



MONTHLY JOURNAL OF THE A.C.T. BMW MOTORCYCLE CLUB

January 1988

Vol. 7. No.8

1987/88 COMMITTEE

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	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

<u>PADDY PALLIN (Camping)</u> 11 Lonsdale Street Braddon Ph. 47 8949 (Available on purchases totalling over \$300.)	<u>GET SMART HAIR DESIGN</u> 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: BMW SYSTEM HELMET MK II.



My thanks to BMWs Dept. of U.S.A. for article should help clear up a few questions about fouled plugs. I for one, always thought the life of plugs to be pretty long - not any more. Changed yours lately?

SUBJECT : LEAD GLAZED SPARK PLUGS AT
PORCELAIN INSULATOR NOSE

MODELS : ALL PETROL ENGINES

Lead glazing of spark plugs at the porcelain insulator is a common problem resulting from changing levels of lead in petrol.

For some time now, oil companies have been experimenting in an endeavour to replace the lubricating virtues of lead with alternative additives, and it is these experiments that have led to an increase in the phenomenon of lead glazing. Unfortunately, with today's petrol mix, it is inevitable that accumulation of deposits on the insulator noses of the plugs will occur after prolonged periods of low speed running.

On the other hand, in most cases, vehicles driven at reasonably high speed on open roads do not experience this problem.

The deposit build-up on the insulator nose consists of familiar carbon, together with ashes which represent the remains of fuel additives. This ash remains non-conductive while the vehicle is operated in city suburban conditions and the insulator nose temperature is comparatively low. Build-up of ashes on the insulator nose usually occurs when vehicles are suddenly driven from metropolitan roads onto freeways, on which hard acceleration and high cruising speeds occur.

This creates a rapid increase in temperature build-up at the plug insulator nose.

Under such extremes of heat and pressure the ash melts and in its molten state become electrically conductive, resulting in a short circuit path for the high tension current, and weakens or eliminates the spark across the plug gap.

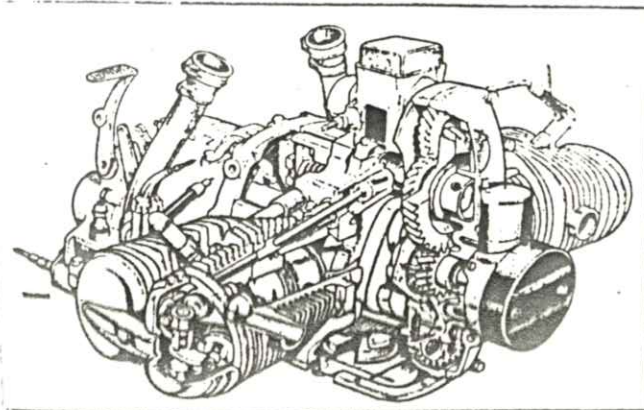
This type of spark plug misfire can easily be diagnosed as a faulty plug. Fitment of new plugs cures the problem temporarily; similarly, cleaning of affected plugs by sand blasting can procure an immediate but temporary cure. In some cases, the deposit build-up is heavily glazed on the insulator nose so that even sand blasting may not completely remove it.

Dealers and owners may wrongly diagnose the cause of spark plug misfire due to glazing of plugs, particularly on vehicles used in city suburban operating at comparatively slow speeds. There is a temptation to install an alternative grade plug, either colder or hotter than that specified.

Spark plugs which are not recommended by the vehicle manufacturer will not be capable of producing specified plug or engine performance, and will subsequently break down and lead to serious engine damage. This is especially true if hotter plugs are installed, as piston crown burning will occur when engines are operated in highway conditions.

A road test of an engine exhibiting symptoms of misfire due to spark plug fouling should include operation at gradually increased throttle openings, using lower gears where necessary to ensure compliance with speed limited. Under acceleration, on the first sign of engine misfire, gently back off the accelerator, as it is then the deposit cleaning process taking place. Repeat this procedure until engine misfiring has ceased and full engine performance returns.

Spark plugs on vehicles subject to prolonged low speed work will always experience carbon build-up. Full engine performance should be used whenever possible. If this action can be coupled with maintenance of specified engine tune, plug glazing may be avoided.





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

(dates of club activities are underlined)

- FEBRUARY -

- 08 (Monday)** - **General Meeting**. 7.45pm. Royals Rugby Club. Weston.
- 12/14 - Dead Center Rally. Donald. Vic. (3)
- 14 - Wheels '88. Northbourne Oval. See details elsewhere.
- 13/14 - Mangrove Creek Dam Rally. near Cooranbong. NSW. (3)
- Gold Diggers Rally. near Tamworth. NSW. (3)
- 20/21 - Dukes Winery Rally. near Mudgee. NSW. (3)
- Swamp Rally. near Rylstone. NSW. (3)
- Tiger Hunt Rally. Tas.
- 26 (Friday)** - **Social Sip**. 8.00pm. Woden Valley Club. Strangway St. Curtin

- MARCH -

- 5/6 - Yowie Rally. near Narrabri. NSW. (3)
- Red Gum Rally. near Renmark. SA. (1)
- 5/7 - Tas Rally. Mawbanna. Tas. (3)
- 06 (Sunday)** - **Volleyball Challenge**. Cotter. See details elsewhere.
- **Maintenance Day**. See details elsewhere.
- 14 (Monday)** - **Annual General Meeting**. 7.45pm. Royals. Weston. Be there!
- 19/21** - **Club Run**. Buchan Caves. Vic. Details next issue.
- 25 (Friday)** - **Social Sip**. 8.00pm. Woden Valley Club. Strangway St. Curtin.

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

The Canberra Day long weekend is the Club's annual run to Buchan Caves (Vic) Save your pennys. this is one not to be missed. Details next issue.

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



20/11/87

B.M.W. Motorcycle Club.

