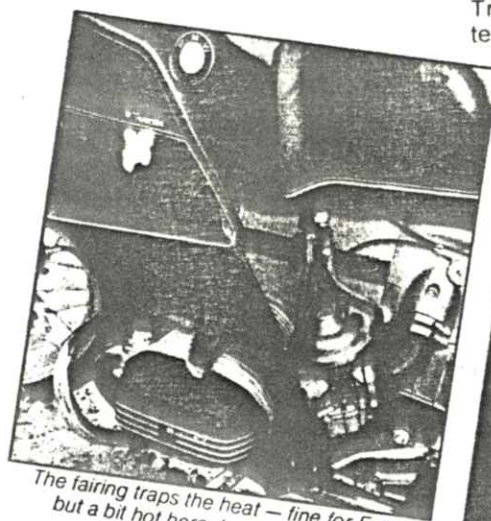
Part and parcel of buying a BM (in Australia at least) is good parts and service backup and excellent resale value. The bikes have character and certainly stand out in a crowd, particularly the RT and RS1000s. BMWs are really quite exclusive and admit their owners to a unique, elite comradeship of touring enthusiasts.

On the other hand, one litre BMs do not have anything like the performance of their Oriental equivalents although they do have solid low and reasonable midrange power. Overtaking power seems more on a par with Honda's CX500 and bikes of similar capacity, certainly Yamaha's shaftdrive XJ650 delivers far quicker acceleration. Braking and handling too are decidedly below state-of-the-art although both are adequate for nine-tenths riding.

Our test R100RT was a 1980 model. The 1981 models will be equipped with capacitor discharge ignition (goodbye points and timing), an oil cooler (like

stroke of 94.0 x 70.6 mm, the plain bearing, wetsump twin is redlined at 7400 rpm for short bursts and 7300 rpm normally. Compression ratio is a healthy 9.5 : 1 (super always) and two pushrod-opened valves handle the filling and emptying duties. The chain-driven cam spins below the crank and the pushrods run in tunnels underneath the cylinders. Cylinder head shape is basically hemispherical and black-painted tappet covers allow easy access to screw adjusters for valve clearance setting. Thanks to the relatively short stroke, mean piston speed at redline revs is a restrained 17.4 metres/second.

Carburetion is by two gigantic 40 mm Bing constant-vacuum carbs (which restrict the space available for large feet) and exhaust gases are disposed of and silenced in a balanced two-pipe system. The mufflers on the RT are a shade less restrictive than earlier BM types and the exhaust note (still suitably quiet) is vaguely reminiscent of Triumph twins. Part of BMW's design testing of the one litre engines incl



The fairing traps the heat — fine for Europe, but a bit hot here. Looks good, though — night or day.



the 1980 R100RS), self levelling rear shock absorbers (adjust ride height for loads), a lighter clutch actuating mechanism and a more easily adjusted front screen. Otherwise the new model is identical to our test RT.

Engine

The BMW R100S, RT and RS all share the 51 kW (68.4 hp) engine. Compared to BMW car engines which are among the most sophisticated (electronic fuel injection, ohc, etc) and powerful (for their capacities) in the world, the motorcycle powerplants are ... well ... somewhat agricultural. Germany has the opposite of the current Japanese car/bike engine technology situation.

Deriving its 980 cm³ displacement from the highly oversquare bore and

300 hours (nearly two weeks!) of peak-rev, full-power dyno operation so the big twins should be very reliable in everyday use, a feature we've come to expect from BMW over the years.

A longitudinal crank is used and the characteristic torque twist on blipping the throttle is present, noticeably more so than on earlier, smaller capacity BMs. The engine is equipped with fairly heavy flywheels so engine speeds rise and fall much more slowly than on Japanese powerplants, a feature which makes wet weather riding a lot less touchy. There is rather more engine braking on the BM than one receives from free breathing multis and this works to reduce the number of gear changes necessary in hilly country.

