

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

JUNE 1988
VOL. 8 NO. 2.

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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: BMW R80 WITH TOURING OPTIONS.

CLUB ACTIVITIES ARE UNDERLINED.

JUNE - 5 SUNDAY, CLUB RUN TO THE WATER WHEEL AT HOSKINSTOWN, MEET AT PHILLIP MOTOR REGISTRY 9:45, BRING YOUR OWN LUNCH.
 11-13 (L.W.E.) ALPINE RALLY, USUAL SITE IN THE BRINDABELLA'S SAPPHIRE RALLY, WARIALDA, NORTHERN N.S.W.
 - 12 SUNDAY, 500 GP FROM WEST GERMANY S.B.S. (CHECK TV GUIDE).
JUNE - 13 MONDAY GENERAL MEETING, ROYALS WESTON, 7:45.
JUNE - 25 SUNDAY DUTCH 500 GP FROM ASSEN, S.B.S. TV ?? SEE NOTE.

JULY 2 OR 3 CLUB RUN. DETAILS TO BE ADVISED NEXT MEETING.
 2 - 3 GREEN GINGER RALLY, RENMARK S.A.
 BRANDY BOTTOM RALLY, COLEBROOK, TASMANIA (?)
 - 3 SUNDAY 500 GP FROM BELGIUM
 8 - 10 WINTER RALLY, NERRIGA, SOUTHERN N.S.W.
 COCKATOO RALLY, BILOELA QUEENSLAND.
JULY - 11 MONDAY GENERAL MEETING, ROYALS WESTON, 7:45.
JULY - 17 SUNDAY 500 GP FROM YUGOSLAVIA
 - 24 SUNDAY 500 GP FROM FRANCE
 30 - 31 GUNYA RALLY, LOCKART N.S.W. (JUST WEST OF WAGGA)
AUGUST 6 OR 7 CLUB RUN, DETAILS T.B.A.
 - 8 MONDAY GENERAL MEETING, ROYALS WESTON 7:45.

NOTE: WITH REFERENCE TO THE TELECASTING OF 500 GP RACES. AMCN HAVE ADVISED THAT AS FROM THE DUTCH GP (25 JUNE) CHANNEL 9 WILL TAKE OVER FROM S.B.S.- AT THIS POINT IN TIME WE ARE NOT SURE IF S.B.S. WILL STILL SHOW IT IN CANBERRA, AS CAPITOL SEVEN (OUR CHANNEL) HAVE STATED THAT THEY HAVE NO PLANS TO DO SO YET. PERHAPS WE CAN BRING THIS UP AT THE NEXT MEETING.

PRESIDENT'S REPORT

HELLO AGAIN. First an apology, with the introduction of the new committee and getting things sorted out we missed an issue of the journal, we will try to avoid this in future. You can help by providing more contributions for the magazine so that everything is not just left to a few, it's the Editors main task to collate articles and arrange for printing etc. not to have to write up everything himself!

If we can have a report on all our club activities (from various people) telling of what a good time we have had, then maybe more members will be inclined to join in an attend more often, and that will be better for all.

On to other things. At the last general meeting it was decided to review the way "Club Person of The Year" was selected. after some discussion it was referred to the committee. Two options were considered, the points system we have had in the past, and selection by a panel (from the committee) at the end of the year, (with the committee members not eligible for the award). This later option is the way it will be for this year, as it will be less work keeping records etc.

Next is some news about a NATIONAL BMW CLUB. As mentioned at the last meeting and in the minutes, BMW want to have some control over their BMW (roundel) Logo, to prevent unauthorised use. They would prefer for all the BMW Motorcycle and Car Owner's Clubs to come under the one umbrella national body and have one 'Approved' logo issued (authorised) by them. Over Easter, the Secretary and I attended the Car Owner's clubs National meeting held here in Canberra, and I will inform you of the results at the next general meeting, At the moment the Motor Cycle clubs are planning to have our own National body on equal terms with the Car Clubs, and hope to have our own representative on the International BMW forum, as a lot of ground work to this end has already been done by some members of the Victorian club, with whom I met at the Anzac week end rally.

It is good to report that the maintenance day held at my place last month was well attended with about ten bikes turning up, even though it clashed with the Volley ball game we had arranged. Work was carried out on about six bikes with problems varying from rear wheel bearings, to dirty carburettors in which you could grow tomatoes! I hope that we can organise another day soon. Our SOCIAL SECRETARY has been working hard to come up with some good ideas for activities, I would encourage everyone will try to attend and make them a success.