We would like to thank all members of the club for their thoughts, flowers + tributes to Michael + Paul. Our family is deeply touched by the cover of the latest Magazine. Mike certainly left his mark on a lot of people & this has been a great comfort to us all at this sad time.

Yours sincerely



Paul Houston + family

The Club warmly thanks Geoff Osborne, of Slaven Motors, for donation of trophies given at our Concourse late last year.

— CLUB RUN —
6th/7th Feb.

Burrinjuck State Recreation Area - Burrinjuck Dam

Not far! Note two departure days:

1. Meet Phillip Motor Registry 9 a.m. (read 9.30ish, Luke) Saturday and Sunday, or
2. Along the Barton Highway to join up with others, wherever convenient to you, Saturday and Sunday.

Amenities:

- On-site vans, and powered sites.
- Beach (necessary to wear boots while swimming I am advised)
- Kiosk (which sells beer besides the usual).

For bookings in advance ring (062) 27 8114

WEDDING BELLS

Congratulations to Mike Trushell and fiancée Sonja who are to be married at St Paul's Anglican Church, Burra district, on Saturday 30th January at 5 p.m. If the magazine gets to you in time and you'd like to cheer them on their way, head down the turnoff to Burra — it's a small church on the right hand side of the road.

VOLLEYBALL CHALLENGE
New date — 1st weekend in March
Sunday 6th March

(We realise that this clashes with the Maintenance Day.)

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 1st weekend in March, Sunday 6th.

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.

Sorry to hear that Hilda's been crook with bronchitis - and Stuart is to have an op soon. To both of you, a GET WELL SOON from all of us. While Hilda has been off half a club run report (to Bemboka) has been in her Department's mail "black hole" awaiting her return. We'll put it in the next mag.



BEWARE OF LOW FLYING MOTOR CYCLES



PRESIDENT'S MESSAGE

Hi! All the best for 1988 and I hope all your plans and dreams for this bicentenary year come true.

A word of thanks to Warren for taking over the reigns after the unfortunate accident involving Mike and his son. Also, to Fran who kept the books in first class condition. Both Warren and Fran have stepped down due to other commitments, but I hope we will still see them at meetings and runs in the future.

Now, a word about the club. Over the past years the club has had its ups and downs and has survived well, but the only way any club can advance is for its members to do some small thing to enable the workload on the committee members to be eased. At the last count there were approx. 60 members, and if all members did only one thing a year this would mean a very active club. One article for the club mag or organise a club run, for example, would enable fresh ideas to be tried out. A good example was the Christmas party. Although we are a motorcycle club other activities can interest members during the year, especially the winter months. We also must think of out of town members.

It is now January and I wish to point out that March is the A.G.M. We must think about office bearers for the

coming year. We only have one month as per the constitution to nominate and second next year's office bearers. Please think carefully and have your nomination 'approved' and seconded. A lot of work has been done by Stuart on incorporation of the club, and I think it still should be continued because of the silly trend towards litigation. It is not much use saying 'It won't happen to us', because that's been said before. We must think of the office bearers of the future and ensure that they can hold office without the worry of being sued for all their possessions. I think there is something else somewhere in the magazine on this matter.

I have just read the recall notice on BMW bikes, also in this issue, and it quotes some interesting figures. If each group of frame numbers run consecutively for each make of bike there are some 20,561 machines to be inspected. What seems to be odd is that on inspection of a fellow club member's machine frame number, it does not fall in to the recall numbers. So the figure of 20,561 does not necessarily mean this is an overall production figure for the period January '86 to January '88.

Think about what I have said about the club. It's your club — help to run it — so you can benefit from it.

Until next time
Ian

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 celebration give-away — good for taking to barbies, birthdays and as thank-yous. Available from Kath for \$4.00 per bottle. Tel: 97 6186 h. or 80 5803 w.
- BMW BITS:

Special /6 rear wheel	Heavy duty bearings
S/S Siamese Engine pipes /6	Genuine /6 mufflers.
S/S Breakwell & Green mufflers /6. (L/h OK, R/h external-ly OK)	
Fork Leg	Fork Stauntions (slightly bent)
Fork Springs	Brake Bits
Oil Cooler	and.... lots more. Ask and you'll be surprised at what he DOES have!

 Ian Hahn Ph: 88 8126
- SUZUKI GN250 (about '82), good tyres, Dec. '88 rego. \$1050. Anne Fulker. Ph. 31 0114.
- RS1000 1977. Only 40,000 kms, never dropped. Wire wheels. Concourse condition. \$5,500. Phone Ron Quinn 82 2229
- 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 Stuart Sunderland.

The 'Bear' sez...

a friend is someone who

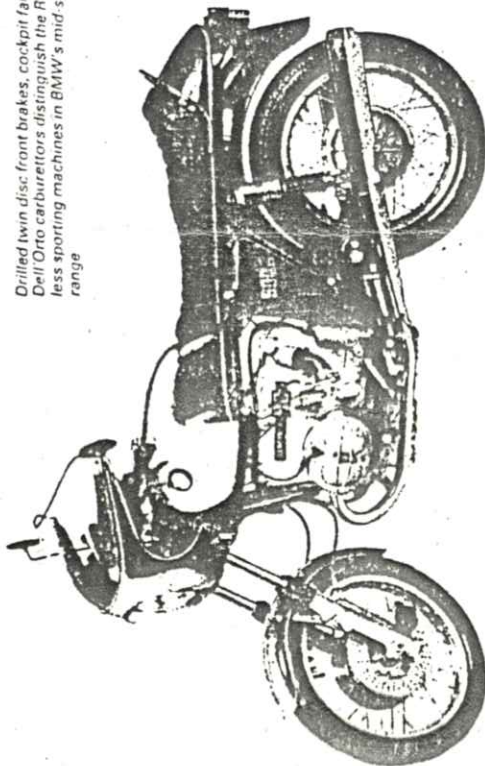


BUYING SECONDHAND

BMW

R90S

by Mick Duckworth



Drilled twin disc front brakes, cockpit fairing and Dell'Orto carburetors distinguish the R90S from less sporting machines in BMW's mid-seventies range