In use, the engine is pleasant — vibration is a satisfying, low-frequency pulsing which all but disappears over 5500 rpm, mechanical noise is low (a little tappet ticking) even after the fairing has amplified it and the general impression of the powerplant is one of robustness and reliability. The BM engine doesn't quite have the raw character some Italian powerplants emanate but it certainly has more soul than Japanese fours. Starting is now electric only and a gigantic 28 Amp-hour battery and 0.7 kW starter handle the chore with ease. Full choke and a few cranks were necessary to light the fires in cold, wet conditions but the electronic ignition on the '81 models should zap them into life effortlessly in difficult weather. Either a 280W or 240W Bosch alternator charges the battery — the brochure says one and the owner's manual the other.

Once running, warmup was rapid and the idle reliable — there was never any sign of overheating during the test and no oil was used after the first 200 km (we had the bike up to 3800 km).

to test a BMW at Castlereagh, but there is no other way to measure a bike's accelerative capability. We might add that aside from allowing the single plate dry clutch a little more time to cool between runs, the strip session was no different from our usual routine and the RT showed no distress throughout the testing — a minute clutch adjustment was all that was required.

All performance testing was carried out with the screen adjusted to its lowest position and top speed on our RT was a true 181 km/h at a touch under 7000 rpm, the fairing being the limiting factor. The best standing 400 metre time was 13.7 seconds at 150 km/h terminal speed, 0.2 seconds slower than the factory claim and 0.3 seconds faster than Honda's CX500. This puts the BMW a good second slower than most 750s (and the XJ650) and about 1.7 seconds slower than most one-litre bikes. Ducati's mild Darmah ran 13.1 seconds.

Starts were usually a combination of

torque is at 4000 rpm there are Japanese fours (like the Suzuki GS1000S) which have peak torque around the 7000 to 8000 rpm mark with more torque at 4000 rpm than the BM. But because they have so much more performance at higher revs their 4000 rpm torque is infrequently used, unlike the RT's.

The engine's power suits leisurely touring and the bike is very relaxing to ride like that. One could never accuse the mild mannered twin of being highly stressed! Longevity seems assured.

For the record the RT's speedo read 6.1 percent high at 60 km/h, 0.5 percent high at 100 km/h and was spot on over this speed. The odometer showed 1.2 percent low. We also think the factory's 51 kW power claim is a little high, even taking into account the shaft rear wheel drive. BMW claim 51 kW and then, in brackets, 70 brake horsepower



Valve clearances are easy to set, via quickly removed stylish tappet covers. Bike draws the crowds, even the boiled lolly set.



Fuel economy was reasonable for a 1000, but less so in view of the rather low power output of the engine. Consumption ranged from 12.3 km/litre (35.0 mpg) to 20.9 km/litre (59.3 mpg) for very gentle solo cruising. Normal touring gave 17.5 km/litre (49.9 mpg) and the average on test was 14.2 km/litre (40.4 mpg) — shades of the Total Economy Run where Suzuki's potent GSX 1100 returned 1.4 km/litre (4.4 mpg) better than the R100RT. In fairness, those BMWs not wearing the RT's monster fairing would return better economy. This rider saver attracts a great deal of wind-drag.

Performance

One has to be something of a sadist

some rear wheel spin and some front wheel lifting and it was difficult to consistently achieve really sharp times. During the strip testing the rider continually felt the BM was being asked to do things at variance with the model's intended function. Good Heavens! One doesn't redline a BM, one shifts at four and a half, or five if one's hurrying. Certainly not seven four. And as for dumping the clutch!!

The dyno testing seemed easier on the bike than dragging (the pipes had already blued near the heads, as all BMW pipes — except those in the factory brochures — do) and the RT's engine characteristics are all on the chart. Peak torque is 51.6 Nm at only 4000 rpm, maximum power is 34.0 kW at 7000 rpm. Both are modest for one litre engines and even though the strongest

which we thought a little odd as 51 kW is 68.4 bhp. Oh well, admen will be admen.

The engine might also have performed slightly better with another 5000 km under its belt. It had only 3700 km at testing and it had run-in very slowly despite our steadily increasing the work it had to do. Owners should hope a slow run-in means a slow wear-out rather than rough production tolerances. In BMW's case we're sure it does.

