



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

FEBRUARY 1988

Vol.7. No.9

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

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: LET'S DO IT!



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

(dates of club activities are underlined)

**- FEBRUARY -**

- 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.
- 27/28 - Leap Year Rally, near Mudgee, NSW. (3)

**- MARCH -**

- 5/6 - Yowie Rally, near Narrabri, NSW. (3)
- Red Gum Rally, near Renmark, SA. (1)
- 5/7 - Tas Rally, Mawbanna, Tas. (3)
- 6 (Sunday)** - Volleyball Challenge, Cotter. See details elsewhere.
- Maintenance Day. See details elsewhere.
- 12/13 - Mother Hardy's Rally, near Maffra, Vic.
- 14 (Monday)** - Annual General Meeting, 7.45pm, Royals, Weston. Be there!
- 19/20 - Coastal Rally, near Forster, NSW. (1)
- 19/21** - Club Run, Buchan Caves, Vic. See details below.
- 25 (Friday)** - Social Sip, 8.00pm, Woden Valley Club, Strangway St, Curtin.

**- APRIL -**

- 1/4 - Cane Toad Rally, near Mackay, Qld.
- 11 (Monday)** - General Meeting, 7.45pm, Royals Rugby Club, Weston.
- 16/17 - Comet Flat Rally, Woods Point, Vic. (2)
- Not the Bicentennial Rally, near Toowoomba, Qld. (3)
- Famous Last Words Rally, central Vic. (3)
- 23/25 - Blizzpin Rally, near Coonabarabran, NSW. (1)
- 29 (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 coming up. Some time ago this weekend was set as the date for another Club run to the tiny town of Buchan. Buchan is an easy 400k ride from Canberra and located 56k inland from Orbost (on the Vic coast).

The route normally chosen by the group is the Cann Valley Highway, though there are other famous (infamous) roads that can be taken in such as the Bonang Highway, the Mt Imlay Road, or Barry Way. The choice is yours.

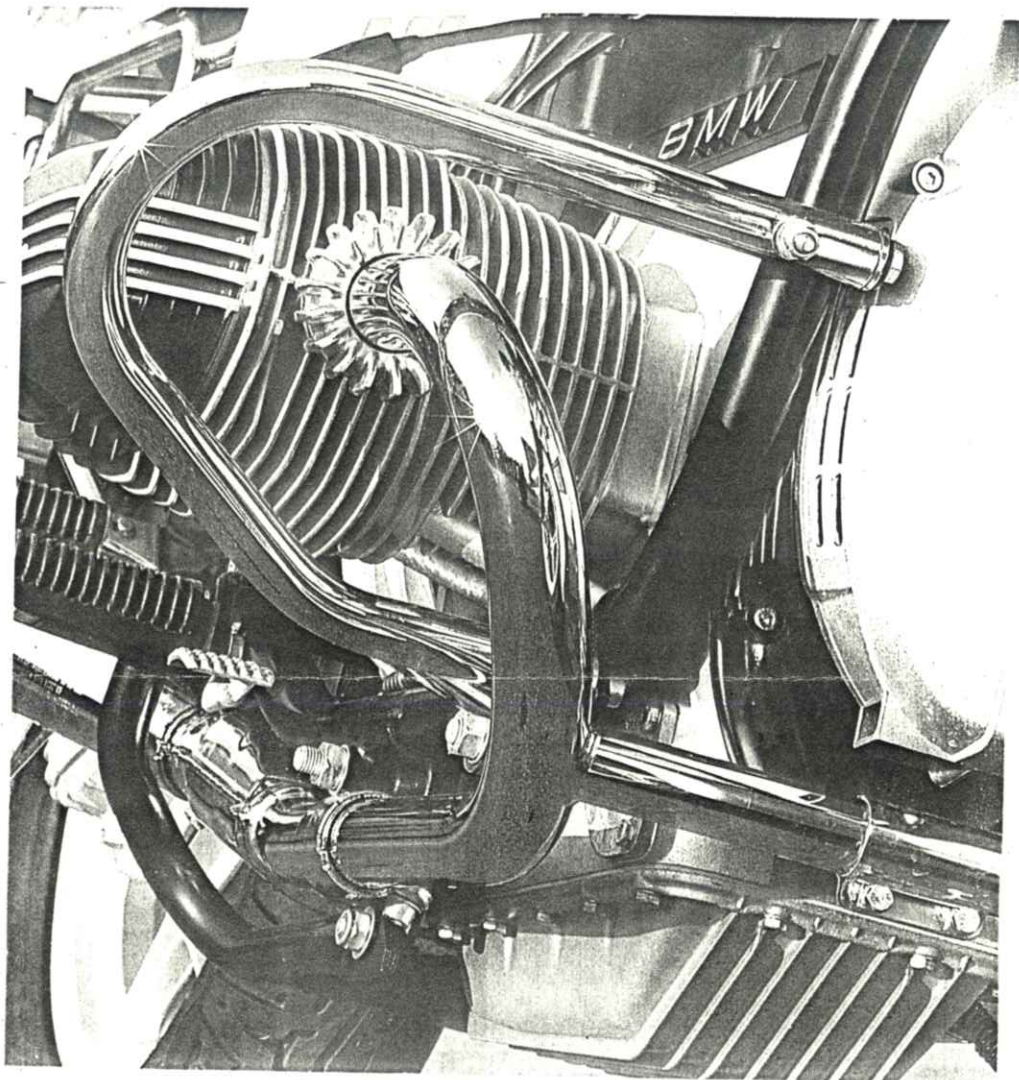
Members who've been there before often express memories of a superb ride and a merry night around camp. If you can only make one run a year try your best to make it this one, you won't regret it.

The main group will be leaving from Phillip Motor Registry 900am sharp Saturday 19 March. See you there.



SORRY!.....

MINUTES OF LAST MEETING ARE UNAVAILABLE AT  
TIME OF PUBLICATION....EDITORIAL COMMITTEE.