HISTORY
BMW introduced the 900cc R90S model in 1973. Top of a revised range for the superbike era, their biggest-ever production flat-twin broke the sober BMW touring mould by sporting twin disc brakes, high-compression pistons, large-bore Italian carburetors and a flamboyant two-tone colour scheme. Equipped with a handlebar fairing containing a clock and voltmeter, the R90S was available in either silver/black or silver/orange 'smoke' finish. Claims in advertising that the big twin would top 120mph and out-accelerate a Porsche Carrera suggested that BMW were responding to Kawasaki's 900cc Z1, introduced earlier in 1973. Though not as fast as the Z1, the R90S was still a sharp performer and few of its 1000cc twin-cylinder BMW successors were to match it on speed. Despite the handicaps of BMW's crude telescopic fork and a rear subframe held on with four little 13mm bolts, the R90S could out-handle many of its Japanese contemporaries, although the distinctive feel of a big horizontally-opposed twin is not to everyone's taste. Provided that the 38mm Dell'Orto accelerator-pump carburetors are balanced, the 90cc 90 x 70.6mm engine gives a smooth ride with minimal vibration and massive torque. Whilst not as creamy as smaller capacity Be-ems, the R90S compares well with the 1000cc twins in terms of smoothness. An

ideal machine for high-speed international touring, the R90S is less pleasant at low speeds, when even the most skilled rider can despair of getting a clean change from the five-speed gearbox. The single-plate engine-speed clutch tends to be either in or out, without the progressive action offered by the conventional multi-plate type. However, shaft final drive scores heavily over chain drive in being maintenance-free over thousands of miles at high speeds in all weathers.

A fuel capacity of over five gallons, with a two-stage reserve, gives a range of over 220 miles. Hard riding consumes a gallon of petrol in about 40 miles, but gentle treatment can push the figure to nearer 50mpg. Although rather high and wide for people with short legs to manoeuvre at very low speed, the R90S offers comfort that owners of Italian machines can only dream about. The small fairing allows three-figure speeds to be held without strain but is not wide enough to shield the rider's hands from chill in cold weather.

Early R90S models were equipped with a kick starter, which makes life easier in winter, when even large 25ah batteries can find it hard to spin the BMW's crankshaft. Other distinguishing features of the earlier machines are brake discs without drillings and traditional handlebar switchgear that preceded chunky, more ergonomic, controls adopted by BMW in the mid-1970s.

Some BMW historians believe 'real' BMWs were those built in Bavaria prior to 1969. Despite carrying the company's Munich address on their maker's plates, all R90S models were built at the Spandau works in Berlin. Approximately 5,000 are believed to have been imported to Britain.

PROBLEMS

BMW flat-twins have an almost legendary reputation for reliability, but like any piece of machinery they are only as good as the treatment they have received. Conscientious owners may be able to offer documentation of official BMW servicing, which obviously makes a strong selling point. Servicing the twins is not difficult for the home mechanic, but BMWs must be set up precisely to give their best and some settings, such as steering head bearing adjustment, require special equipment.

The clutch friction plate should last for about 35,000 miles if correctly adjusted, but fitting a new plate to worn adjoining parts can reduce its life drastically. Sudden bouts of clutch slip or squealing from the withdrawal mechanism can mean expensive repairs are due.

Well-maintained BMWs have achieved phenomenal mileages with a minimum of sparer work, but well-used models are likely to need replacement parts such as wheel bearings, alternator brushes and hydraulic brake hoses. Corrosion can give problems with connections on

electrical components tucked under the petrol tank and often causes cable-operated carburettor chokes to stick. Rattling valve gear is normal, as is a smoky exhaust when starting up. If the latter is very pronounced, suspect worn piston rings and possibly cylinder bores.

BMW original paintwork is excellent compared to some other modern makes, but even so, rust attacks steel seat bases. The R90S has non-corroding plastic mudguards front and rear, and its alloy castings are only superficially damaged by road salt if cleaned regularly.

SPARES

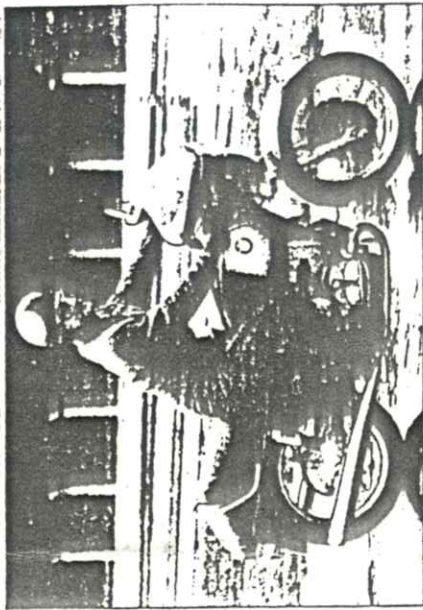
ALTHOUGH out of production since 1976, the R90S is still well served by the official BMW dealers' spares network. In some cases, absolutely original parts may be difficult to find, but they can be replaced with spares for other models. The best service is usually available from dealers whose spares counter staff have been familiar with BMW for several years.

Few manufacturers of pattern parts have ventured into BMW territory, but some spares are available under their own brand names for less than they would cost as BMW spares. Bosch electrical parts, for example, can usually be bought through the car trade at a considerable saving. While genuine BMW bare pistons for the R90S cost about £75 each, high-quality Mahle items complete with rings and gudgeon pins can be obtained for under £100 a pair. It pays to shop around, but don't expect official BMW dealers to endorse non-genuine spares. The quickest way to acquire useful information is to join the BMW Club. Their secretary is Fred Secker, 64 Cavalry Drive, March, Cambs PE15 9EQ.