Transmission

It was a nuisance on BMWs for years, but we can now report the factory has completely solved the worst problem — the graunching that used to accompany each gear change at more than a snail's pace. The solution was to add a cam and spring shock absorber to the rear drive shaft. Truly smooth



**NOTICE OF ELECTIONS
TO BE HELD MONDAY 14/12/87**

Nominations were called at the November meeting for the positions of President and Treasurer. (It should be noted that the positions will be due for re-election at the next A.G.M.) Further nominations will be called before elections at the December meeting.

— YOUR PARTICIPATION IS REQUESTED —

Present nominations for President: Kathleen Phillips
Christopher Fulker
Present nominations for Treasurer: Nil

CLUB CHRISTMAS PARTY

— Friday 11th December —

BUSH DANCE TRAIN TO TARAGO
Departs Canberra Railway Station 6.15 p.m.

Those wishing to join in on this evening should contact Frank on 95 7403 (h) or 63 2748 (w) asap so he can increase the booking. Cost is \$35 which includes Buffet Style dinner on the train, Coffee, Tea and Cakes available during the dance, entertainment by the Rang Tang Block Bush Band and the return railway fare. (Unfortunately, he was either misinformed or didn't catch the fact that drinks weren't to be included on the evening. You are welcome to bring your own esky of supplies and there will be a bar at the dance itself.

Come One Come All.
It should be a great evening.

**QUOTABLE QUOTES FROM
THE KOSCIUSKO RALLY**

Woman: Can I come on your bike to the Rally?
Man: No, there'd be no room for the slab.

"What you need is a woman for ballast in a sidecar."
"I know a bloke who uses a keg!"
"But what you need is a woman on TOP of the keg!!!"

LATER INFORMATION: →

THIS IS THE DATE FOR
'WHEELS '88'
ANOTHER DAY WILL BE
ARRANGED,



I DON'T CARE WHO YOU ARE YOU CAN NOT
PARK ON PEOPLE'S ROOFS

**SWANN INSURANCE
DISCOUNT RATES FOR BMW CLUB**

The Business Manager of Slaven Motors, RALF BEHRENS, who is also a motorcyclist, has arranged for club members to enjoy discount rates on insurance taken out through Swann Insurance. We thank Ralf for this bonus. Members should please show their membership card when calling on Ralf.
— Tel. (062) 82 3222 152 Melrose Drive, Phillip ACT 2606

IN BETWEEN AGENCIES ...

BMW parts and new BMW machines may be ordered from Slaven Motors. Parts will be available (YOU MUST SHOW YOUR CARD) at a trade discount price. Again, it might be polite to speak with Ralf Behrens when enquiring.

Ho, Bloody Ho ...

Merry Bloody Christmas to all
bikers from the production staff of the ACT
BMW Club newsletter from our palatial
premises high above sunny
Queanbeyan. May all your landings be soft
ones.

Ho, Bloody Ho!

VOLLEYBALL CHALLENGE

Frank's pledge when he was elected to the position of Social Secretary was "to win back the trophy" from the Four-Owners—Club.

He has made arrangements for us to "achieve" (repeat, "achieve") this on the 2nd weekend in February, **Sunday 14th February**, as long as "Wheels '88" is not staged on this weekend when the club has said it will mount a display.