## THE LAST BINGARA

It was a cold spring night, I was settled in front of the T.V. set watching my favourite program "The social and mating habits of the white tailed Sahara Water Rat" when the phone rang. I decided to ignore it and kept watching the program. But the damned thing was ringing so loud that I could not hear what was happening, leaving me with not choice. I had to answer it just to shut it up.

"Hello, Kath here. How would you like to go for a ride to Bingara?"

"What now? Don't you think it's a bit cold?"

"No, not now, in late October."

"Well, how far is Bingara, anyway?"

"Ah, it's about 800km, just up near Moree."

"Well, I like a nice long ride ..."

A persuasive financial offer helped make my mind up a minute quicker.

"Good, we'll be leaving on Friday the 16th of October."

I got back to the T.V. just as the credits rolled by with an overvoice "Tune in next week for a look at the lives and loves of the green horned Amazon Snow Deer." Now I never will know if the Sahara Water Rats opened their canned tuna. I had other things on my mind now, like what's at Bingara anyway? How am I going to get my bike to carry two people and their luggage? Why did I agree to go? Where did the Sahara Water Rats find a can of tuna?

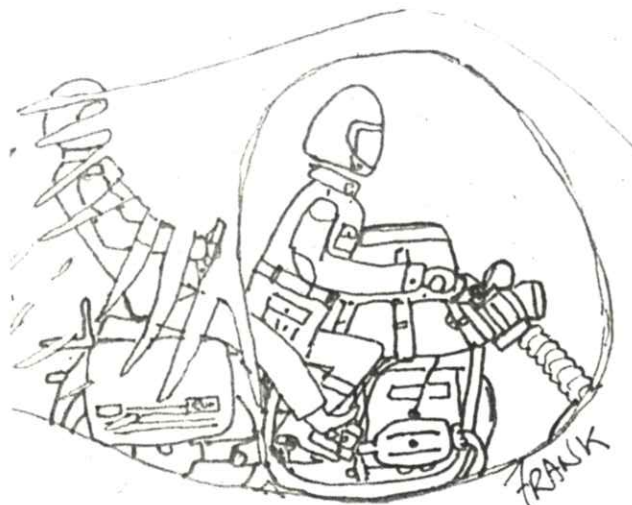
Well, apparently the Qld B.M.W. Club have been holding a gymkhana there for the last 12 years and 1987 was going to be the last one held at the Qld member's (Geoff Hall) parents' property.

I managed with a bit of ingenuity and a few U-Bolts to attach my panniers with their broken frame back onto the bike which with a tank bag gave enough luggage space for two people as we were both light travellers - and why was I going, well, as they say in the soft drink commercial "just for the fun of it". Oh, you want to know where a Sahara Water Rat gets its tinned tuna from ... the local supermarket of course!

We had planned to set off at 12 noon but due to Kath's urgent work we didn't get away until 3 p.m. which was fortunate as by then the rain had stopped. We made it to Yass where we filled up with gas and changed the fuel filter, and cleaned out the carburetors which helped to make the bike run smoother and gave a trouble-free run up through Cowra, Canowindra, Molong, Wellington then on to Dubbo where we stopped for fuel and I let Kath take over the riding.

I woke up as Kath cruised into Coonabarabran to tales of her gunning down rabbits in the night, finding all the caravan parks closed. It seems they go to bed early in these parts, (well, it was 11 p.m.), so we booked into the local hotel and by the time we cleaned up and got down to the bar we'd just missed getting a beer. Thank goodness for Club Port!. We just intended to have a small glass each but someone kept filling these small glasses up.

We were a bit late in getting away the next day so a bit of fast riding was called for to make Bingara by lunch time. We travelled up through Gunnedah and took the road past Lake Keepit, quite a good little road except that it had a few dips in it and two of these dips hid small rivers. The first caused little drama but the second was slightly deeper than we'd expected - it almost washed poor Kath off the back. But we did make it Bingara in one



piece, meeting Bob Taylor (a friend of Kath's from the Qld Club) at the Sportsman's Hotel just in time for lunch.

After lunch we headed off to "Moreena" (the property) for the gymkhana. Having stayed on in town for lunch we missed the GO-SLOW RACE which was a pity as judging by my performance in such an event at the Clubman Rally one year I thought I would have done quite well. The PERSONAL BEST TIME TRIAL held in a river bed was not my best navigating performance, overshooting the yellow bits of ribbon attached to the trees, missing the ribbon on the grass and almost running over a few of the spectators. Kath didn't do too well either, on Lionel Bull's Montesa (another Qld member, from Newcastle). She was stepping on it quite nicely and it was a bike that would be ideal for this type of event but her navigating performance proved to be no better than mine. The next event was the F'KARWEE CUP (John Hall's pet event) which was a relay race featuring a rider and their pillion, the idea being that the rider would race down to one end of the field, hop on his bike, ride back for his pillion, do a lap of the field, the pillion would then pick up five oranges, do another lap of the field where the pillion would get off and fill a condom with water from a bucket while the rider would push his bike back to the pillion with their five oranges and a filled condom for a last lap of the field. (If you're confused, we also were when getting the directions!!!) The girls didn't do too well on this, most of them (read Kath) putting their fingers through the condoms.

The last event of the day was CHOOK CHASING, on foot with two speedy cockerels hairing about, followed by 20 ducking and diving motorcyclists. Needless to say, we didn't do too well at this, but we were soon able to show our expertise when we pulled out the port bottles and the story telling started. Like the one about the wallaby that rode off on some poor fellow's old R50/2. ... Well, it seems that this fellow was riding up to Sydney one night and as he had been riding all day he decided to pull over and set up camp for the night. Not having a torch of any kind with him he left his bike running so he could pitch his tent with the help of his headlight, when this wallaby came bouncing out of the bush and landed on the poor fellow's bike, knocking it into gear and taking off down the road and it just happened that there were two cats driving a V.W. along the road (well, this was the early Sixties and all the cats drove V.W.s then). One of the cats turned to the other and said "Hay Charlie, let's go back



to Sydney, not only are the rats big around here, they also ride motorcycles."

