

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

MAY 1988.
VOL.8 NO.1

PRESIDENT	Ian Hahn	888126(H)
Vice PRESIDENT	Chris Fulker	310114(H)
SECRETARY	Jon Shannon	414922(H)
TREASURER	Greg Bellair	544710(H)
Touring SECRETARY	Frank Millwood	957493(H)
Social SECRETARY	Fiona Oliver	473641(H)
TOOLS OFFICER	Peter Oliver	473641(H)
ASSETS OFFICER	Bob Rumsey	919329(H)
LIBRARIAN	Shaun O'Connor	489503(H)
EDITOR	John Yialeloglou	864249(H)
EDITORIAL STAFF	Peter Hopkins	585238(H)
	Shaun O'Connor	A/A
	Bob Rumsey	A/A
PUBLIC OFFICER	Marion White	489503(H)

REGULAR CLUB ACTIVITIES:

GENERAL MEETINGS

Second Monday of the month, from 7-45pm
at ROYALS RUGBY FOOTBALL CLUB, BRIERLY ST,
WESTON, upper mezzanine room.

CLUB RUNS

Usually first weekend of the month-
See 'WHAT'S ON' page.

SOCIAL EVENTS

Social events as determined at Club meetings,
see 'WHAT'S ON' page for details.

KOSCIUSKO RALLY

Held in October at Geehi Hut campsite in the
Kosciusko National Park near Khancoban.

CLUB DISCOUNTS

Several Canberra and regional business' have been contacted, but
as yet nothing has been finalised (unless you want a discounted
haircut -- contact Frank Millwood), so stay tuned and we'll keep
you posted.

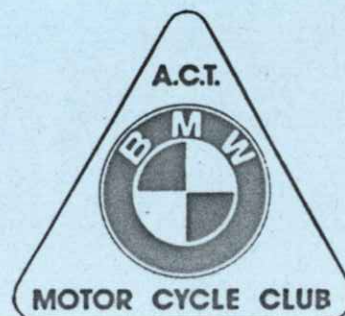
Contributions to this journal are welcome and should be directed
to the Editorial Staff as listed at the top of this page, or
posted to the club's mailbox (P.O. Box 1042, WODEN, ACT 2606.).
Photos etc. will be returned on request.

MEMBERSHIP FEES:

SINGLE \$10.00 JOINT \$12.00

Information about joining is available
from the Committee as listed above, or
write to the Secretary, ACT BMW MCC,
P.O. Box 1042, WODEN, ACT, 2606.

THIS MONTH'S COVER: K100RS & RT.





President's Report Annual General Meeting
March 1981

I have only been President for several months but in the twelve months past the club has gone ahead steadily. No great leaps were achieved but in all a successful year.

The only low point was the untimely death of our president Mike Houston who I hold fond memories of, along with many others. His style of leadership and personality will be missed.

Most club activities, Social and Otherwise were successful. In the financial side the club made a small profit for the year, and I hope we can do better this year.

I wish to thank all committee members and those others who helped throughout the year. A special thanks to Hilda Sunderland for her work as secretary for the past two years and Stuart Sunderland for the time spent when he took over the treasurer's position for the last five months and sorted out the books to enable the Incorporation to go ahead. I hope to see his efforts rewarded with the club being incorporated this year.

Regards

Ian Hahn

RHUBARB

Hail. As a staunch Guzziphile, I am pleasantly surprised with my first BMW (R65LS), to the extent that I consider it to be a Moto Guzzi with the rough edges smoothed over (heady praise).

As editor, and through these hallowed (hollow??) pages, I'd like to encourage ALL riders, actual and potential, to do those things which they enjoy most. Naturally the emphasis is on bikes, Beemers in particular, but, diversity being the spice of life, ALL related activities and bikes should interest us. So if you have a nice recipe, cartoons, fiction or anything at all to contribute, whether you ride a BM, non-BM or not at all, drop us a line and have your say in YOUR newsletter. The format will change soon, from this month's rag which has been cunningly designed to look as if it has been hastily thrown together (although this beats the last issue which was even more cunning --- it was invisible!) to a semi-logical format --- your opinions may be totally ignored but they are still most welcome! Ride safe.

The Editor



-Membership is NOW DUE or this is your LAST magazine

BUY PORT! (this subtle message is brought to you by our soc.sec.F.O.)

-In spite of current price lists, at least two dealers have told us that their rec. retail on BMW system helmets (mk.2) is \$440 so get them now, before everybody's price jumps

-On May 1 there will be a B.B.O. at the Cotter featuring volleyball practice at 2pm. It is expected that the doing of food will commence at 11.30 or thereabouts, with the brave (foolhardy???) staying on to sharpen their competitive spirit

-Just a reminder that Committee meetings are held on the Wednesday evening after each General Meeting

-NOTE that the May club run will be to gunning, and will take place on the 15th (Sunday)

-There will be a KITE DAY on the 21st June --- details will be advised at the next General Meeting

-Please note that "For Sale" entries will not be automatically repeated every month, so please inform your editorial staff if your capitalist ventures are unsuccessful and you'd like to try again