Safer Riding.
Ian Hahn.

MAY GENERAL MEETING - MINUTES:

Meeting opened 2011, members present- 9.

Apologies: A Fulker, P Oliver, F Oliver.

New members: Vince Graham, R100 & Andrew Green, R80ST.

Visitors: Don Palmer (President, C.L.U.B).

Previous Minutes: Moved G Bellairs, seconded J Shannon.

Business Arising: Still four people to reimburse Club for movie night. Committee to seek explanation from social sec. then decide on whether or not to absorb the shortfall.

Treasurer's Report: Month's income- \$193.60, expenses- \$116.06.
Savings Account Balance- \$768.04, Investment Account- \$1584.54.
Moved accepted, B Rumsey, second C Fulker.

Correspondence: In: Letters from Royals, MRA (MC segment on 2SSS), BMW Drivers' Club ACT (Minutes of National MTG.), Commonwealth Bank Stmt 52. Club Newsletters, Replies to discount enquiry from Stable, Jurkiewicz, Kathmandu, Mountain Designs, Membership renewals, Rally entry forms- World's End and Yabby.

Out: Membership cards and receipts.

General Business: 1. Proposal to price a new volleyball as the old one is punctured.

2. New CPOTY system explained in response to queries.

3. As a result of a meeting of BMW MCCs at the BMW Vic. Rally, a National BMW MCC Committee has been formed; President- Jeff Coate (Vic), Secretary/Treasurer - Ron Durkin (Qld). They are currently compiling articles of association for consideration by all clubs.

4. Also from the above meeting, president to obtain quotes for purchase of 2nd hand Fax for communication with National Club.

5. Quotes for Rally Badges and embroidered jumpers from Hann's Emblem Supplies tabled.

6. Chris Fulker moved that an article on the club be placed in AMCN and other mags that offer free space.

7. It was suggested that members submit names and addresses of reputable goods and services (e.g. Bike Torque, May issue), with the intention of listing them in this newsletter.

8. Item 6 (above) to be submitted to 2SSS FM for inclusion in their motorcycle segment, Thursday evenings between 6.30 and 7.30.

Reports: Rally Committee, Kosciusko Rally to be included in August 2Wheels and July Bike Rally Calendars.

Bike Torque: K100 & K75 Manual from Haines to be released in May '88. Recommended price; \$27.95. Book No. 1373.

Meeting Closed: 2135. Next Meeting: 13/6/88. Next Committee Mtg: 11/5/88. Present Membership: 46.



BMW MOTORCYCLE CLUB OF QUEENSLAND

Your Reference:

Our Reference: S/O48/88

Date: 01-05-88

Subject: BMW Motorcycle Clubs Australia! Bulletin No1

The Secretary
BMW Club of the ACT.

Dear Hilda,

From a historical point of view, there have been BMW Motorcycle clubs in existence in Australia for 30 years now. In fact the South Australian and Queensland clubs both celebrate their 30th in this Bicentennial year. However there has never been more than a loosely defined communication between the 6 state club. (QLD, NSW, ACT, VIC, SA & WA)

Whether the lack of direct inter-involvement has been due to distance, high travel / communication costs in the past, state rivalry (read independence for Qld) as so often witnessed in our Federal - State Politics or the need to deal with independent state distributors (not that oh so remote factory!); the levels of communication & co-operation between the states has been on an "as needs" or "when required" basis and reflected the personal contacts of the various individual committee members involved.

Enter the late eighties, BMW Australia a fully established arm of the parent company, imports all vehicles and distributes direct to dealers now in NSW & Vic. It would not be unreasonable to say that in the future, whilst local contact and co-operation must be maintained at the state distributor / dealer level, we need to approach the Australian Arm and the parent company with a united position representing our combined 1700 members. This would allow a better flow of information from the factory to the rider via his parent club.

I fully believe that forming a representative body, (Note! not controlling as per ACCA) between the 6 clubs will benefit our relations with BMW AG, our dealers, the supporting clubs and ultimately our rider members!

To that end a meeting was held at the BMW Victoria Rally on Anzac weekend 88 with the following attendees...