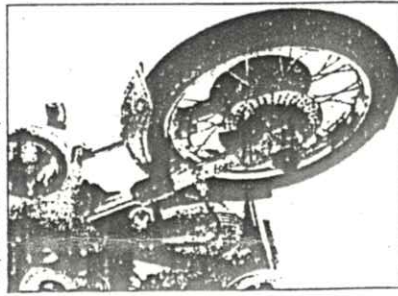
Spare prices can seem steep compared with the commonest British makes, but they are comparable with current Japanese prices. An oil filter needed for every other oil change — costs about £6. Other approximate prices are: disc brake pads £14 a set, with two sets required on the R90S; worn brake shoes £22 a pair, piston rings £16 per cylinder and a rear light lens just under £20. A ready-painted front mudguard costs about £60.

PRICES
ACCORDING to the owners' club an unused R90S recently attracted an offer of £4,000. A very low mileage example in original condition can fetch £2,000, but more typically prices are usually somewhere between £600 and £1,100 according to condition.

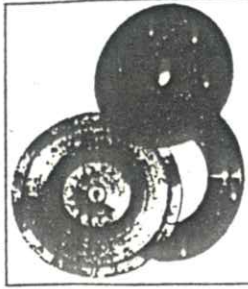
March 1985



Journalist Vic Willoughby tests an early R90S in Germany in 1973



Inside the luxurious cockpit fairing: front fork top yoke is flimsy for a heavyweight machine



Above: front wheel bearings and hydraulic brake hoses may be due for renewal on a high-mileage machine
Right: re-using worn clutch parts can reduce the life of the friction plate to about 5,000 miles

LITERATURE

OFFICIAL factory manuals for the R90S are no longer available new. The model is covered, however, in Haynes' BMW Twins 1970-83 manual which is widely available at £5.95 and BMW Repair Manual, published in America by Clymer, which is currently available at £9.95 from BMW dealers Gus Kuhn Motors, 275/277 Clapham Road, London SW9 9BJ. History and technical data can be found in Osprey's BMW Twins and Singles by

Roy Bacon and a history of the BMW marque is offered in *Bahnstomer* by J.K. Setright. For setting up carburation on the R90S, the Dell'Orto Cycle Carburetor Tuning Manual is useful: it is available from Cc Developments (Dell'Orto Concessionaires), 13 Boulton Reading, Berks. Useful hints and addresses can be found in *71 Journal*, the monthly magazine of the BMW Club.





"BMW RIORT — Surely The Biggest Hurdle in BMW's Future is Justifying The Expense"

progress, as befits a BMW, is now possible once you're underway.

Unfortunately, getting underway from a stop is still not as easy as it might be — the clutch is either in or out, and delicate fingerwork indeed is necessary for silky starts. The torque engine doesn't stall but the first few attempts tend to be pretty jerky and two-up hill-starts are downright hard. With all the refinement one would think something as elementary as clutch linkages would be well sorted by now.

There is some drivetrain freeplay in the big BMWs, but the heavy crank inertia minimises the irritation this causes. The system would be terrible mated to a super-responsive multi but it works reasonably well on the boxer twin. We found the gearlever itself fairly heavy to operate (it rips hell out of good shoe leather) and were annoyed by a fairly regular false neutral between fourth and fifth (perhaps just a warranty adjustment). Otherwise operation was positive and troublefree.

The gearbox contains its own lubricant and can be separated from the engine for removal — a handy feature. Overall gearing is fine but the internal ratios could be better spaced. Gaps between first, second, third and fourth are too large and that between fourth and fifth a shade too small. With better clutch linkages, first could painlessly be a little taller. Even though overall gearing is okay (maximum power in top equals maximum speed) don't expect the RT (or RS — same gearing) to be tall geared. They are not. 100 km/h is just on 4000 rpm, much the same as most Japanese one-litre fours pull at that speed, but they spin to 8000 and 9000 rpm.

Handling, steering, suspension

The 1000 cm³ BMWs use a common, duplex cradle, welded-up, main frame with the bolted-on rear section that has been a feature of BMW chassis for years. Tapered roller bearings support the swingarm and steering head and the hefty fork tubes are held in a massive cast alloy lower triple clamp and a skinny plate upper clamp. The three-position (position zero is no damping) hydraulic steering damper operates on the lower yoke and does much to reduce wobbles when pressing on over bumpy roads. That it's needed at all calls into question fork and frame rigidity, however.

Steering on the RT is reasonable although not up to the standard of top steerers from the Land of the Rising Sun. The heavier GS850 Suzuki shafty, for example, steers better than the light (214 kg dry) RT. The fairing limits steering lock a little but not seriously.

As mentioned earlier, the BMW's handling and steering are fine up to about 90 percent of maximum corner-

ing speeds. Riders using the upper tenth of the tyres' capabilities will find BMs do a lot of moving around beneath them. Braking late into a less-than-smooth bend and immediately after heeling the bike over hard will often produce sizeable wobbles and other signs of discomfort. Liberal use of the steering damper under such conditions is essential. Easing up a couple of km/h and braking a little less desperately improves the RT's behaviour out of all proportion. The bike is a joy to ride briskly, but a handful near its limit. And in truth it becomes a handful earlier than most heavier, more potent 1000 cm³ machines. The reverse should be true.