After drinking through our supplies, with a little help, we then attacked everybody else and it was off to the BBQ where all the food and beer was organised by the Old Club. One of the Old members showed slides of his last run to the South Pole, penguins lining up for the dole, penguins waiting outside the local bottle shop, and a penguins orgy in the middle of the local football field. After the penguins show Kath and Bob went back to the motel for a night's sleep - I of course stayed back to keep up the Club's reputation as there was still a bit of beer to be drunk. We then had the big event of the night - a football match with the State of Intoxication playing

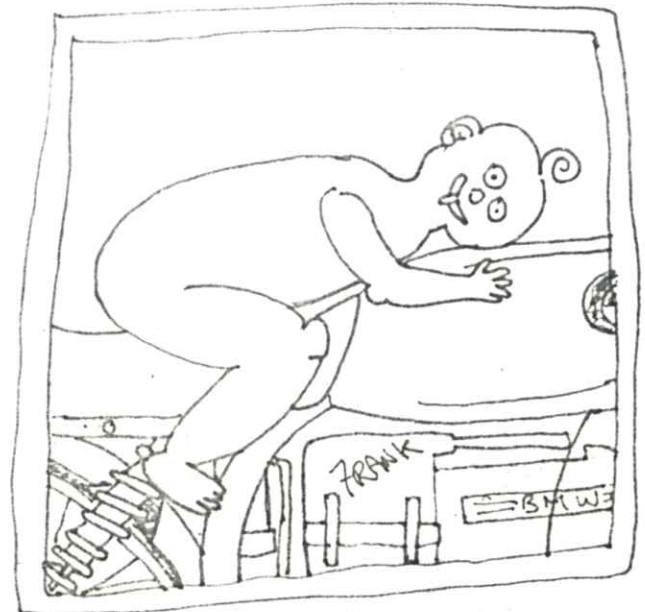
the State of Inebriation, which only had two rules - if you had the ball you got tackled and if you tried to get rid of it you got tackled anyway. It was a bit hard to find out who was winning as none of the players knew who they were playing for, nor did they know where the try line and/or the goal posts were, nor, in fact, which code of football they were playing, and at times it was hard to tell who were the players and who the spectators! So at the end of the game it was declared a draw with each team being awarded 3 tries, 4 goals and 4 behinds, with a total points of 36 each. As everybody was rather tired of the match it was all off to the woolshed to roll out the sleeping bags and a good night's sleep.

Everything was rather slow the next morning. After a small breakfast it was up to the house to have T-shirts printed. I got tired of waiting for Kath to come back from town so I packed everything up and went the 14km into town, meeting Kath and Bob half way. We went into Bingara for lunch and a look around before we left, only Kath had left her helmet at the farm so we had to go

back and pick it up. All this of course led to a rather late departure time not helped by talking for another hour once we got to the property. This, along with making the bad choice of taking the road from Barraba to Gunnedah, meant that it was getting rather dark by the time we made it to Mendooran so we decided to book into the local pub for the night. We got away rather early the next day (compared to the last 3 days it was early) for a rather uneventful trip back to Canberra on the Monday. However, when we were stopped in Wellington looking for money machines (Motto - Never Trust That You Will Find One) we had the local department store Manager come out and ask us if we would like to judge a baby photo competition (Kath of course being a lady of good taste picked the same photo that I did) this of course left quite a few disappointed mothers, thus the headlines in the local paper the next day.

"Motorcyclists leaves behind angry mothers"

First draft - Kath Phillips  
Final version - Frank Millwood



### LIVING IN THE U.S.A.

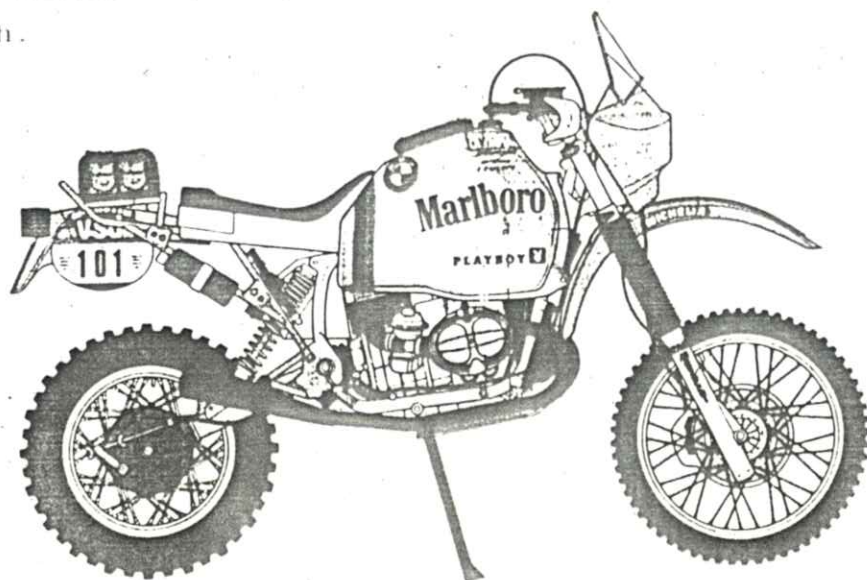
For all of you who have been complaining about the high prices of the new B.M.Ws here in Australia and the fact that B.M.W. Australia do not import the new 1000 twins, ... read on.

Well, in the U.S. of A. it seems that B.M.W. of North America do not import the R65 or R80 so that the only twins they do import are the new 1000s. So our poor counterparts in America only have three choices if they want a flat twin; the R100GS, the new R100RS and a new R100RT. And what do these poor people pay for them? The cheapest B.M. is the R100GS which sells for \$5,695 with the most expensive B.M. being the K100LT at \$10,675. Of course this is in U.S. dollars and just to bring you back to reality, in Aust. dollars that would be \$9,336 for the G.S. and \$17,500 for the K100LT.