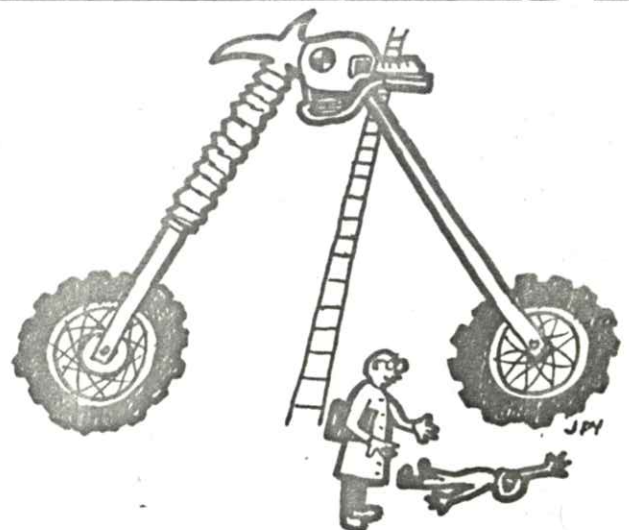
-Our esteemed Touring Secretary has announced the June club run, which will be to the water wheel at Hoskins Town on the 5th of June (Sunday)

RALLIES

- Four-Owners Club are holding the Goodradigbee River Rally on the 5/6 Nov this year
- The Flying Doc Rally is on again, on the 23/24 April at Mambray creek, between Port Pirie and Port Augusta
- The Sapphire Rally is on the Queen's birthday w'end (11,12&13 June) near Warialda (Northwest NSW)
- The Famous Last Words rally will be held on April 16&17 near Euroa

For Sale

- Engine bars to suit R65/LS
vgc. \$60 ono
Ph: John (editor) 864249ah
- BMW R100, 1983, Blue, 105,000km
RT fairing (not fitted), Krausers,
New rear tyre, timing chain, fork
seals.- \$2500.
Alex Simpson, 573 429.
- BMW 520 car, 1973, 4 speed, very
good condition, rebuilt top end,
new shocks.- \$3000.
Nick Howlett, 350 157.



"But Eddy, we told you we
were increasing ground -
clearance for 1988!"



General Business:

1. M'Ship applications posted in to go in Corres. In column.
2. Movie date to be shifted to either 13th or 20th APR as movie originally suggested no longer on.
3. Section of illustrated CT18 ad to be downsized and used in Mag as filler when required.
4. Chris Fulker to obtain quotes from two possible alt. suppliers of Club badges, a. Lucas Productions (Melb) b. Hanns Emblem Supplies (Act)
5. Tentative decision, colour of 1988 Kosciuszko Rally badge, AQUA.
6. Touring Sec to supply map for April club run for magazine.
7. Peter Oliver to write up account of Buchan Caves run for Mag.
8. P & F Oliver to draft letter to various Business Organisations formalising Club discounts. List of B.O's to go before next G.M for clarification and approval.
9. If no reply from BMW Aust. (re New Dealer) by April G.M, reminder to drafted and sent.
10. Moved by Pres that future Committee Mtg's be on Wed immediately following Monday of G.M. Motioned Carried.
11. Minutes of Com Mtgs to be in future typed up for monthly Mag.
12. Proposal by BMW AG to restrict use of it's traditional BMW roundel rejected by the committee.
13. Streamlining of the Points Scoring system for Club Person of the Year discussed.
14. Offer made by Peter Robinson of Gunning rejected on financial and logistical grounds.

ACT BMW MOTORCYCLE CLUB - APRIL GENERAL MEETING

MINUTES

Meeting Opened: 2012

Members Present: 13

Apologies: - H. Sunderland, J. Hahn, A. Fulker, M. White, P. Hopkins

New Member/s: Nick Howlett.....R65LS

Minutes of March Meeting

Mved: Fiona Oliver

2nd: Chris Fulker

Business Arising: 1. Movie date changed to 13/4/88

'Snowy River 2'

2. Stuart Sunderland to contact the new Public

Officer to effect a handover of all INCORPORATION details.

Treasurers Report: Savings A/C.....\$675.24

Investment A/C.....\$1584.54

\$2259.78

Mved: C. Fulker

2nd: P. Oliver

Correspondence In: General.....BMW DCA, BMWCCQLD, C'berra Times Bill
MFAACT (Rider training, 88 Smith Family Run), C'wealth Bnk St'tement
No 51, BMW ACCESS LIST (April 88).

Mags.....BMW's QLD, NSW, VIC, WA, DCA. Canberra
L.O.U.B.'s Newsletters Nov-Apr, ACT V. & C MCC.

Rallies: ...BI-CENTENNIAL Rally, WINTER Rally
(Sydney Tourers), EMU Rally (Ararat MCC), NUNBAT Rally (MFA WA)

M'Ship App's/Renewals....R. Stone, R&L. Smith
Robbo, D. Chown, D. Meek & L. Oliver, N. Howlett.

Correspondence Out:88 M'Ship Cards to M. Williams,
J. Yialelogiou, Lucas Productions (re Rally Badges), Royals C'BERRA

Nick Howlett (m'ship app), Robbo.

Mved: F. Millwood

2nd: S.O'Connor

General Business:1. Kath Phillips still has plenty of port
available @ \$4.00 per bottle. (Go On.....try some)

2. The current situation concerning the Logo
Change was outlined and it was decided (By Unanimous Vote) that
the Club would support the Victorian BMWCC in the formation
of a National BMW MCC body. Ian Hahn will be repping the Club
at the 7th BMW rally where discussions will be held on the subject

cont....



3.The CLUB PERSON OF THE YEAR points system is still under review by the committee. In the interim a book will be tabled at each meeting for members to enter their names and relevant details for C.P.O.T.Y.(refer April committee meeting minutes)

4.Letters written by Fiona Oliver to various business organisations inquiring about possible Club Discounts, tabled for general approval.....Accepted.

Reports:- Rally Secretary...1. Volunteer needed to take Club Flag and go down early to 7th Bem Rally site to pick campsite for April club run.