The RT behaves best when ridden in a commanding fashion — with firm lines and observing the classic cornering rule of brake first, select the right gear, then turn. Hanging knees and the like overboard seems to hinder the model, our RT worked best when a neat, tidy riding style was adopted. The bike was

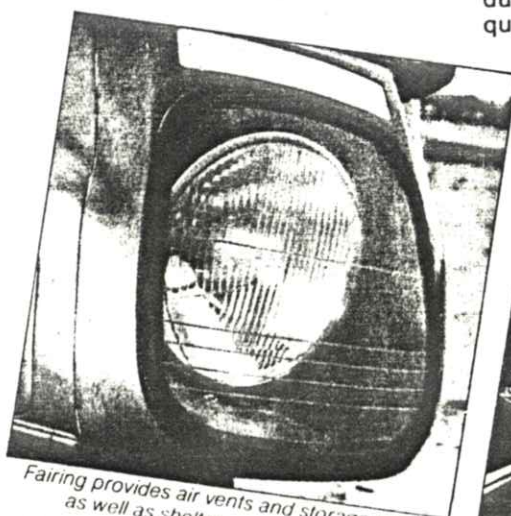
suited the bike better and should certainly be available as an option (we rode a Euro-spring equipped R75/6 alongside the test RT for a number of kilometres of typical Oz highway).

As things stand, the harsh spring rates mean much of the long travel suspension is unused in normal riding (unless you're jumping laden BMs over railway crossings and floodways, sorry Kel). Ride comfort suffers as a result. Potholes jar the backbone, particularly when compared with the ride of an older, sensibly sprung BMW.

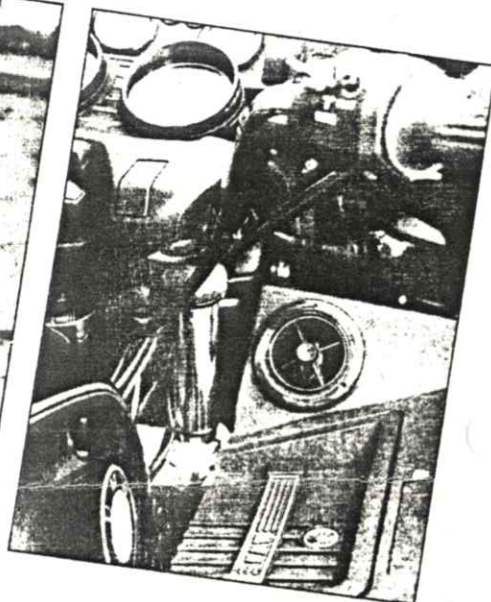
Damping at the front and rear is quite good and rear spring preload is easily altered to another of the three alternatives using the built-in lever — a useful addition and probably no costlier than a C-spanner in the toolkit anyway.

Braking

The best brake on our test RT was the rear disc — a Brembo caliper on a stainless steel BMW disc. It offered reasonable power and feel whereas the dual BMW disc brakes up front required inordinate lever pressures to



Fairing provides air vents and storage pockets as well as shelter — and looks very spacy indeed from the front.



also more affected by pillion movements than most large capacity machines, though it was in no way unstable two-up. Ground clearance is quite good and although we scraped underpinnings on both sides of the bike at various times during the test we were going hard when it happened. The RT was very chuckable in low and medium speed cornering (suburban work was almost a delight), a legacy of its low weight and centre of gravity, features which also make the RT very easy to pitch from side to side in S bends.

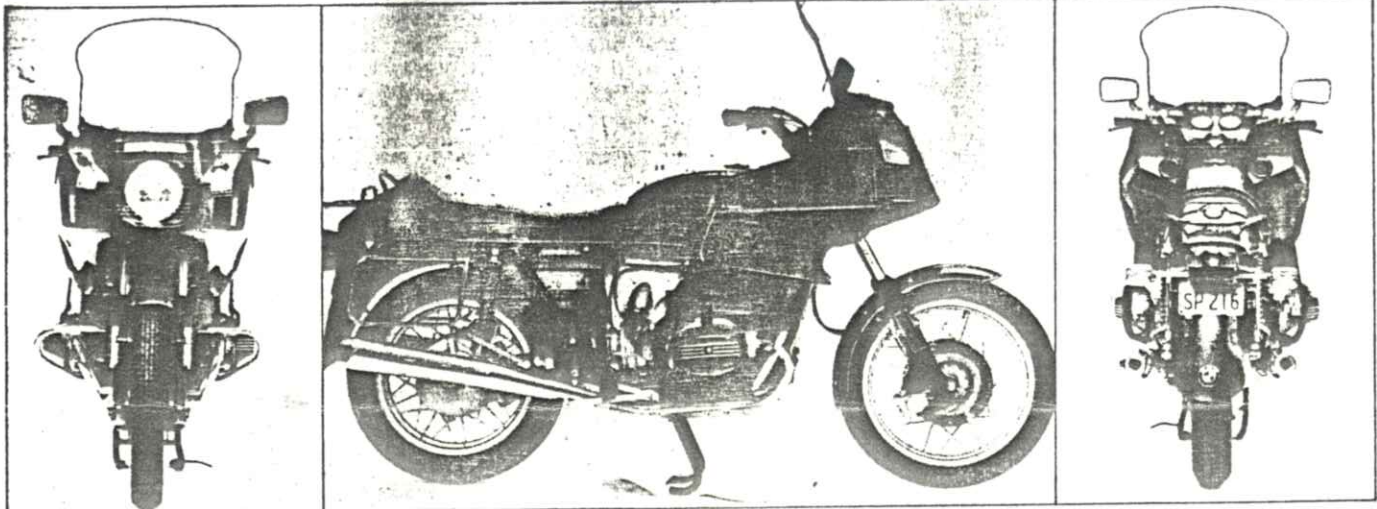
All BMWs bound for Australia come with the 'sports' (stiffer) suspension. We think that touring motorcycles bound for countries with poor roads should have long-travel compliant suspension, not hard, almost Italian, springing. The softer suspension

generate real power. Lockup was all but impossible and half-a-dozen crash stop from 100 km/h left the rider's right hand ready to fall off. Pity about the slender girls who might like to own a light BMW. Riders with small hands will find the lever/twistgrip distance uncomfortable far, although the levers are well shaped.