(Rate of calculation at 18.2.88 — 61¢ to the US\$ — Frank)



For much of the history of the Paris to Dakar Rally one man and one machine have dominated the event. The man Gaston Rahier, the machine a BMW. Grueling is what defines the world renowned Paris-Dakar Rally more than 20 days and approximately 14,000km of road and desert ralling that defies imagination. Starting on the first of January, from the old cobblestones streets in the heart of shivering France, and finishing on the exotic shores of sizzling Senegal, it is said to be one of the toughest sporting events a man and machine can undertake. Gaston Rahier has quite a reputation he has been several times World, Belgian, Japanese, New Zealand, Australian and Tasmanian champion in motocross, a sport that makes great demands on fitness and strength.



The Paris-Dakar Rally is not only a rally challenging mother nature with the latest technology, but is also the ultimate test of man and machine working together, benefiting motorcycle manufacturers to their commitment in search of better machines. The BMW Gaston rode to victory is powered by the world famous 980cc, 71ps, air cooled, opposed twin cylinder, OHV engine that has been recognized as BMW's engineering masterpiece for decades. The rugged frame is of double cradle type and is supported by twin White Power Racing shock absorber units. The eye catching ultra large 50 litre capacity fuel tank is made of Kevlar/Fibreglass, and even has a 10 litre tank underneath the seat. BMW's approach to both the Paris-Dakar Rally and their road going machines shows their commitment to producing the finest motorcycles in the world.

Peter Hopkins is a current R80G/S Paris Dakar owner, who has helped in the preparation of Wynn's Safari bikes including TEAM BMW MOTORSPORT entrants in M3 Cars and Motorcycles.



## FRANK RIDES A HONDA, AND ANOTHER, AND ANOTHER . . . AND ANOTHER

What was a dyed in the wool B.M.W. man like myself doing riding around on a couple of Hondas? Well, last November the local Honda shop (City Bike and Car Sales) were having an open day where they were offering 6 bikes for test rides and the fact that they were throwing in a free lunch made it an offer too good to refuse.

The open day was actually a weekend, though the free lunch was on Sunday only. The bikes they had for test riding were the CH250 Scooter, CMX250 Chopper, CBR600F, VFR750F and CBR1000F Sports bikes and the XL600V Transalp.

I went out on Saturday afternoon and took the XL600V Transalp and the CH250 Scooter for a test run as there was little demand for these two models and put my name down to ride the CBR600F, VFR750F and the CBR1000F on Sunday.

The first bike that I rode was the XL600V Transalp, which was about as close as any of the Hondas to my B.M.W. and the one that would suit my style of riding, although there seemed to be a limited number of places to hang luggage if one was to do a long tour. I did have a lot of fun on this bike on the short ride I had and if I was to get tired of my present bike and could not afford to replace it with a new B.M. or be prepared to to another pre-loved one, then this bike would be close to the top of my list as a replacement.

The next bike (or should that be scooter?) I rode was the CH250. There is no other way to put this - it was just great fun to ride and if the only thing you use your bike for is riding to and from work then this is just make for it. It would even be able to handle a bit of touring if you were prepared to take things easy, being quite happy sitting on 100km/h.

The first bike I rode on Sunday was the CBR600F, quite a good bike to ride although you had to rev it to get the most out of it, which is not surprising, when you consider that it produces its maximum horsepower at 11,000 RPM. Of course, in the A.C.T. it does come under a cheaper insurance bracket.

The next bike that I rode was the CBR1000F which was a bit like riding an I.B.M. with lots of power and lots of go and there was nothing to really complain about although it did feel a bit top heavy to me.

The next bike was the CMX250 Chopper which I took for a run while I was waiting for a ride on the VFR750F. If someone was selling this bike just after I crawled out of the theatre after seeing "Easyrider" when I was a pimple-nosed kid, then I probably would have bought one. Otherwise, forget it, though it was nice playing Peter Fonda for a little while.

The last bike I took for a run was the VFR750F; this bike I really did like, in fact if I had had the \$7,000 or whatever lying around doing nothing but collecting interest then I would have bought it then and there -but, to replace my B.M. with it, well that is another story!

Well, I had a great time during the test day and would like to pass on my thanks to City Bike and Car Sales for making it all possible. And if you're the type who always puts down Japanese motorbikes, then the next time a dealer near you has an open day I suggest you should go out and take a few of them for a run - I promise you will be pleasantly surprised, especially if the last Jap bike you rode was something like a CB750 K1, but don't blame me if you trade in your B.M., Guzzi or Ducati for one.

Frank Millwood

A NECESSITY FOR ALL WHO INDULGE IN... SPEED

## WIPER-GOGGLES

(Patent No. 413,447)

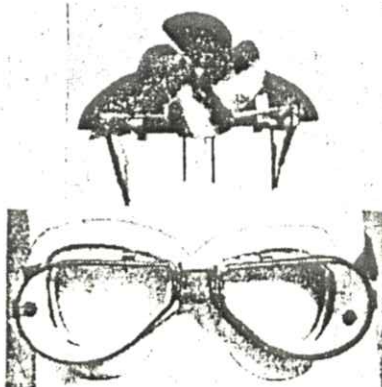
GENUINE SORBO-MOUNTED TRIPLEX GOGGLES

Propeller working Blades comes into operation at 15 m.p.h.

ABSOLUTELY FOOLPROOF AND VIBRATIONLESS

2 GNS.

PER PAIR



Blades and mechanism completely detachable



Mr. Dudley Froy wearing his Wiper-Goggles

WIPER - GOGGLES  
10, TRUMP STREET

MANUFACTURING  
CHEAPSIDE

COMPANY  
LONDON, E.C.2

Get your orders in soon, folks - we may order in bulk or join in with the W.A. Club, whose member found this ad last year.