2. May 15 Club Run to Gunning, day only departing Phillip motor registry 9.45(Refer 'WHATS ON')

Social Secretary..1. Volleyball Practice,May 1,1400 at the Cotter Reserve. Those who wish come early for a bar-be-cue

2.Movie night 13/4,be at Center Cinema foyer by 1845. Club to purchase tickets collectively for group discount. Members to reimburse. Those who put their names down for tickets and don't attend will pay anyway.

Bike Torque:.... Boot repairers of good repute...Joes Boot Shop Kingston, Redpaths Boot Repairers Civic.

Next Meeting:-9/5/88 Next Committee Mtg:14/4/88

Venue: 40 Grayson St.Hackett

Meeting CLOSED....2132

Present Membership.....33

BMW MCC CLUB of the ACT.....COMMITTEE MEETING APRIL

MINUTES

Venue:- 40 Grayson St Hackett.

Present:- I.Hahn,C.Fulker,J.Shannon,J.Yialeloglou,P&F Oliver, F.Millwood .

Apologies: G.Bellairs.

Minutes March Committee Mtg

Business Arising: 1. re C.P.O.T.Y. points system

Fiona O. moved that 4 Central Committee members have final say on choosing CPOTY with input from all other Office bearers.Office bearers will not be eligible for award.Points System is therefore scrapped.....2nd Frank M. Motion Carried.

2. re Logo Change/National Body

In addition to the Club supporting Victoria(refer April GM minutes) If the concept of a bike national body proves to be non-viable, Consultations will be held with the car clubs in response to their offer of a JOINT car/bike National Body.

General Business: 1.To be raised G.M. next, Decision to be made on shortfall of reimbursed funds for movie night 13/4/88.

2.Chris F. moved that at the next G.M. the members be made aware that the committee recommends a variation to M'ship Fees subject to approval.....a. No Change

b.\$2 increase & New Members fee of \$5 per head.

c.\$5 increase across board.

Variations to be made effective from next A.G.M.

3.Letters to be written to CASTROL,DON WILSON, BUDGET re sponsorship for Rally prizes and awards. Other aspects of rally organisation discussed...Nothing Decided.

Mtg Closed:-2216



ACT BMW MOTORCYCLE CLUB

STATEMENT OF RECEIPTS AND EXPENDITURE FOR

PERIOD 1st MARCH 1987 TO 29th FEBRUARY 1988

RECEIPTS:

Bank a/c's at 1st March 1987:		
Savings a/c -	533.52	
Investment a/c -	1907.82	2441.34
Membership	334.00	
Rally	1163.74	
CT18	57.50	
Badges/Clothing	22.20	
Spares/Accessories	280.00	
Wine Project	412.00	
Advertising	40.00	
Other	5.75	2315.19
Transfer Investment a/c to Cheque a/c		1500.00
Transfer Cheque a/c to Investment a/c		1000.00
Bank Interest (Savings Bank)	16.85	
Bank Interest (Investment a/c)	176.74	193.59
Unrecorded Expenditure -		40.20
TOTAL RECEIPTS:		7490.32

EXPENDITURE:

Postage	278.14	
Stationary	24.64	
Rally	1131.97	
CT18	97.50	
Badges/Clothing	0.00	
Spares/Accessories	177.96	
Wine Project	722.60	
Club Tools	202.31	
Photocopier Repairs	76.57	
Other	115.77	2827.46
Transfer Investment a/c to Cheque a/c		1500.00
Transfer Cheque a/c to Investment a/c		1000.00
Bank Charges	17.50	
Govt Debits Tax	8.95	
Financial Inst Duty	0.98	
1986/87 Audit Fee	40.00	67.43
Bank a/c's at 29th February 1988:		
Savings a/c -	510.89	
Investment a/c -	1584.54	2095.43
TOTAL EXPENDITURE		7490.32



ANNUAL GENERAL MEETING

14march1988

MINUTES

Meeting Opened: 8:23pm

Members Present: 29

Apologees: Marian White, Bob Rumsey.

Minutes of March 1987 meeting

Moved: Jon Shannon
2nd : Chris Fulker

President's Report: Read elsewhere in this issue.

Treasurer's Report: (tabled) As above.

Moved: Fran Gilchrist
2nd : Kath Phillips

Social Secretary : Good social year, Christmas Party a success considering price, Lost volley ball Trophy again.

Editor : 1. Good mixture of articles for 87/88
2. MORE technical articles wanted.
3. Good response overall.

Vice President Warren Gilchrist presented 'CLUB PERSON of THE YEAR' trophy to Frank Millwood.

ELECTIONS: Chaired by; Stuart Sunderland
Votes counted by; 1. Hilda Sunderland
2. Shaun O'Connor

Election Results:

PRESIDENT: Ian Hahn
V. PRESIDENT: Chris Fulker
SECRETARY: Jon Shannon
TREASURER: Greg Bellairs
TOURING SEC: Frank Millwood
SOCIAL SEC: Fiona Oliver

TOOLS OFFICER: Peter Oliver
ASSETS OFFICER: Bob Rumsey
LIBRARIAN: Shaun O'Connor
EDITOR: John Yialeloglou
EDITORIAL STAFF: 1. Peter Hopkins
2. S. O'Connor
3. B. Rumsey

Meeting Closed: 9:16pm

MINUTES of GENERAL MEETING

March 14 1988

Meeting Opened; 9:35pm

Members Present: 29
Apologee's : Marian White
Bob Rumsey

Minutes of February meeting

Business Arising: NIL

Treasurer's Report ; As per A.G.M.