Peter Dennis ... Rep NSW
Geoff Coat ... Rep VIC
Bailey Gifford... Rep SA
Ian Hahn ... Rep ACT
Ron Durkin ... Rep QLD

Also in attendance as observers were...

Danny Freakly ... Pres NSW
Alf McMillan ... Pres Vic

Due to lack of agenda the conversation was a little unguided, as also as to the venue and the time available for some of the participants, a little rushed; however important goals were reached and are tabled as per the attached list. As a consequence of that meeting Ron Durkin and Geoff Coat will draft a provisional constitution which will be presented to the member clubs for, 1. discussion 2. Amendment as required (hopefully it will be a happy medium in draft form) and eventually 3. Ratification and presentation to the International Council of BMW Clubs for their approval of member status to our group!

This is the first bulletin I will publish on behalf of the provisional association. Later ones will contain a report on the constitution, role, rules and limits on the association and such topics aso our relationship with the national BMW Drivers Assn, BMW Australia and of course the Council and BMW AG. Can you disseminate this to your committee, members and pass a copy to your representative. In the future I will contact them direct via the appropriate means.

Yours faithfully,

(Ron Durkin)
Ag Secretary BMW MC Clubs Aust.
Secretary BMW Mcc Qld.

ACT BMW MCC.....MAY COMMITTEE MEETING

--MINUTES--

Mtg Opened:-2026

Present:-I.Hahn,C.Fulker,F&F Oliver,J.Vialeloglou,G.Bellairs,J.Shannon
Apologies:- Nil

Previous Minutes:- April C.M

Business Arising:- 1. National BMW MCC...Haven't heard from Jeff

Coates yet about developments.(News Flash--a letter was in fact
in the box when the Sec finally checked it,refer elsewhere in mag)

2.Letters to be compiled and written to previous
Rally sponsors and also Jurkiewicz. Atten Sec.

3.Variations to fees to be resubmitted at next

General Mtg,due to low attendances at May G.M.

4.Amend option (b) of variation to:-

(b) Joining Fee of \$5 per head.

General Business:- 1.Shortfall of funds to be covered by club.

Moved: F.Oliver

2nd : G.Bellairs

2.Peter Oliver moved that future group bookings
for social activities be CASH UP FRONT for discounts or pay
non-discount amount on day. Motion Carried

3.Greg Bellairs moved the 88Kosc Rally badge colour
be changed to Green & Gold from Aqua.The L.H. mountain green,
the baseline Yellow. Motion Carried

4.Rally-Encouragement of pre-paid entries discussed
Chris Fulker moved the Rally Committee consider a lucky draw
prize to encourage pre-paid entries. Motion Carried

Ian Hahn moved a difference be made between pre-paid and
late entries of \$2.00 ie: \$7 pre-paid...\$9 late entries
Children under 15 pre-paid \$3.50...late entries \$4.50

Motion Carried

5.Sec asked what was to be done with the
Hospitality Code. The list is to be promulgated in the mag and
a list sent to each interstate BMW MCC(first names only)

6.a. Response to be sent to Stable,Jurkiewicz,
Kathmandu,and Mountain Designs for their reply to letters.

b.Non- Respondents to letters to be telephoned
Atten:-Social Sec.

7. Letter to MRA asking what sort of input they
want ref.Rider Training. Atten:- Sec

3. Letter to be sent to Ray Malam (ACT BMW DC)
explaining current situation with National BMW MCC.
Atten:- Sec

9. The Sec regretfully advised the committee of
his resignation due to being posted to HMAS HOBART effective
27 June 88,this may yet be Aug when the Navy makes up its mind.

MEETING CLOSED:2206

IF THIS NEWSLETTER HAS A
RED CROSS ON THE ADDRESS
LABEL THEN YOU HAVE NOT
RENEWED YOUR MEMBERSHIP.
WE DON'T WANT TO LOSE YOU
SO PLEASE CONTACT THE
COMMITTEE, POST YOUR RE-
NEWAL OR ATTEND THE NEXT
CLUB MEETING.

SOCIAL CHIT-CHAT.

GREETINGS from your current SOCIAL SECRETARY, FIONA OLIVER.

At the encouragements (read 'threats') of our illustrious editor, I am instigating a column about the social activities of our club.