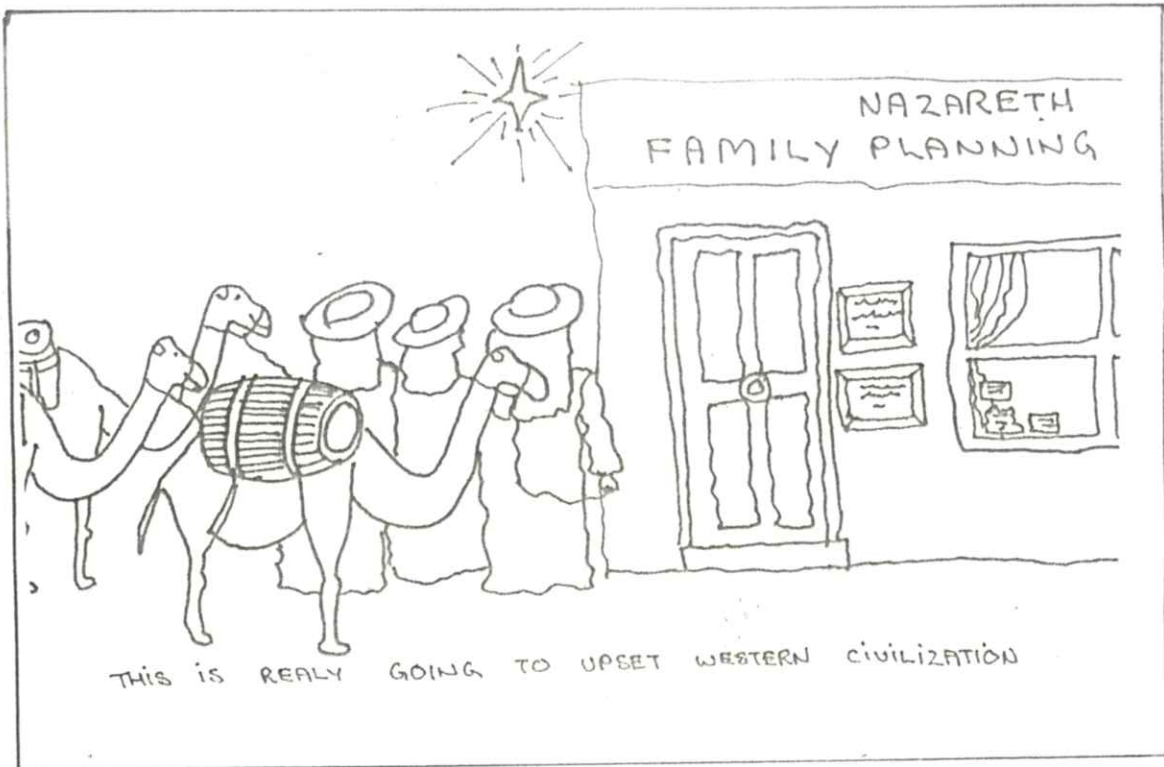
Time: 1 p.m. for BBQ lunch
(fire bans permitting)

Place: Cotter Reserve

Aim: Please get your body SUPER FIT for the day.
and... bring your friends and family

WANTED TO BUY

BMW MkI HELMET,
SIZE 54 OR 56CM.
BOB RUMSEY, 919329



FOR SALE

— ARAI CHALLENGER HELMET: Small size, virtually brand new. \$80. Fiona Oliver. Ph. 47 3641 a.h.

— BMW MULTI-VARIO TANK BAG, suit R series, but should fit K series as well, with different base. \$150. Fiona & Peter Oliver 47 3641 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 or for a gift. Available from Kath for \$4.00 per bottle. Tel: 97 6186.

— 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: 88 8126

— SUZUKI GN250 (about '82), good tyres, \$950. Anne Fulker. Ph. 31 0114.

— PAIR KRAUSER PANNIERS. Exc. condition. \$180 ono. Graeme 88 7044

— R100 LEFT MUFFLER x 1. Non-genuine, non-s.s. Jon Shannon 41 4922 (leave message)

— R 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.

Season's Greetings





ADVENTURE ON FOUR WHEELS

Well, September has slipped quickly by, and once again so has our holiday. This year we chose to explore the Mid-West Region of NSW. This exploration was not undertaken on the newly acquired K100 but in our recently purchased Safari Campervan.

Our first stop-over was Cowra and the Japanese Gardens. Here can be seen a cultural display of Japanese artifacts, etc., followed by a walk through quiet and contemplative gardens. A must for garden-lovers. Unfortunately, we picked up a load of dud fuel at the Caravan Sales service station just out of town so beware!

Heading north, we turned off the highway to reach Carcoar, a quaint and historic gold town. There is an antique, nick nack store full of everything and a potter who specialises in ladies jewellery, which is totally individual and very interesting and well worth a look for the ladies.

Next, Orange, a pleasant tidy town offering the usual attractions, the main being Mt Canobolas, where panoramic views of the town and country greet you at the summit. Unfortunately, the Caravan Parks don't rate more than 2 stars (even then over-rated). Camping facilities are available at the Lake Conobolas recreation area, however, it's not open for camping until October.

Parkes, much as Orange, offers an interesting insight into Radio-Space technology with its telescope. The CSIRO has put together an interesting audio-visual (for which there is a fee) and a static display of charts, models, etc., and even computers pre-programmed with information all at your fingertips. Spicer Park camping area is quite acceptable, being off the main highway, and the other parks being more like 'backyard lots'.