Correspondence In: RALLIES- Cane Toad 88 QLD, Sapphire NSW, Goodradigbee ACT,
Famous Last Words & 7th BMW rally VIC, Flying Doctor SA
MAGAZINES- VVC2, Bmw NSW, SA, WA, VIC, QLD.
GENERAL:- Post Office Box a/c, Hospitality Code-Robbo,
Minutes ACT Motor clubs, Commonwealth Bank Statement No 49

Correspondence Out: BMW Aust. (tabled), 2CA, Canberra Times (telephone)

General Business: Marian White appointed PUBLIC OFFICER for purpose of Incorporation.

Rally Secretary's Report: 1. 7th BMW rally will be APRIL club run (Anzac W'End)
Refer 'WHATS ON'
2. Fran Gilchrist gave rundown on Buchan Caves area.

Social Secretary's Report: MOVIE March 30 see 'WHATS ON'

Bike Torque: NIL

Meeting Closed: 1000pm

Next Committee mtg. 23/3/88
Venue : Hahn's

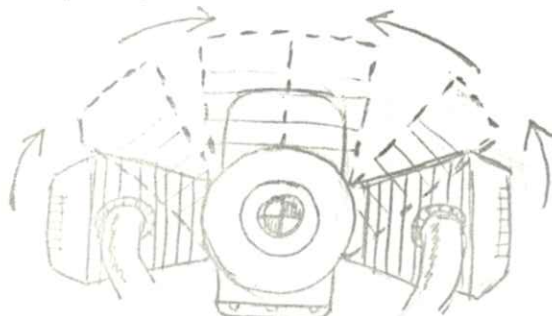
Next Meeting: 11/4/88

Present M' Ship : 64



WORLD EXCLUSIVE!

An astounding discovery was made recently by our roving reporter and on-the-spot man, Callan Athcart, at the Munich BMW plant. While stumbling about the factory, searching for a bar, our intrepid reporter blundered into a back room where he laid eyes upon---THE NEW BMW. Yes, secretly developed over the last 62 years (and thus guaranteed of refinement) and ALMOST ready for production is the U.G.M. This, of course, stands for the Universal German Motorcycle and as well as being BMW's answer to certain cheeky manufacturers in the not-so-far East, may be the best European motorcycle EVER. As can be seen from the quick sketch which Callan managed (before being bludgeoned away by irate Kransky-toting engineers), the cylinders pivot about the crankcases, allowing the rider to quickly convert his/her steed from a flat twin (normal BMW touring mode) to a V-twin (sporting mode) to a parallel twin (nostalgia mode), thus catering for all tastes.



Callan also reports that clever linkages which connect the cylinders to the handlebars and foot pegs automatically adjust these items according to the position of the cylinders, meaning that a rider can select between clip-ons/rear-sets, classic and sit-up-and-beg riding positions.

Further details are sketchy as Callan is still recovering from surgery to remove a 2kg Knackwurst from a very tender area, but stay tuned for more, and remember ---- you heard it HERE first.....

VOLLEYBALL

The long awaited re-match with the Canberra Four-Owners Club was on again, so they thought. Through the invitation extended via the then touring secretary Frank, the Four-Owners fronted up at Cotter at 11am on the appointed day with members awaiting the game (?? Ed) just before lunch. It was obvious that some information was withheld as it wasn't until 3pm that a team of willing BMW owners formed. Frank Millwood arrived slightly earlier on board a GPZ 550 with the club's volleyball and net strapped to the bike (see, Japanese bikes are good for something). The Four-Owners took the initiative and started their pre-match warm up, finely honing their skills (a lesson can be learned here) along with selecting the battlefield.

The BM Club served first, but alas from a maximum of 15 points only 3 came in the first game. The second brought new fortunes with the departure of two seasoned Four-Owners, and as two substitutes were introduced, tables turned at 10-15. The final, crucial, game began but unfortunately didn't reflect the true grit the BM club members put into pushing that inflated leather ball over a net again and again, only to have it come back.

A note of thanks to Hahn's ball boys and their enthusiasm.



BUCHAN REVISITED (or spot the Reeboks).

You couldn't have asked for better weather for a ride. Clear blue sky, warm but not hot, could it last for three days?

The Canberra Day long weekend had always appealed as a good excuse to travel interstate without the inherent problems of having New South Welshmen and Mexicans clogging the highways. A small but eager bunch had assembled at the departure point on Saturday morning though Fiona and I never saw them as we had taken a more leisurely approach and were still packing the R80 at 10 am and finally exited the city an hour later.

We'd heard that the Fulker's would be travelling in their campervan, but this was ridiculous! We had only gone 20 km and had already overtaken a string of slow moving 'people movers', apparently intent on flattening scantily clad athletic types. Was this some bizarre new sport we were witnessing or was every registered campervan required to have a runner ahead to warn of its approach? All would soon be revealed

The only evidence of another motorcycle was the sight of Stewie Sunderland's R80/RT just out of Cooma.....going the wrong way! Surely we hadn't overslept to that degree? Not to worry, we were bound to meet up with the others sooner or later. After a mediocre snack in Cooma we headed off to Nimitabel and Bombala towards Cann River. This road is yet another Bicentennial project and has in fact only some 17 km of reasonably smooth dirt left on an otherwise magic piece of motorcycling road. It offers a selection of fine scenery and swervery to keep even the most jaded biker smiling (especially after the tedium of the well known Canberra to Nimitabel section).

Sure enough as the dust cleared and the thriving metropolis of Cann River loomed into view, we spied a clutch of Beemers parked by the Post Office. Dusty riders and passengers included Ian Hahn (with Andrew keeping the back end of Ian's R90/6 steady); Geoff Bevitt on his R100 with RT fairing, who had joined the bunch along the way; Sean and Marian on their R75/6; Chris and Anne Fulker in their 'mini Winnebago'; Jeanette and Chris Hahn in their 'people mover' and Jon Shannon and Linda Walpole wedged into a Charade completed the bunch.