All three disc brakes on the RT use BMW's new semi-metal pads to aid wet-weather stopping. The discs work adequately well in the wet and the bike itself is stable under all straight-line braking. Because the lever pressure required is so high, feel in the controls is not easy to judge, but some feel is evident. Fade resistance was good and re-



BMW R100RT



ENGINE

Air-cooled, horizontally opposed, two cylinder four stroke with push-rod operated overhead valves. Roller chain driven cam, forged plain-bearing crank with plain conrod bearings. Wet sump lubrication.

Maximum rear wheel power	34.0 kW at 7000 rpm
Maximum torque	51.6 Nm at 4000 rpm
Bore x stroke	.94 x 70.6 mm
Displacement	980 cm ³
Compression ratio	9.5:1
Maximum engine speed	7400 rpm
Carburetion	2 x 40 mm constant vacuum Bing
Air filtration	Pleated paper
Starter system	Electric only
Ignition	Battery/coil with breaker points

TRANSMISSION

Direct primary drive to dry, diaphragm spring, single plate clutch and five speed constant mesh gearbox with one down, four up pattern. Final drive by sealed Kardan shaft.

Ratios (overall:1)	
First	13.20
Second	8.58
Third	6.21
Fourth	5.01
Fifth	4.50
Primary reduction:	Direct
Secondary reduction:	3.000

FRAME AND BRAKES

Welded, oval-tubed, double cradle frame with bolted on rear subframe. Tapered roller steering head and swingarm bearings and hydraulic steering damper. Oil damped, coil spring forks and dual rate spring equipped, oil damped, rear struts with three preload settings. Cable/hydraulic double disc front brake and hydraulic, single disc rear brake.

Front suspension travel	145 mm
Rear suspension travel	100 mm
Fork rake	28.5 degrees
Fork trail	95 mm
Front brake diameter	260 mm
Rear brake diameter	260 mm
Front tyre	3.25 H19 Metzeler
Rear tyre	4.00 H18 Metzeler

DIMENSIONS

Dry weight	214 kg
Seat height	800 mm
Wheelbase	1475 mm
Ground clearance	150 mm
Fuel capacity (inc reserve)	24 litres

Fuel reserve	3 litres
Engine oil capacity	2.25 litres

CALCULATED DATA

Weight to power ratio (90 kg load)	8.94 kg/kW
Specific power output	34.7 kW/litre
Mean piston speed at redline revs	17.4 metres/second

PERFORMANCE

Acceleration	
Standing 400 m	13.7 seconds at 150 km/h
Average of last 3 runs	13.9 seconds
Zero to 100 km/h	5.1 seconds
Maximum speed	181 km/h

Braking	
From 100 km/h to zero	36.6 metres
Average of last three stops	36.8 metres
From 60 km/h to zero	13.1 metres
Average of last three stops	13.3 metres

Fuel consumption	
Touring	17.5 km/litre (49.9 mpg)
City	15.1 km/litre (42.9 mpg)
Hard riding	12.3 km/litre (35.0 mpg)
Average on test	14.2 km/litre (40.4 mpg)

TEST MACHINE

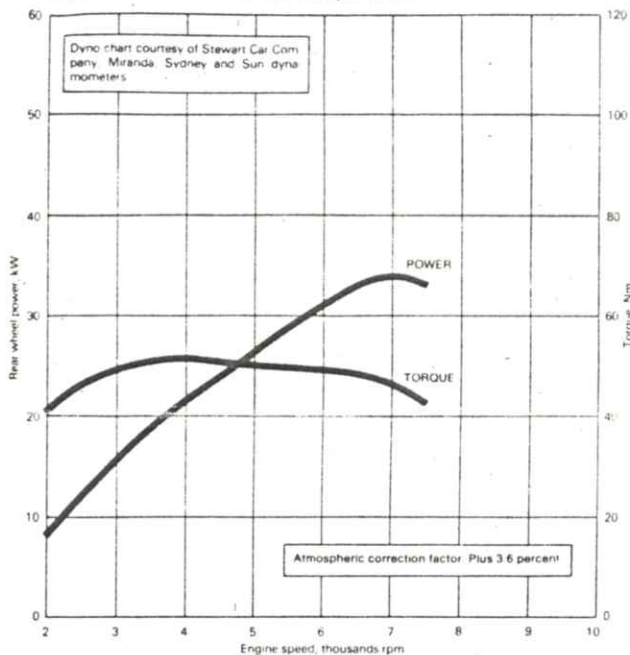
Manufacturer	Bavarian Motor Works, Munich, West Germany
Test Machine	Tom Byrne Pty Ltd, Sydney
Price	\$6495

Best points: Magnificent paintwork, superb finish and distinctive styling mean the RT looks like \$6500 worth of motorbike. Monster fairing works superbly in cold weather and the BM is very relaxing to tour on, up to nine tenths. Horn, toolkit, headlight and overall attention to detail are excellent. Maintenance is easy, resale value uncommonly high and bike has a pleasing degree of soul about it. Engine has good low rev power. Quality touches (like first aid kit) abound.