So far we've only had two social activities since I've been 'in the chair', the first was a trip to the movies to see an uplifting film called 'MAN FROM SNOWY RIVER II'. There was a large turn out, and those that attended dragged along a few non members to swell the ranks.

Opinions about the film ranged from "A large Marlboro advert" to "Isn't the hero a spunk?". On the whole everyone had a great time, especially at the hot drinks and nibbles afterwards. We made a lot of noise and our vocal hilarity chased away the other punters at the out-door cafe. The general consensus was that another film night should be arranged in the winter sometime (Anyone for 'CROCODILE DUNDEE II' ??? Ed.).

The only other social event was a big fizzer, the plan was to meet at the Cotter for a bar-b-que lunch, and a practice to improve our volleyball skills. Unfortunately rotten weather intervened to guarantee a really poor turn out. However Peter and I, The ever intrepid Volley ballers, decided to risk the downpours and ventured out to the Cotter at the appointed time and place. We found a lovely sheltered spot and dined on our pre-packed picnic lunch, then we waited...and waited... and waited. Then it started raining again, so we gave up and went home. On the way we passed Jon Shannon and Linda on the K100RT, foolish souls - they were riding into the rain.

The sum total of this exercise was to prove that the weather is now too yukky for outdoor activities. So look forward to more indoor doings in the near future. All the best until the next mag.

FIONA.

P.S. THE KITE DAY HAS BEEN POSTPONED DUE TO LACK OF WIND. How about a wine and cheese night in June ??? we need a venue - any volunteers? (Contact me on 47 3641 a.h. to discuss possibilities.)

EDITORS NOTE: Ref. the above mentioned Bar-b-que and volley ball match, 2 things,
1) as the journal was late being distributed, only a few people knew of the arrangements and for that we apologise,
2) no one who was not at the meeting was called to find out numbers etc. for the proposed match/practise volleyball game, and the volleyball equipment was not collected - (the ball needs to be repaired or replaced) also, If the weather turns sour on future outdoor activities we can use the local radio stations (2CC & 2CA) to advise of postponements or cancellations.

SOUTH OF THE BORDER, - DOWN MEXICO WAY.....

(OR, HOW A FEW MEMBERS VISITED OUR SOUTHERN COUSINS AT THE VICTORIAN BMW CLUB'S RALLY AT EVERTON ON THE ANZAC WEEKEND)

THE ALARM WENT OFF MUCH TOO EARLY FOR SOME ONE WHO USUALLY GETS TO 'SLEEP IN' ON SATURDAY MORNINGS.... JUST AFTER 6 IN THE A BLEEDING MWHO'S IDEA WAS THIS FOR SUCH AN EARLY START ?

I HAD AGREED THE NIGHT BEFORE TO MEET PETER OLIVER AT HALL BY 7:30 SO I ROLLED OUT OF BED, HAD A QUICK SHOWER TO BRUSH AWAY THE COBWEBS, ENJOYED A LITTLE CEREAL AND A CUP OF COFFEE, THEN PROCEEDED TO ORGANISE THE LAST OF MY GEAR INTO THE MOSTLY PRE-PACKED PANNIERS, A QUICK 'PHONE CALL TO PETER TO MAKE SURE ALL IS WELL AT HIS END; TO BE INFORMED THAT FIONA WAS NOT WELL ENOUGH TO JOIN US AND THAT HE WOULD BE ON HIS OWN, AS IT WAS VERY FOGGY OUTSIDE WE SETTLED FOR A SLIGHTLY DELAYED MEETING TIME OF 7:45, AND I ADDED, "TAKE YOUR TIME, THERE'S NO DEADLINE TO MEET".

BOB AND HELEN WERE TO BE THERE AS WELL, BUT THEY HAD A LATE NIGHT SHOPPING AND PACKING FOR THE TRIP, DECIDING TO LEAVE LATER AND MEET US AT THE SITE.

PETER WAS PATIENTLY STANDING BY HIS R80 AT THE HALL TURN OFF WHEN I ARRIVED THERE ABOUT 8:00, THE FOG HAD BEEN THICKER THAN ANTICIPATED AND IT TOOK LONGER THAN I EXPECTED TO GET ACROSS TOWN, ACCORDINGLY I HAD TO PUT UP WITH HIS REMINDERS OF MY TARDINESS ALL WEEK-END!