After refuelling it was a short haul down the Prince's Highway to Orbost. There were two choices for the final leg to Buchan; the shorter, winding route or continuing down the highway to Nowa Nowa and then North through Buchan South. Most of the group took the first option.

It was around 5pm when we trickled into the picturesque Buchan Caves Reserve some 400 km's after leaving home. Most of us then set about unwinding and throwing up



an assortment of tents. Already at the site was Bob Rumsey on his R80. Bob had left Canberra the previous day and had camped overnight at Jindabyne before taking the Barry Way south. Also appearing at this time was Ken Taylor on his Yammy Tenere. Ken impressed all of us with his lightweight hiker's tent and initiated a brief discussion on the merits of certain styles of camping equipment. Seems when we aren't talking bikes it's camping gear! Everyone seemed impressed with the venue and the amenities in particular must be rated a nine at least. For those who haven't been to Buchan, the reserve is set in a small valley behind the township and whoever discovered the limestone caves last century had the forethought to see the potential of the area and set about planting trees. These include Australian native species and North American and European varieties in abundance. The end result is a well shaded camping area with the bonus of attracting native wildlife—king parrots, kookaburras, wrens etc. as well as kangaroos and the ever persistent and noisy possums.

Sunday dawned as clear and fresh as the previous day. Mention was made of the volley ball gear being brought but not enough energetic souls could be mustered for a hit around. Instead an intrepid band headed off towards a hole in the ground called the 'Fairy Cave'. As luck would have it the weekend we had chosen coincided with the 100th anniversary of the caves' public opening, which explained why there were so many day trippers milling around. To commemorate the occasion the guides were issuing candles to the punters to give us an idea of how the caves would have seemed to the early visitors. What it also did was prove how easy it was to drip hot wax on your arm and to set fire to the person in front whilst bending and stooping through the narrow passage ways! Nevertheless most folk emerged impressed (and charred!) at the other end. The rest of the day was mostly spent in the idle contemplation of life as we know it, sleeping, reading, or (you guessed it) talking bikes.

Most of the group spent the evening in the old stone kitchen happily chatting, prodding the fire or feeding the resident possums.

An unhurried disassembling of poles saw most of us homeward bound by 11am, only to strike the snail like procession of campervans and runners on the highway near Orbost. This string of masochists stretched to the dirt north of Cann River, and their plodding was made even more hazardous by the occasional appearance of a logging truck. The reason for this lunacy was something called the Westfield Ultra-Marathon. This event is held yearly for those who apparently have nothing better to do than abuse their limbs by running between two points on a map 1000km apart. Perhaps they can't afford the airfare between Sydney and Melbourne.....

It's a reasonably safe bet that most of those who came on this run had an enjoyable time, at least there were no complaints that I heard! Fiona and I will probably be there again next year.

Peter Oliver



NEW METZELER FOR R100G/S

Metzeler is claiming a world first with the release of its new Enduro 3 Sahara road and trail tyre that has gained a T-class speed rating, that designates it safe upto speeds of 190kph. The high performance Sahara tyre was developed in conjunction with BMW as original equipment for the new road and trail burner, the 1000cc R100G/S. The aggressive looking tread design is said to combine the best of both worlds in high performance on and off road riding. The arrow tread makes for a safe street tyre while the deep tread block offer excellent performance off road for a tyre of this type. For use on the R80G/S you would be hard pressed to overlook this new tyre. First production of the tyre has been devoted to the new R100G/S so we will have to wait for the new tyres, they will be available in a range of 18 & 21 inch front and 17 & 18 inch rear wheel sizes.

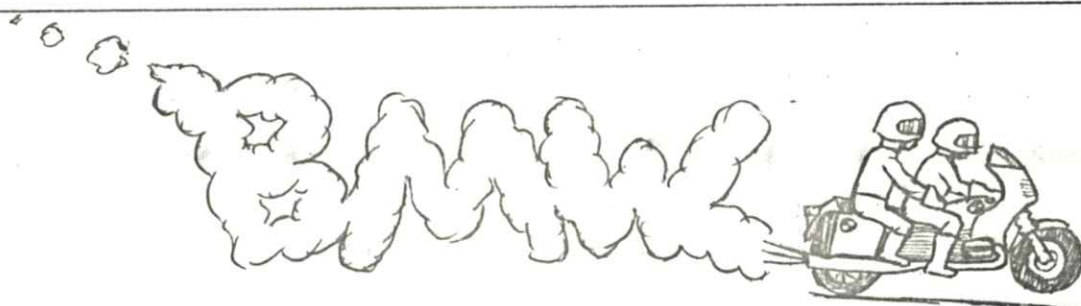
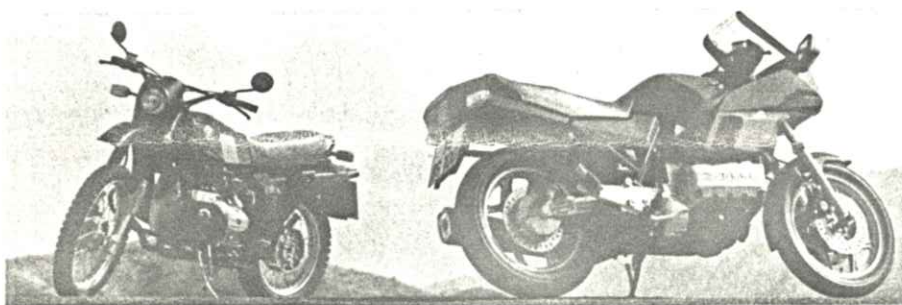
If you have been wondering what all those letters refer to on your tyres then this table may sort things out.