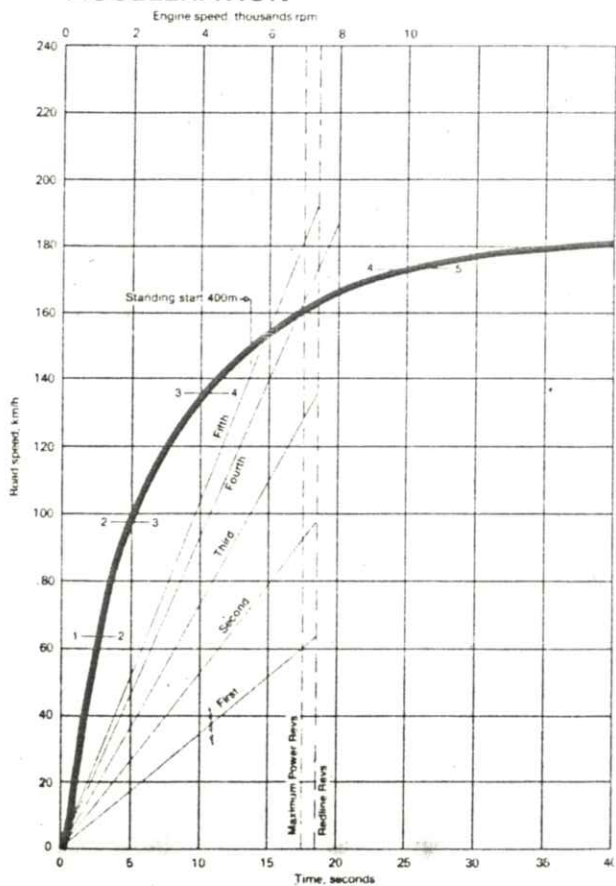
Worst points: Bike is showing signs of ageing — braking and handling are only average alongside modern 1000s. Agricultural engine packs less wallop than most 750s and acceleration is sluggish for a one litre bike. Fuel economy is not outstanding either. Firm suspension is too stiff for real comfort on Aussie back roads, clutch engagement is unnecessarily sudden and the front brake requires a ridiculously heavy lever pull to stop fast. Seat cover is too slippery and pillion section slopes forward excessively. Fairing makes rider swelter in 30 degree plus weather and RT is dearest production bike on sale in Australia.



CHASSIS DYNAMOMETER



ACCELERATION



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				●	
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				●	
Instrument lighting		●			
Other lights			●		
Rearview mirrors			●		
Horn				●	
Toolkit				●	
VALUE FOR MONEY					
			●		



HOSPITALITY CODE

Holiday time is upon us and, as we all know, Canberra is the place for the tourist.

Some time ago we discussed at a meeting the possibility of offering hospitality to brother and sister motorcyclists visiting Canberra.

Below is set out the details required for our Club Members to assist Members from Interstate BMW Clubs.

The information will be strictly confidential and the Suburb/Town and telephone number only will be issued to Club Secretaries.

* * * * *

If you wish to participate please complete the following:

1. Suburb/Town
2. Telephone Number
 give prefix, e.g. (062)

Please tick the service you are willing to offer.

- C Camping space or Accommodation
- M Mechanical Assistance/Workshop, Tools, etc.
- S Social Stop - coffee, tea, conversation, etc.
- D Distance (in kms) you are prepared to travel
 to offer assistance.
- _____ kms

* Signed.....
 PRINTED PLEASE

*Your name will not be given to Club Secretaries.

* * * * *

Please forward the above information to

The Secretary
ACT BMW Motorcycle Club
P O Box 1042
WODEN, ACT 2606

(or telephone the information to Secretary)

oOo

Meeting opened: 8.20 pm Members present: 19
 APOLOGIES: NIL
 New member: Peter Robinson R90/S Vicitor: Ken Taylor
 Vice-President welcomed new member, Peter Robinson, from Gunning.
 Accepted K Phillips
 Seconded F Millwood

MINUTES OF GENERAL MEETING 11 JANUARY 1988

BUSINESS ARISING: Nil
TREASURER'S REPORT: Income \$248.24 Expenditure \$822.56
 Bank Bal. Savings Investment a/c \$504.13 Cheque a/c \$2280.08
 Moved Ian Hahn. Seconded Chris Fulker
CORRES IN: B Holt; G Osborne; P Robinson; S&M O'Connor; Pat
 Houston; Cheque refund \$5.75 Fisher P.O.; B Bowden (mag. returned);
 Mags (all States); BMW Drivers Club; C/W Bank Statement 47. BMW
 ACCESSORY list 1.12.87
CORRES OUT: Canberra Wine Supplies (cheque); Ursula's Florist (cheque);
 G Osborne; ACT Motor Clubs (Wheels 88).

GENERAL BUSINESS:
 1. Kosciusko Rally Badges 1988: Fran/Warren Gilchrist making enquiries for cheaper supply from Malaysia.
 2. Smoking at Meetings: Following discussion, the following proposal was made "there should be a smoking zone appropriate to the location of the meeting: Proposed Frank Millwood Carried
 Seconded I Hahn
 Due to Secretary/Manager occupying the meeting room, the Dec. mtg was held on the mezzanine floor reception area. The matter will need to be considered further if circumstances change, i.e. if members find themselves meeting in a confined area.
 3. Photo Album: Jeanette Hahn requested permission to purchase another album for recording the Club's history.
 Moved F. Millwood. Seconded A Fulker
 4. Hospitality Code: Secretary tabled Hospitality Code form. Unanimous agreement that the form appear in the next magazine. Peter Robinson offered to use his place for a social stop (tea, coffee, conversation, etc). to any motorcyclist passing 28 Yass Street, Gunning, going to or from a Rally. Vice-President thanked him for his offer. The financial consequences of this offer will be discussed in Committee and Peter will be contacted further.
 5. Membership Cards. Request made to Kath Phillips for the supply and printing of 200 Membership Cards.

ELECTION OF PRESIDENT AND TREASURER
 Vice-President Warren Gilchrist chaired the election. Vote counting carried out by K Phillips and I Gash. (Kath Phillips declined her nomination for Pres. made at Nov. meeting). Nominations for President were:
 Stuart Sunderland
 Ian Hahn
 Result: Ian Hahn elected President.
 Stuart Sunderland
 Stuart Sunderland
 Nomination for Treasurer:
 As there were no further nominations for the position, it was accepted by Stuart Sunderland.
 Bob Rumsey asked that a vote of thanks be extended to Warren Gilchrist for acting as President and to Fran Gilchrist for her duties as Treasurer.
RALLY SECRETARY REPORT: Good run to Bemboka (Kath Phillips gave report)
SOCIAL SECRETARY REPORT: 11 people attended Bush -nce, Terago. Volley Ball match to be held in March.