WE SET OFF ALONG THE BARTON HIGHWAY TO YASS, WHERE WE STOPPED FOR ME TO TOP UP WITH FUEL, AND FOR PETER TO PUT ON SOME OVERMITS AS THE FOG WAS MAKING HIS GLOVES BECOME WET AND COLD, I WAS ENJOYING THE GOOD WEATHER PROTECTION OFFERED BY THE FULL FAIRING ON MY RECENTLY PURCHASED (1984 MODEL) R80RT, ALSO, AS THIS WAS MY FIRST LONG TRIP ON IT SINCE PICKING THE BIKE UP IN SYDNEY, I WAS VERY PLEASED WITH THE COMFORTABLE 'TOURING SEAT' FITTED; A 'HOME MADE' SHEEP SKIN SEAT-COVER ADDED DURING THE WEEK WAS ALSO GETTING ITS FIRST 'TEST RIDE' AND WAS PROVING WELL WORTH WHILE.

ABOUT 5 OR 6 KLMS OUT OF YASS THE FOG CLEARED AND WE HAD A FINE SUNNY DAY AHEAD OF US, THE TRAFFIC WAS LIGHT AND WE SETTLED DOWN TO A REASONABLE TOURING SPEED, KEEPING IN MIND THE EVER PRESENT POSSIBILITY OF WAY-SIDE RADAR TRAPS AND 'SPIES IN THE SKIES' WAITING TO FILL THE NSW GOVERNMENT'S COFFERS WITH TRAFFIC FINE REVENUE. AS IT TURNED OUT WE DID NOT SEE ANY BOYS IN BLUE UNTIL THE RETURN TRIP ON MONDAY.

GUNDAGAI'S 'TRAIN STOP RESTAURANT' WAS OUR NEXT POINT OF CALL, PETER NOTED THAT THE FOG HAD LIFTED AFTER HE PUT THE OVERMITS ON, SO HE CALLS THEM 'FOG-BUSTERS' NOW. HAVING HAD OUR FILL OF TOASTED SANDWICHES AND COFFEE IN THE COMFORTABLE SEATS ON THE OLD TRAIN, WE DRESSED IN LIGHTER CLOTHING, AS IT WAS NOW MUCH WARMER THAN WHEN WE LEFT CANBERRA, AND REJOINED THE TRAFFIC HEADING SOUTH ON THE HUME.

DARK CLOUDS APPEARED IN THE SKY AND WE WONDERED WHEN WE WOULD BE DRENCHED IN WHAT MUST BE A HEAVY STORM AHEAD. PETER WAS LOW ON FUEL AND WAS LOOKING FOR A SERVICE STATION, FORTUNATELY HE FOUND AN ESSO GARAGE JUST OUTSIDE OF HOLBROOK (THE TOWN WITH THE SUBMARINE MEMORIAL IN THE PARK) SO WE PULLED IN TO REFUEL, AND PUT ON OUR WET WEATHER GEAR.

ABOUT TWO MINUTES LATER THE STORM REACHED US AND IT BEGAN POURING DOWN IN BUCKETFULS, WHIPPED UP WITH STRONG WINDS THE RAIN BLEW IN UNDER THE ROOF OF THE SERVICE STATION, WE WERE LUCKY TO FIND A SPOT TO STAND WITH OUT GETTING TOO WET. AFTER ABOUT TEN MINUTES OR SO IT PAST BY

AND JUST BECAME A LIGHT SHOWER, WE WAITED A FURTHER FEW MINUTES WHILE I REARRANGED THE GEAR STOWED ON THE RACK AND FOR THE RAIN TO EASE OFF, THEN CONTINUED ON.

A SHORT STOP IN ALBURY TO GET OUT OF THE BY NOW VERY WARM WET WEATHER GEAR, (THE RAIN HAD LASTED FOR ONLY ANOTHER 10 KLMS PAST HOLBROOK,) AND TO GET SOME MONEY OUT OF THE 'PLASTIC' BANK, PETER WENT ON TO THE PARK TO CHANGE OUT OF HIS GEAR AND I MISSED SEEING HIM WHEN I WENT PAST THE SPOT WHERE HE WAS WAITING, THINKING THAT HE HAD GONE LOOKING FOR ME, I MADE SEVERAL CIRCUITS OF THE MAIN STREET BEFORE GIVING UP AND GOING ON TO THE NEXT TOWN TO PICK UP A FEW FRESH FOODS, THEN BACK ON THE HIGHWAY TO WANGARATTA.