Speed symbol	F	G	J	K	L	M	N	P	Q	R	S	T	H
Kp/h	80	90	100	110	120	130	140	150	160	170	180	190	210

"MS" : -20 km/h

"Reinforced": -10km/h together: -30 km/h

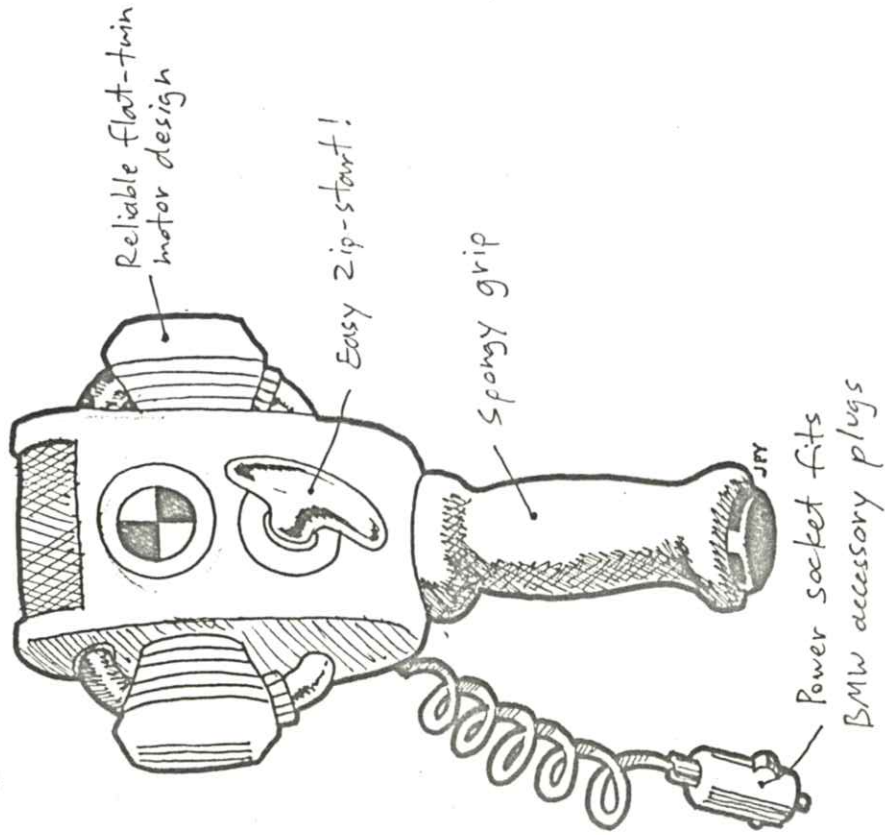
Peter Hopkins



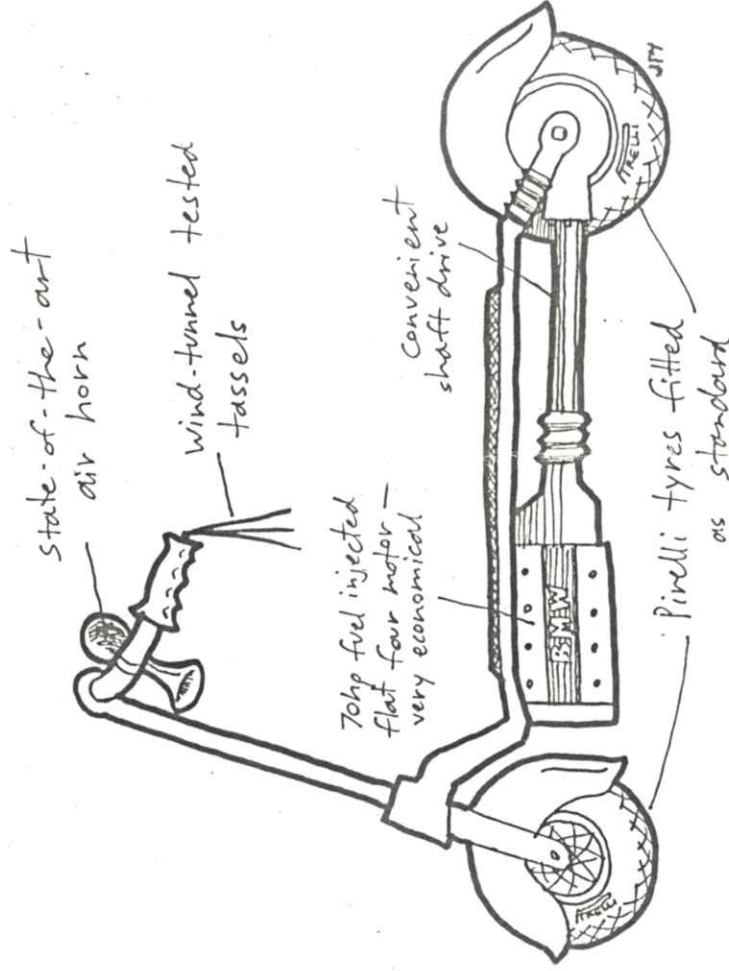
JFY

--- For the man/woman who thought
they had EVERY BMW accessory ---

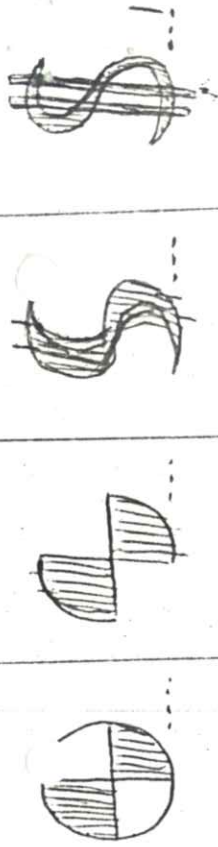
The BMW shaver



The BMW 'scooter'