BIKE TORQUE:

Next Meeting 11 January 1988 Next Committee Mtg
 7 January 8pm
 Present Membership: 60 27 Bruxner Close
 Meeting Closed 9.25 pm

Meeting opened 8.15 pm Members present: 9
APOLOGIES: A Fulker, F Gilchrist, J&E Bevitt, P&F Oliver
MINUTES of December meeting. Accepted Liam Gash
 Seconded Warren Gilchrist

BUSINESS ARISING:
 Kath Phillips attending to request for more Membership Cards.
TREASURER'S REPORT: Income \$51.95 Expenditure \$40.07
 Bank Bal. Savings Investment a/c \$504.13 Cheque a/c \$2206.06
 Bills for Payment. Perfection Plate \$776.07
 Moved I Hahn. Seconded C Fulker.

CORRES IN: M'ship applic. G Osborne/R Edmondson, S O'Connor/M White.
 Mags: WA, NSW, Vic. C'wealth Bank Statement 48.
CORRES OUT: O'Connor/White, Osborne/Edmondson, Dreese, Bryant, Eurotune, Stilvano, Wilson, Fairman, Studdart.
 Moved C Fulker. Seconded I Gash.

GENERAL BUSINESS:

1. Incorporation: S Sunderland has arranged auditor. Public Officer to be nominated. Incorporation arrangements continuing.
2. ANNUAL GENERAL MEETING: Tasks discussed. Committee to discuss further at their next meeting.
3. Membership Secretary: S Sunderland suggested this position could deal with Membership Listing and Labels. The function should, if possible, be handled by a person with access to a computer. He would no longer be carrying out this function after the AGM.
4. Committee to discuss addition to Membership Renewal/Application form, seeking information on the expectations of Club Members.

RALLY SECRETARY REPORT: NIL
SOCIAL SECRETARY REPORT: NIL

PRESIDENT'S REMARKS: Ian said he would like to see more involvement of Club Members in activities and he would be submitting a column in the next magazine to this effect. In an effort to achieve part of this goal, there would be a Maintenance Day on 6th March at his place, 10 am - 4 pm. Details in magazine.

BIKE TORQUE:

During this period members requested Secretary to write to BMW Australia and enquire progress regarding future BMW dealership in Canberra.

NEXT CLUB RUN: Burrinjuk State Recreation Park 6-7 Feb. (details in Mag).

Next meeting Monday 8 February.

Committee Mtg 21 January 8pm
 27 Bruxner Close, Cowrie

Meeting closed 9.35 pm

Present Membership: 64



MAINTENANCE DAY Sunday 6th March

VEHICLE AND VEHICLE PART SAFETY RECALL BMW MOTORCYCLES

Models	Frame Nos.
K75C	0112589 - 0115884
K75S (K75SS)	0100005 - 0105308
K100	0008897 - 0009859
K100RS	0087125 - 0090000, 0140001 - 0144040
R80 G/S	6285720 - 6290000, 6291001 - 6291592
K100 RT	0090214 - 0095144

Part affected: rear spring struts.

In the course of routine quality control checks overseas, BMW have discovered that under extreme operating conditions the rear spring strut lower mounting eyelet may crack.

These cracks could possibly lead to the rear wheel coming into contact with the mudguard, causing the motorcycle to lose stability when in motion.

BMW is instituting a world wide recall of all motorcycles which may be affected. Although there has not been any reported cracking of eyelets in Australia, BMW Australia Ltd. is now conducting a recall programme here for the models and frame nos. set out above.

BMW are contacting owners direct. However, if you own or are riding one of the above models, you should check the frame number which is stamped into the frame tube on the right side of the frame. If the number is within one of the ranges set out above, you should contact an authorised BMW dealer as soon as possible to arrange for replacement of the eyelet (at BMW's expense).

Further, if you own or are riding one of the models affected, on which the strut was replaced between January 1986 and January 1988, you should contact an authorised BMW dealer as soon as possible.

In the meantime, if there is any noise emanating from the area of the rear spring, or if anything appears to be wrong with the strut, the motorcycle should not be used.

Further information about the recall may be obtained from any authorised BMW dealer or, the Customer Relations Department of BMW Australia Ltd on (03) 547 6177.

BMW Australia Ltd.
390 St. Kilda Road,
Melbourne 3004.



Bring: A steak, drinks, oils, plugs.

Info supplied free.

When: 10 a.m. to 4 p.m.

Where: At the Hahns.

Undercover parking for 6 bikes at once.

Take advantage of this opportunity to learn a little, not only about your own model — you one day may be able to afford one of the others!

ANNUAL GENERAL MEETING

2nd Monday, 14th March

(a light supper will be served)

Please make a real effort to attend - your input is required.

NOTICE — there will be an extra position to be elected at the AGM "Public Officer" — to handle incorporation matters.

WANTED — a person and his/her computer to handle printing of membership labels. (This is a very light task each month.) It saves a lot of scribing on the club magazines!

"WHEELS '88"

14th February

As a Club we haven't done anything for this event in the past, organised by the Council of A.C.T. Motor Clubs, but this year we will be.

Groups of cars and bikes are displayed to the public, so get out the spit and polish on the bike, and come along any time after 7.30 a.m. to gather at the club banner.

Northbourne Oval
(between Donaldson and Torrens Sts, Braddon,
behind the A.C.T. Leagues Club).

Wheels '88 badges will be available at \$1.85 each, on the day.

DAILY MIRROR, THURSDAY, DECEMBER 24, 1987

A.C.T. BMW MOTORCYCLE CLUB

1988 ANNUAL GENERAL MEETING Nomination Form

I nominate: _____

for the position of: _____

Nominator

Secunder

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.

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