Continued from January issue ....

## BMW R100RT - Surely The Biggest Hurdle in BMW's Future is Justifying the Expense.

Source document, Two Wheels, April 1981

covery rapid, but actual achieved stopping distances on test were longer than most modern high performance bikes yield.

### General

BMW's latest dualseat is well shaped in the rider's portion but could do with another 10 mm of padding — older seats were more generously upholstered. The passenger's portion of the seat could also use the extra smidgeon of padding, but slopes forward too much and has an overly slippery covering as well. The pillion regularly slides forward and makes intimate contact with the rider under brakes. The seat is only mildly less than perfect — it is aided by excellent footpeg and control locations and eight hours in the saddle at a stretch result in nothing more than a temporarily numb bum. No aches, hooray!

Manoeuvring the RT was a snack in spite of its daunting appearance, thanks to three major lows — seat, weight and centre of gravity. The main stand was harder to use than those on previous BMs of memory, but not really difficult. Its feet were too close together for safety on softish ground and given the likely price of replacement fairings, hard based parking spots were sought out every time. I still don't like BMW's self-retracting sidestands, and a 'stand down' warning light and conventional sidestand would be much better.

All lighting except the dull tail-light was excellent (the headlight is permanently on) and the new switches were good with one proviso — the horn switch requires the left thumb to move an awful long way, something closer to the natural rest position would be better. The blinkers do not self cancel but BMW has ditched the very loud beeper it used to fit (did the SPCC get them for noise pollution?).

Our test RT wept a little oil from the cylinder base gaskets (now an O-ring seal) on each side and lost some petrol from the hose/fuel tap union and hose/balance tube T-piece. The speedometer shipped a little water in a heavy rainstorm and the tripmeter was fiddly to reset to zero. The mirrors blurred fairly badly, it was easy to walk off in daylight leaving the parking lights on and the fairly heavy throttle lacked a friction stop screw for outback touring. There is some vibration through the rider's footpegs and more through pillion pegs. Passenger's nylon shoe heels are easily melted on the mufflers and although the offset footpegs didn't annoy this tester, they might someone else.

One night out in the rain caused oxidising on the alloy engine barrels and heads and surface rust all over the rear end of the mufflers. The dipstick was awkward to use with a cold engine and

painful with a hot one — adding oil without spilling it over the lower crankcase was tricky too. This is a normal BMW problem. We found the speedo/tacho faces glary, too.

On the other hand the stiffer suspension reduces shaftdrive rear-end rise and fall and we liked the headlamp screen demister (the strips absorb heat from the light passing through them) in the fairing. It was nice to not have to wear heavy clothing all the time and we appreciated the overriding impression we gained of the BMW factory as a manufacturer which cares about its product and its customers after the sale is made. No wonder it gets so much repeat business.

### Conclusion

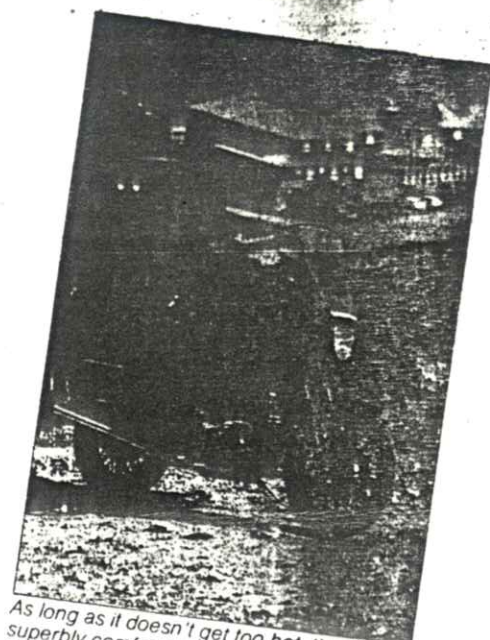
Many aspects of the RT would have scored higher three or four years ago but the modern mass-produced motorcycle is very good and in many areas the 'BMW gap' has closed up, if not disappeared or gone the other way! Nevertheless, the RT grew on us considerably during the four weeks we rode it and this tester agonised for some time over its final Value for Money score. Eventually "average" was chosen after allowing due measure for exclusiveness, quality, likely longevity, resale value, parts backup and attention to detail.

Realise the BMW's value derives not from performance — like Rolls Royce, the RT does not offer the best handling, braking and acceleration, but rather intangibles that go with a craftsman-built piece of machinery. If performance is your bag, buy something else, but do not expect to be part of the BMW scene. And perhaps it's time BMW reviewed major aspects (like brakes) now that other points have been refined to near perfection. — C.M.

### Second opinion

WHILE THE RT'S FAIRING does exactly what it is designed to do, there are a few undesirable features. The rider is protected on the move but the pillion isn't similarly pampered. In wet weather the lack of air movement can cause the rider's visor to fog up very rapidly, but I guess with the RT you don't need a visor.

At a standstill the fairing prevents normal dissipation of engine heat, and acts as an amplifier of engine noise. The huge side panels make the bike very susceptible to cross-winds, but in still conditions the fairing contributes to the BM's very good high speed stability. Those of us with huge clodhoppers will find a little adjustment of feet position necessary to prevent the left boot from colliding with the fairing on upchanges. A size eleven boot was also a tight squeeze between cylinder head and brake lever on the right so I



As long as it doesn't get too hot, the RT is superbly comfortable — take it up to the Snowy, as we did; not to The Alice.

found it better to ride with both feet further back on the pegs than normal. A rider with smaller feet will not encounter this problem and of course, those with a similar affliction to mine will soon get used to it. All this raises the inevitable question 'do all Bavarian tourers have less than a size 11 foot?'

The car-type air vents raised more than a cynical chuckle at times, but their worth became obvious in very hot weather where the only wind to reach the rider comes through them.