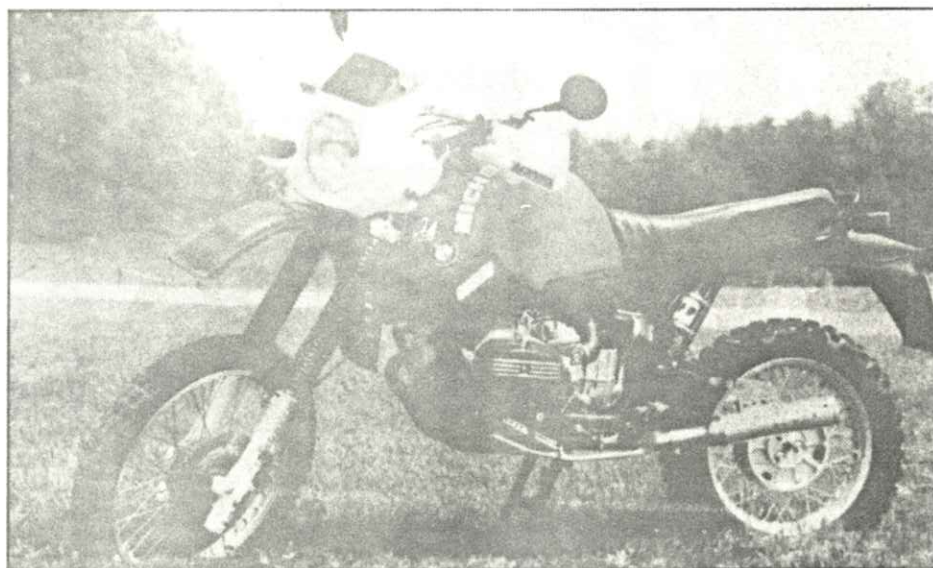
--- Give your child a taste
of the BMW riding experience ---





West German enduro expert Schek has introduced his new 1988 Paris Dakar model based on the R80G/S. The new model is available with a range of features stipulated by the individual customer (and his or her budget). The largest engine available is a 65 bhp 1000cm unit with twin exhausts. Forks are straight from the BMW works bikes with Marzocchis of 42mm diameter giving a 300mm of front fork travel (standard is 37mm & 200mm). The monolever rear suspension is retained but the damper unit is a White Power Racing shock. An all new fuel tank is a massive 40 litres. Tyres are "Desert" type, front 3.25 x 21 and rear 140/90 x 18. The seat is supposed to be a "Schek special" too, but it looks pretty standard.

Robert Hopkins



Schek BMW features 40-litre tank, high output motor and long-travel suspension.

CLUB BADGES

The small metal badge is presented to all new Club members and is covered by the registration fee. A further metal badge may be purchased on application to the Secretary, as is the purchase of a cloth badge.

Stickers are also available, at sizes
(a) Equivalent to the cloth badges and
(b) In between the cloth and metal badge sizes.

Both sizes are available in a dark or light shade of blue, and come in sheets of

- (a) Six -Light Blue for \$1.00
- (b) Four-Dark Blue for \$0.60

For more information,
contact John Shannon
or write to the Sec.,
c/o P.O. Box 1042 Woden.



\$2.00 ea

ACTUAL SIZES



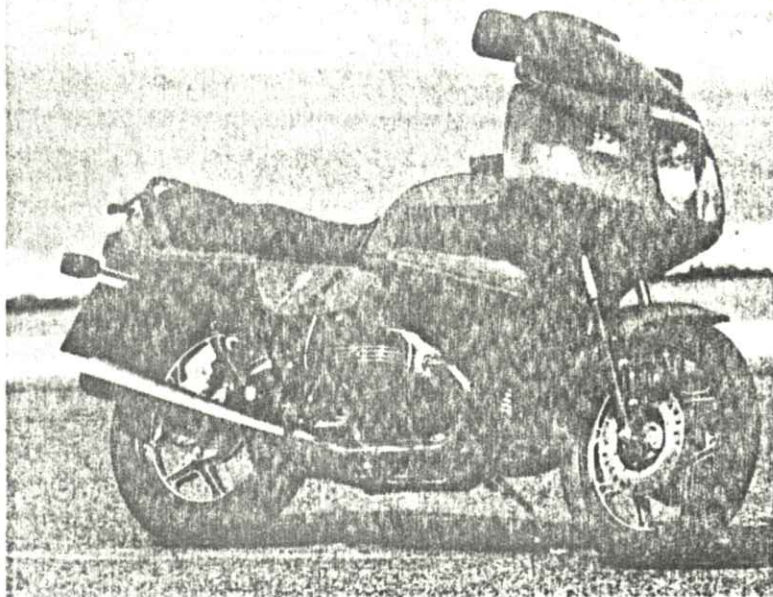
\$3.00 ea

GIVE A BOXER A GOOD NAME

And it will run and run

BACK in the summer of 1983 I took a BMW R100RS to Stockholm and back, on a flying week's visit to see my parents who were then living there. Four years later the memory of that ride is still fresh: flashing through the gloomy pine forests of central Sweden down what must be some of the best biking main roads in Europe; sitting at a steady ton-ten on German autobahns and being overtaken by a Renault 5, of all things; slumped in a cafe chipping a beer and listening to the ticking as the engine cooled after a 650-mile day's ride (which also took in two ferry crossings, from Sweden to Denmark and then Denmark to Germany), knowing that the bike would still carry us the remaining 500 miles with the same metronome-like consistency it had shown all week.