Travelling north again we came to Wellington Caves recreation area and caravan park which is a pleasant stop-over, especially if you're into bottle houses and clocks. We toured the caves (cost \$4.50/adult), these being dry caves of average scenery. Only beware of the chooks just down the road, as crowing can occur at any time of the night!

Dubbo, big and bustling, is famous for the Western Plains Zoo. \$8/adult entitles you to many hours driving, walking, bike riding (i.e. PUSH bike - extra cost) around 6kms of nature trails. If you're lucky you will see most of the animals, and BBQ facilities and amenities are also available. A kiosk providing light snacks and a souvenir shop await you at the finish. In summary, a bit over-rated, but interesting and ideal for those with children. The Dubbo City C/Pk is the higher rated and is pretty busy too.

PART 2:

Passing through Gilgandra we headed north to Coonabarabran (is this a new type of high fibre?) sitting on the edge of the Warrumbungles. Two main attractions can be seen here - the National Park and the deep-space telescope. Here again are static displays (rather dimly lit) and access to view the 'scope. The National Park is accessible by tar/dirt roads and provides camping facilities (both tent and powered sites) set in quiet and attractive surroundings. Walks of various lengths and

destinations are there for the active, or you can just sit and relax amid the dozens of native inhabitants (roos and birds). There is a fee for camping, but none were collected. Beware of the loads of school kids who invade the new and only real amenities block.

Now turning south via local backroads, Gulgong via Binnaway, Mendooran and Dunedoo (is that a double loo?) was the next stop. Gulgong is a very historic small town, where several of the original buildings are depicted on our \$10 note. One of those stores belonged to the 'Sippel Bros.' distant descendants of Chris' family.

The Pioneer Museum covers 1 acre of memorabilia and local history that requires a minimum of 2 hours to poke around and absorb **everything**. The hotels are historic and no doubt have their own historic value. Their local C/Pk is unattractive but the famous \$10 Town Motel offers a room for \$45 double.

Mudgee hosted a month-long wine festival and we stopped off for a taste. There are 19 wineries, the offering meals as well. We chose in particular to visit the Botobolar winery, where organic growing methods are used, and their wines were up to the best offered at the festival and even won an award or two.

35kms to the south-west of the town lies Windeyer Hotel and camping ground, 4kms from the Gold Eagle Gold Mine. This mine is privately owned and the owner conducts tours at weekends to make additional income. Any gold found within the mines area is yours for the keeping.

The river at Windeyer (adjacent to the park) is popular for panning and it is possible to pick up very minute specks of gold.

Mudgee to Lithgow offers a route of varying scenery, however, Lithgow is not a pretty town. We spent a day tripping from Blackheath to Jenolan Caves and back. The road out to the caves was made for bikes, passing through very scenic country and providing lots of winding, narrow road to test your bike and your skills.

You have a choice of several caves (ranging from \$5 to \$10 per adult) to explore with the more popular ones \$5 and up to 120 persons per tour. A kiosk with fast food is available or for \$10-50/adult, a three course smorgasborg can be bought at the hotel. This is very popular, catering for many busloads of tourists each day.

Blackheath has the better of the C/Pks in the Blue Mountains area, at a reasonable cost of \$7.50 per powered site (plus \$2 key deposit). It is only a short drive from there to the Three Sisters and the scenic cable car and train rides. The scenery is very spectacular and the 'blue' tinting makes its awesome beauty.