Around town the BM is neither heavy nor nimble, but it is a well balanced motorcycle which is easy to manoeuvre despite a slight tendency to fall into slow corners or U-turns. The RT offers good tractability around town but still isn't as good as the majority of litre superbikes which all put out considerably more power. It is reasonably torquey at low revs but doesn't really start to fly until 6000 rpm appears on the tacho. Acceleration is appreciable without being exhilarating.

From acceptable round town to great on the open road. Putting the RT on the highway is to find its true essence. At cruising speed the BM offered both flexible engine response and a high degree of comfort. Vibration is there, especially at high engine speeds but at 110 km/h to 120 km/h there isn't enough to be irksome. The bike gives the impression that it has the capability of transporting a pair of homosapiens plus gear over great distances after which the recipients of such graceful service arrive at their destination with a fair semblance of freshness. Gone are the days when BMs do it so much better

Continued on page 68



# BMW R100RT

Continued from page 40

than any other motorcycle, but the talent is still there — and a little improved.

Front brakes are good but require quite an amount of lever effort for successful stops from high speed. I wasn't impressed with rear brake power or feel. It was similar in the wet. The front brakes have reasonable response but never quite regain dry stopping power while the rear doesn't work at all well under those conditions.

Two days wasn't long enough to fully explore the RT's handling. I have this reluctance to push a motorcycle to its limits until satisfied most situations can be handled with safety. The fact that dropping this fine (and expensive) machine would undoubtedly incur the wrath of editor and distributor certainly made me think twice about going particularly ape — and of course there's the pain to be considered, and the new pair of jeans while piloting such a stylish machine around.

After riding a lot of Japanese machinery I found the BM takes some getting

used to. Torque reaction can be bothersome as well as the peculiar rear end rise under acceleration. Nevertheless the riding that was done served to convince me that the tyres are well suited, the BM can run out of left side cornering clearance, and it will weave a little over humps around high speed sweepers. However, overall handling while touring would be very good — and that's what the RT is all about.

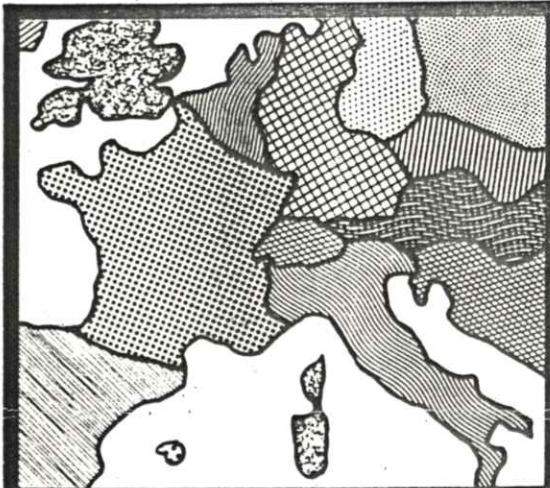
Clutch was quite heavy but no other complaints there. Gear changing can be done quite smoothly, and while it's not a super slick gearbox, it is better than its predecessors. The RT seemed to be geared lower than other thousands, undoubtedly due to its lower power output.

Instruments were small but readable, and switchgear was good with some reservation. The horn button is located towards the top of the left switch cluster so is a little difficult to get at in emergency situations. Headlight dimmer and flasher switch is a trifle vague so changing from high to low beam often meant going too far and consequently flashing high beam at oncoming traffic. Twin horns do a great job of scaring erring drivers and the headlight is excellent.

The sidestand system isn't very sensible at all. If the BM is nudged accidentally there's a good chance the spring loaded sidestand will retract and bingo! scratched or cracked fairing — heaven forbid! Centrestand isn't much better, it requires more effort than necessary for a bike of the RT's mass and needs to be pushed up manually (pedally?) once the bike is rolled forward off the stand.

Touring goodies abound on the 100RT, the list is quite lengthy. For six and a bit grand you get a tyre pump, first aid kit, cable lock, pannier racks, an excellent tool kit, two compartments in the panniers and a 12V outlet for showers, vibrators, or electric can openers (and all other camping necessities).

All in all the BM is a magnificent looking and superbly finished motorcycle, and is quite a crowdpuller. It's not the fastest, or the most comfortable, or the best handling motorcycle in existence but it still has a great deal to offer despite the expense. The R100RT is a very capable tourer and provides a level of riding enjoyment that's hard to equal — and it has that touch of class. — D.B.



## TO GET A DISCOUNT ON A NEW BMW YOU MAY HAVE TO GO A LITTLE OUT OF YOUR WAY.

It almost seems like an oversight on the part of the customs department, but prices like these are available to anyone who wants to take the trouble of going to Europe to pick up their bike.

You can nip out of the country for just a few weeks and bring back your BMW without attracting a cent of sales tax or import duty. All bikes will carry a full warranty.

If you have any enquiries the best person to talk to is Robyn Godfredson at BMW in Melbourne. Telephone: (03) 267 6266 (reverse charge).



Bavarian Motor Works.

Model	1981 Tourist Price	1981 Aust. Price	Tourist Saving
R65	\$3,250	\$4,450	\$1,200
R80 G/S	\$3,425	\$4,950	\$1,525
R100	\$3,535	\$5,300	\$1,765
R100S	\$4,215	\$5,950	\$1,735
R100RS	\$4,705	\$6,750	\$2,045
R100RT	\$4,705	\$6,750	\$2,045

Wouldn't these prices just make you stick! #10



## CLUB RUN TO BEMBOKA

If not for Graeme Cameron's presence at the Phillip Motor Registry at 8.30am, Sonja and I would have figured we had turned up on the wrong Saturday. Graeme was not going to Bemboka, but at least he confirmed that we had not stuffed the dates up. Eventually others rolled up (when will I learn that an 8.30 start does not mean you arrive at 8.30?). By the time we hit the road we had a small, but quality, crew of Frank Millwood and Kath Phillips (R80ST), Ian Hahn and son (R90/6), Jeanette and other son (People Carrier) and Sonja and myself (K100RT). Luke Rzepka was to meet us at Williamsdale on a borrowed (or stolen?) CX500.