ONLY HAVING A ROUGH IDEA OF THE RALLY SITE (PETER HAD THE MAP) I WAS LUCKY TO CATCH UP TO A VIC. CLUB BMW HEADING OUT OF TOWN ON THE ROAD TO MILAWA, BY FOLLOWING HIM I ENDED UP AT THE RIGHT PLACE. ON ARRIVAL AT THE SITE I FOUND THAT PETER WAS ALREADY THERE AND HAD SELECTED A SUITABLE CAMPING SPOT. I THOUGHT WE MAY HAVE FOUND A BETTER ONE, BUT A FEW MINUTES WANDERING AROUND PROVED OTHERWISE SO WE MADE OUR CAMP THERE AND THEN.

AFTER PICKING UP OUR RALLY BADGES AND SORTING OUT OUR ODDS AND ENDS WE GOT ABOUT PREPARING A MEAL, KEN TAYLOR WAS THE ONLY OTHER ONE WE KNEW TO ARRIVE BEFORE DINNER, WITH BOB AND HELEN EVENTUALLY ARRIVING ABOUT 8PM. (SO MUCH FOR SOMEONE'S IDEA OF AN EARLY START!)

THE SITE WAS LOCATED AT EVERTON, ON A FARM PROPERTY (WATCH WHERE YOU WALK....!) BESIDE THE OVENS RIVER, A SMALL TANK ON A TRAILER PROVIDED FRESH WATER, AND PLENTY OF FIRE WOOD WAS AVAILABLE; A SIGN SAYING 'SMALL COOKING FIRES ONLY' WAS IGNORED BY MOST PEOPLE, AND SEVERAL LARGE COMMUNAL FIRES WERE GLOWING THROUGHOUT THE VARIOUS CAMPSITES (WE WERE IN THE 'QUIET CORNER) A BIG BONFIRE WAS ALSO PROVIDED FOR ALL AND SUNDRY TO GATHER AROUND JUST PAST THE 'CONTROL TENT'. AFTER DINNER PETER AND I WENT OVER THAT WAY TO WARM UP AND MINGLE.

WHEN I SAW BOB ARRIVE HIS HEADLIGHT WAS NOT WORKING AS HE HAD EXPERIENCED SOME MINOR ELECTRICAL PROBLEMS ALONG THE WAY. AFTER HE HAD SET UP THE TENT AND HAD SOMETHING TO EAT WE RETURNED TO THE FIRE FOR A WHILE. SOME TIME LATTER WE DECIDED TO RETIRE FOR AN EARLY NIGHT, HOWEVER, A VERY NOISY VIC CLUB IDENTITY DECIDED TO VISIT THE VARIOUS TENT SITES, AND SOME LOUD BANTER KEPT US AWAKE FOR AWHILE; GENERALLY THOUGH, IT WAS QUITE BY OTHER RALLY STANDARDS.

SUNDAY DAWNED FINE AND AS THERE WAS NO RUSH TO GET UP EARLY, WE DIDN'T. PETER WAS FIRST ON DECK MUNCHING HIS BREKKY AND HAVING A BREW BY THE TIME I STU MY HEAD OUT OF THE TENT. IAN TURNED UP A LITTLE LATER FOR A MEETING WITH THE VIC. CLUB COMMITTEE, HE TOO HAD SOME MINOR PROBLEMS ALONG THE WAY.

AT ABOUT 11:00 A.M. THE AWARDS WERE GIVEN OUT AND THE RAFFLE FOR AN OIL TEMP. DIP STICK (DONATED BY DON WILSON) WAS DRAWN. A VIC CLUB MEMBER WON IT, MUCH TO BOB, PETER AND MY DISAPPOINTMENT, A SECOND PRIZE OF A SMALL ESKY TYPE COOLER WENT THE SAME WAY.

BOB SET ABOUT FINDING THE FAULT WITH HIS ELECTRICS, A LITTLE WIRING JOB AND A NEW FUSE HAD IT FIXED - ONLY TO GO AGAIN SOME TIME LATER, STILL, HE HAD IGNITION, HEADLIGHT AND STOP LIGHT, SO HE MADE DO WITH OUT THE INSTRUMENT LIGHTS ETC. THAT ARE ON THE OTHER CIRCUIT.