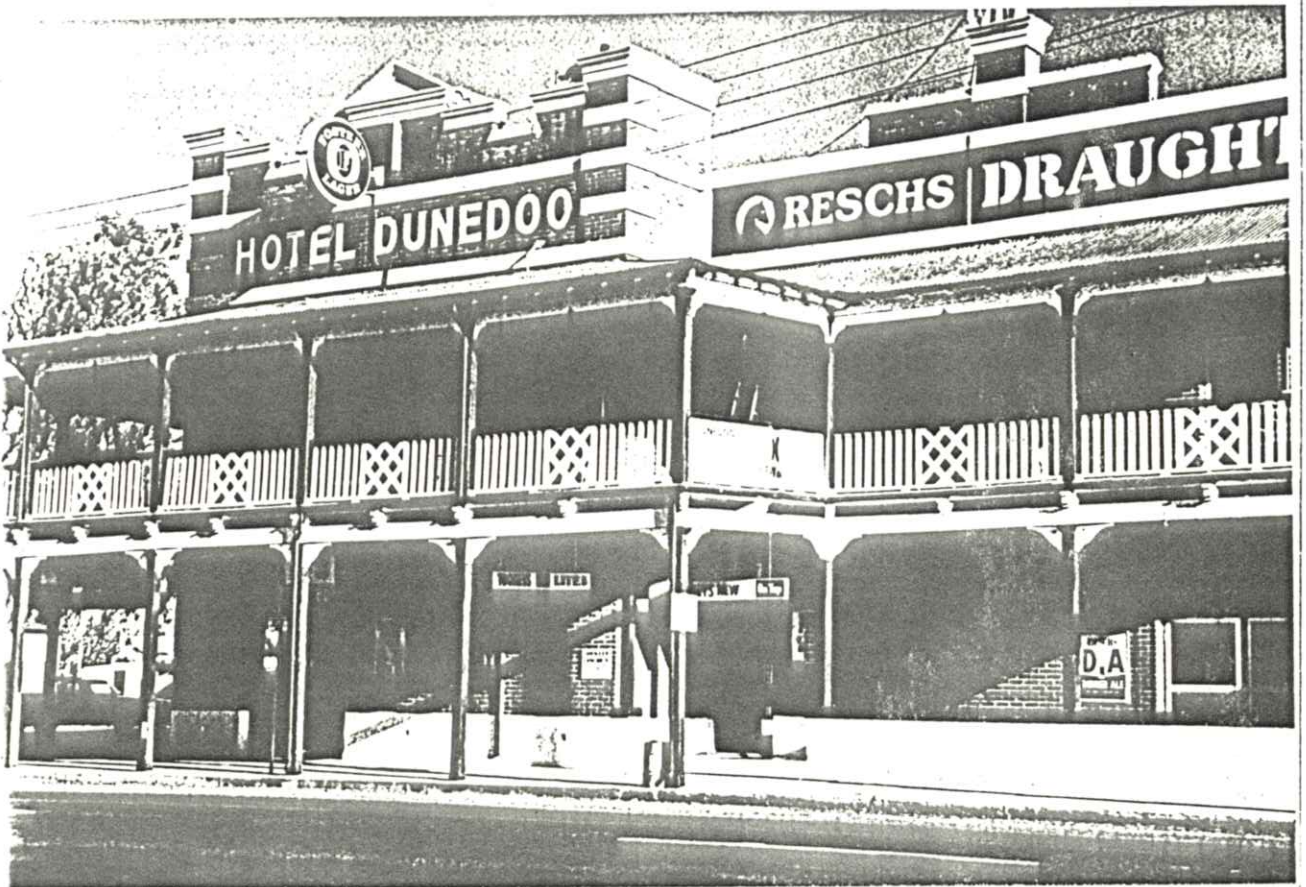
Leaving this picturesque area we travelled to Campbelltown to stay with relatives. We took a drive from there to Burragorang Lookout picnic spot at Nattai, south-west of Camden. This is a very pretty spot for an afternoon's outing. Following the country roads we then drove a round trip to Picton and then home again. Next day we drove through the Royal National Park, firstly stopping at the beach resort of Bemdeena, then down to Garie's
continued over...

beach, finishing at Bulli lookout. Very impressive.

Thus ended our adventure holiday. There is certainly much to see in our own backyard and it can take as long or as short a time as you want.

As on previous occasions I have included photos of typical country hotels featuring local country architecture for those interested.

Anne (and Chris) Fulker.



A CHALLENGE

Seen in the last MRA magazine: "If any person riding a BMW can beat our record of six and a half hours to Wagga from Canberra, then Graham Jenkins will give you his other side cover."

DUCATI CLUB ECONOMY RUN

Good to hear Frank won (a small trophy in the) Over 600cc European Class on the R80ST at the Ducati Club Economy Run recently. Full details will be published later.

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, WCCN A.C.T. 2606