As it turned out, the rendezvous with Luke didn't eventuate. We took so long to get to Williamsdale that he assumed we had left without him. We had visions of Luke thrashing the Honda-Guzzi all the way to Bemboka, trying to catch up.

The ride to Bemboka was quiet and relaxing, with the swervy and scenery down Brown Mountain and through to Bemboka the highlight. Ian Hahn prevented an almost brakeless timber truck from taking the short and fast route down the mountain.

At Bemboka Pub we caught up with Luke and blew the froth off a few coldies, while we waited for mein host, Mr Geoffrey Bevitt (R100RT Clone).

Bemboka is situated in the lush, rolling hills of the Bega Valley, one of the nicest bits of country around. Geoff lives on a small property outside Bemboka with his wife Ellen and kids. He has every reason to be a smug and contented bastard, so if you meet up with him at a valley don't let him ear-bash you about what a tough life he has got.

Geoff arrived and eventually dragged us out of the pub. We were also met by another local, Graeme Weston (K100RT), who offers special rates to motorcyclists for accommodation at his motel in Bega (he didn't say whether "special rates" means motorcyclists pay more or less).

Geoff led us for the ride down to the Grevillea Winery at Bega (picking up Ellen on the way) consisting of 30km of smooth sweepers. At the winery we met Geoff's brother and his wife, and John Wyman (GS G). An excellent fang was had by all, consisting of a barbecue steak and shish kabobs and salad, followed by homemade desserts, and washed down with a few bottles of the local produce, a fruity little number, with an impetuous bouquet and tantalising on the palate (you get it all in this magazine, folks!)

Sonja and I had to leave for home after lunch, which was a shame, because it was an occasion to savour. Lasting impressions? Good bike roads, pleasant scenery, reasonable weather and great company. If you did not make it you missed a great day, try to make it next year. Thanks to Geoff et al. Hope you will have us again.

Cheers Michael Trushell

Now, over to Luke ...

After an excellent B.B.Q. lunch at the winery it was back to Bega to pick up some fuel. I wasn't sure of the fuel consumption of the borrowed CX 500, so I thought it better to be safe than sorry.

Next on the agenda was a visit to the 'Mooseum'. Basically, it is a converted dairy farm featuring many pioneering dairymaking implements. However, the highlight of the place is the impressive array of bric-a-brac and memorabilia housed in the back shed. You really have to see it to fully appreciate the variety.

From here we made our way back to Bemboka via Candelo. Here the young at heart and the fit of body literally took to the trees! (Not mentioning any names Kath and Frank!) The weather had been somewhat variable all day. On our way back we experienced light intermittent patches of rain. Our spirits were so high that these little interruptions weren't really noticed at all.

After tea (and much general jabbering) those who felt able ventured off to the pub. Our visit had coincided with the annual Bemboka Race Day. Consequently the action at the pub was 'bigger than Ben Hur' as they say. In fact, after the pub had closed, a couple of very merry revellers cruise up to Geoff's place on horseback and attempted to keep the good times rolling! My sincere and heartfelt thanks to Geoff (and his charming wife Ellen) for putting us up for the night. The group turned out to be smaller than anticipated. Kath and I got the lounge room floor, that incidentally came complete with deluxe inflatable air beds. The Hahns, on the other hand, had to put up with the 6 berth caravan!!

Next day after a welcome fix of caffeine and a shower it was off to the Candelo country markets. This was indeed an experience not to be missed. You could purchase anything from a haircut to live chickens (and everything in between including "Ewe Poo", "Moo Poo" and an "Alley Barber".) I picked up some rather obscure jams and a nifty pop riveter. Kath was under strict instructions not to purchase anything that wouldn't fit into the CS's panniers. I'll have to be honest and say I was tempted to disregard my own ruling.

From there it was back to Bemboka for a bite to eat and fuel the bike. We met up with Warren and Fran at the pie shop. The pies there really are good. I thoroughly recommend them.

The trip back to Canberra was uneventful. The Honda's performance throughout the weekend surprised me. It was similar to my R65 but the brakes aren't as good. Oh, and before I forget; Kath, you're a great pillion but really — how can you appreciate the countryside if you sleep the whole trip?!!

## BUCHAN CAVES CANBERRA DAY LONG WEEKEND

*Almost an institution! And who cares about the caves?*

*See details in 'What's On' for meeting place and hear about other good visits there as well at next meeting.*

*Someone suggested we have a "port in a camp tucker" recipe competition at the Caves. Over to you and your ingenuity!*

## MOVIE NIGHT

*Chris Fulker will advise the date and movie at the next meeting.*



## 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. Also good for personal thirst quenching. Available from Kath for \$4.00 per bottle. Tel: 80 5803 w. Please note — no home telephone number for the time being.
- BMW BITS:
  - S/S Breakwell & Green mufflers /6. (L/h OK, R/h external-ly OK)
  - Fork Leg Fork Staunions (slightly bent)
  - Fork Springs Brake Bits
 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
- 1985 K100RT. Radio-cassette - all BMW accessories - panniers and inner bags - tank bag - stay-in-tune muffler - 12 months rego - burglar alarm - 32,000 ks - dolomite in colour (grey). \$9,500 ono. G. McCredie 31 7629
- BMW R80G/S - standard tank, white with blue decals, fuel tap included. Good condition, no dents, should fit most R series bikes. \$150 (new \$390).
- and — BMW R80G/S Handle bar grips, good condition. \$10 each. Phone (062) 58 5238 - ask for Peter Hopkins.
- K100RT, '85 model. 37,000ks <sup>50479</sup> ex-Police bike - October rego - new rear tyre - Concourse winner. (Selling to return to the R-Series) with dual seat conversion. Tel: 31 0114, Chris.
- 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.
- R90/6, immaculate, new paint, radials, S fairing, all possible extras, 54,000km, \$3,500. Contact Salty- 865 506 AH.
- WANTED, Headlight and fork tubes for /7, Stainless steel headers for 75/6. Phone Kevin, 815 276 AH.