For me, that was the swansong of the boxer RS. A couple of months later I was being told at the launch of the new K100 fours that the one-litre BMWs were to be consigned to biking's history books, victims of progress (cars of it) and ever more stringent noise laws. A shame, for if ever there was a classic European grand tourer, the R100RS was it. I remember seeing my first one in 1977, gazing in awe at that beautiful full fairing. At the time I thought it was one of the most striking purposeful bikes I'd ever seen. Ten years later nothing was happened to alter that opinion. Without that amazing fairing, the bike was just an ordinary one-litre BMW twin. Nice, to be sure, adequately powerful. With the fairing fitted, it became the only bike on the market that could be ridden literally all day at three-figure speeds with no fatigue for either machine or rider.



The new 1000 boxer made its appearance at the 1986 Cologne Show, with running gear based on the monolever-chassis R80 series

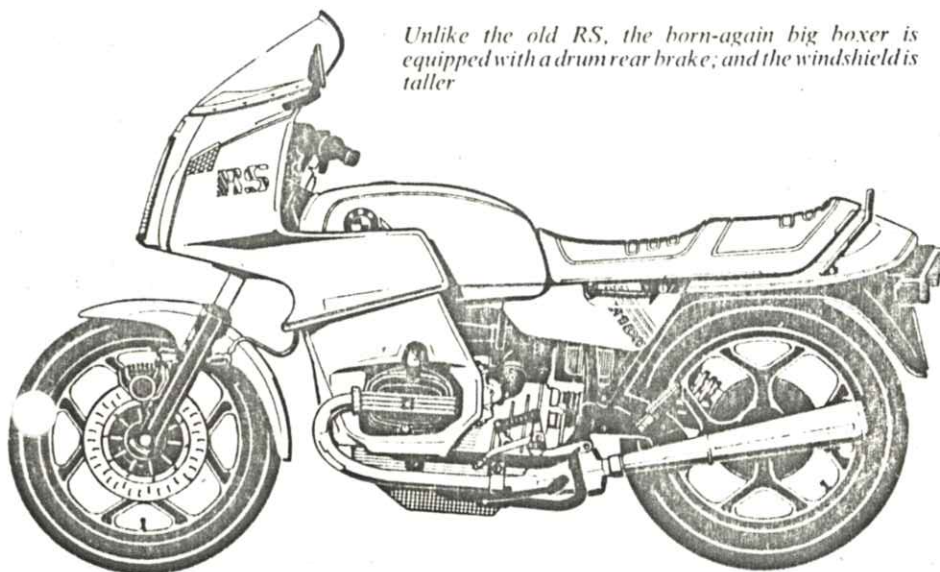
The thing was that the fours that replaced the boxer RS couldn't actually do the same job. The K100RS had the same high-speed stability — more of it, if anything — but distinctly worse weather protection. The K100RT was better at shielding riders from the rain, but it was altogether a heavier, more ponderous affair. As the biggest boxer now available was the R80, plenty of souls bolted RS fairings on to these, while wondering aloud why BMW didn't offer such a version to complement the naked and RT versions they already produced. Rather as Porsche discovered with their 911 series, BMW belatedly recognised that, technological fossils or not (and the only bike engine I can immediately recall with a longer history is the Harley vee-twin), the big boxers still filled a definite niche in the marketplace that nothing could replace, and still appealed to a definite type of buyer who might not otherwise contemplate one of the new fours. The sort of buyer, in fact, who, unable to buy a big boxer, might be wooed into the arms of Ducati, Guzzi, Harley-Davidson or even (God forbid) the Japanese.

And so, re-enter, stage left and looking slightly sheepish, the "deleted" R100RS as concrete proof that even the marketing men of BMW can, just occasionally, get it wrong. What's remarkable is that they've managed to make the new RS meet the noise laws that they claimed would kill it, and have at the same time wrought their usual subtle improvements to cure most if not all of those little niggles that even BMW fiends complained about.

Engine first. This is more or less a bored-out R80 — and I know that that description applies to every big boxer ever built, but what I mean is that it bears a closer resemblance to the new monolever R80 engine than it does to the old 1000cc unit. To meet the noise regs, carburettor sizes are down slightly, rubber bungs have been poached from the R80 production lines and rammed between the fins like an old Suzuki GT250, and R80-type exhausts have been bolted on. These, incidentally, lose the classical BMW dogleg to clear the wheel spindle, but as BMW have attached their monolever rear suspension unit, that's no hardship. Not surprisingly, these mods have been accompanied by a power loss of some 10 horse power, and we'll see what effect that has on performance later.

The chassis is more or less 'raight R80, using the improvements tried out on that neat 800cc twin: K100-type forks using a fork brace, monolever rear end, and a double front disc to cope with the extra weight and speed. The rear brake is a drum. The side panels have been restyled and boast rather tacky stick-on badges, as does the tank, which caused one cynical tyre-kicker to opine that the decals looked more at home on a badly customised Ford Capri. The switchgear is the same as on the other boxers, which in view of BMW's parts rationality, I still find odd. I prefer some of the K100 switchgear — like the lights — but the boxers' indicators are easier to operate. The familiar Motometer clocks sit atop the forks, with the voltmeter and quartz clock (still one of the most useful gauges fitted to any serious touring bike) slotted into the

Unlike the old RS, the born-again big boxer is equipped with a drum rear brake; and the windshield is taller



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