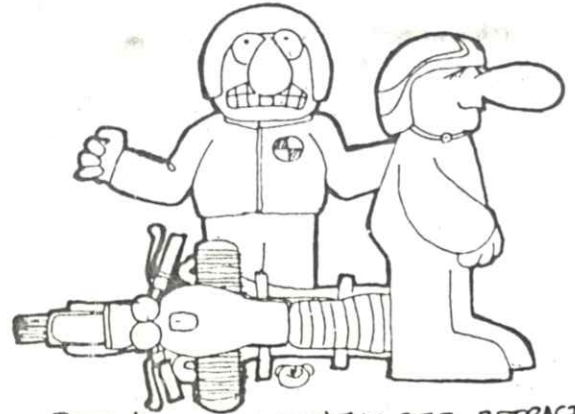
**NOTICE** — there will be an extra position to be elected at the AGM

"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!

The Bear sez...  
a friend is someone who



... DOESN'T LAUGH WHEN THE SELF-RETRACTING  
SIDE STAND ON YOUR IMPORTED BMW  
DUMPS THE BIKE INTO THE GRAVEL.

All you budding artists — draw  
me up a few cartoons — won't  
you. This is the last of "The Bear  
sez..."

## WHEELS '88

I arrived at the A.C.T. Leagues Club Oval at around 8.30 a.m. to find that Sean O'Connor was the only other member there. Sean told me that he had been there since 6.30 a.m. Well, you see Sean IS a new member so it will probably take him a while to get used to the club's slackness. Sean had already got the club flag hung in a good position and had marked out an area for our members to display their bikes.

As I pulled up Sean was putting the final polish on his R75/6 so we now had two bikes on display. It was not long till they were joined by an immaculate white R80GS Paris Dakar that belonged to Peter Hopkins. Ian Hahn was the next to show up with Andrew on his R90/6 towing a trailer, with Jeanette in the van with Chris. Chris Fulker was the next to show up with his bike Casper making the mainstream of our display a R75/6, R90/6, R80ST, R80GS P-D and a K100TIC. Liam showed up on Kath's R60/2 which he displayed for a little while before he had to go back to work. Peter Oliver was another member who showed up and put his bike on display for a little while.

We had quite a few members show up during the day to say hello and a few other people showed interest in the Club and even had one person sign and pay his membership fees on the day. All in all, it was a rather good day and a good bit of P.R. for the Club.

Ian brought along a large pot of coffee for those who wanted it.

Special mention must be made of Luke who, even though his bike is not yet back on the road, spent many hours manning the site and giving out information.

Frank



# ANNUAL GENERAL MEETING — JOBS FOR SALE

Feel free to come forward - plenty available - there's sure to be one to suit you.

**PRESIDENT:** Sense of humour essential, need not necessarily be literate - must supply own gavel or large object for gaining attention.

**VICE:** Needs some of the qualities of President - willing to be led by the nose by the Pres. an advantage.

**SECRETARY:** Should be able to write and to know which end of the pen to put on the paper.

**TREASURER:** Needs 10 fingers to assist in counting. Must be good at culinary arts to enable cooking of books - needs to be a good balancer. Are there any ex-tightrope walkers in the house?.

**TOOLS OFFICER:** Needs to be a bit of a nut, own own overalls, garage, and have either a memory like an elephant for tracking down tools or can buy a notebook from petty cash.

**SOCIAL SECRETARY:** Tee totallers don't apply! Perfect position for a good time Charlie or Charliess.

**TOURS OFFICER:** Compass supplied. Must be able to find his or her way out of a wet paper bag.

**EDITORIAL COMMITTEE:** Must have a fair knowledge of the alphabet and be able to translate articles from hen scratchings into pieces worthy of literary awards. Pencil case supplied.

**LIBRARIAN:** Must have two special abilities: be a good spotter (of other people's articles) and be able to put together historical brainteasers as well as Lesli.

**ASSETS OFFICER:** Must be able to sell ice boxes to Eskimos, oil to the Arabs, etc.

## PRESIDENT'S MESSAGE

Many years have passed since I obtained my motorcycle licence and now I come to think of it I need not have gone for it as all it consisted of was 'around the block once and if you get back O.K. you'll get your licence'. Things have changed and with the current legislation it is more difficult to get a motorcycle licence. Most people say it is about time that ANY licence to drive should be harder to get, as the young people think it is their right to have a licence. Not wishing to get into an argument about the merits of obtaining a licence, I think we should look into a method of transferring our knowledge to the younger rider.

There are riding courses now available for all riders wishing to improve their skills, and in some states a compulsory course to obtain their permit and another to obtain their licence, now exist.

When you think about transferring knowledge to others the most used and successful method is visual. You have only to look at the results of television today. I am not saying

that we should start some sort of class to do instruction but we should be setting an example to them by our actions. Young people are very impressionable and if they see other 'older' people doing silly things on and off the road they will only follow human nature and copy it. We all transgress the law at some time but a good and responsible attitude toward good riding skills should exist at all times.

Wheels '88 was a good success and thanks to all who helped. Don't forget the A.G.M. on the 14th March. Cheese and biscuits, tea and coffee will be served after the meeting.

The maintenance day at my place clashes with the Volley Ball Championships but the venue for the maintenance day, 15/9 Tristania Street, Rivett, is on the way to the Cotter. The materials you should bring for the maintenance day are, oils, drink, meat, food in general, plate, knife, fork, cup, etc, even if you're going on to the Volley Ball match after lunch. After the day is over probably some sort of pick-me-up will be required!

Cheers

Ian

## A.C.T. BMW MOTORCYCLE CLUB 1988 ANNUAL GENERAL MEETING Nomination Form

I nominate:

for the position of:

Nominator

Seconder

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, WOODEN A.C.T. 2606