PETER PACKED UP AND PREPARED TO RETURN HOME, AS HE DID NOT WANT TO LEAVE FIONA ON HER OWN TOO LONG WHEN SHE WASN'T WELL. BOB, HELEN AND I DECIDED TO CHECK OUT THE LOCAL AREA AND HEADED OFF TO MYRTLEFORD FOR LUNCH, FOLLOWED BY A RIDE TO BEECHWORTH VIA STANLEY ON A ROUGH DIRT ROAD.

ABOUT 40 BM'S HAD GONE FROM THE RALLY ON A GROUP RIDE TO BEECHWORTH AND THE MAIN STREET WAS ALMOST TAKEN OVER BY THEM WHEN WE ARRIVED SOME TIME

LATER, THEY WERE ALL GATHERED OUTSIDE A VERY POPULAR PIE AND CAKE SHOP, SAMPLING THE WARES NO DOUBT, SO WE WANDERED ABOUT LOOKING AT THE VARIOUS TOURIST ATTRACTIONS; OLD WARES AND CRAFT SHOPS, THE OLD GAOL WHICH HELD NED KELLY PRIOR TO HIS LAST VISIT TO MELBOURNE. THEN WE SAMPLED THE CREAM CAKES AND COFFEE AT THE AFORE MENTIONED PIE SHOP.

NEXT PORT OF CALL WAS THE BROWN BROTHER'S WINERY AT MILAWA, WHICH WAS BACK NEAR THE RALLY SITE. JUDGING BY THE RECEPTION WE GOT FROM THE STAFF THERE HAD BEEN MANY OTHER RIDERS BEFORE US, SAMPLING MANY WINES BUT ONLY BUYING FEW. I MEAN HOW MANY DOZEN WINE BOTTLES CAN YOU CARRY ON A BIKE ANY WAY? IT WAS NOW AROUND 5:00PM AND THE PLACE WAS STILL PACKED, BOB BOUGHT A BOTTLE OF OLD PORT AND WE HEADED BACK VIA THE LOCAL SHOP FOR SOME FRESH MILK AND OTHER ODDS AND ENDS. FRANK HAD AT LAST ARRIVED AT THE RALLY DURING THE AFTERNOON AND MET US ON OUR RETURN.

WE GATHERED SOME WOOD AND JOINED SEVERAL OTHERS CAMPED NEARBY AROUND A 'COOKING' FIRE FOR DINNER, FOLLOWED BY MUCH DISCUSSION ON VARIOUS TOPICS BEFORE CALLING IT A NIGHT AROUND 10, THE EVENING WAS MORE PEACEFUL THAN SATURDAY HAD BEEN AND WE ENJOYED A GOOD NIGHTS SLEEP UNDISTURBED BY NOISY VISITORS; MIND YOU, THE NEARBY CATTLE WERE LETTING US KNOW THAT WE WERE (TEMPORALLY) OCCUPYING THEIR GRAZING LAND AND THEY WANT IT BACK, I HAD DREAMS ABOUT SCENES FROM 'RAWHIDE' AND OTHER COWBOY SHOWS, COMPLETE WITH SOUND EFFECTS!

MONDAY MORNING WAS ALSO FINE, SO WE PACKED UP AFTER A LEISURELY BREAKFAST FOR THE RETURN TRIP, LEAVING THE SITE ABOUT 11:00 A.M. TRAVELLING BACK TO BEECHWORTH THEN ALONG NICE SCENIC ROADS VIA WOORAGEE AND LENEVA TO WODONGA, REJOINING THE HUME HIGHWAY AT THE BORDER. A QUICK STOP AT THE 'GOLDEN ARCHES' SCOTTISH RESTAURANT IN ALBURY FOR BIG MACS /CHEESEBURGERS/TEA AND COFFEE AS REQUIRED, THEN ON THE ROAD AGAIN, IT WAS THIS PART OF THE TRIP WHEN THREE POLICE VEHICLES WERE ON PATROL, TWO COMMODORE RADAR CARS AND ONE K100, ALL HEADING IN THE OPPOSITE DIRECTION.

I WANTED TO VISIT SOME FRIENDS ON THE WAY HOME SO I LEFT HELEN AND BOB AT HOLBROOK AND WENT UP ONE OF THE BACK ROADS TO WAGGA WHERE ANNE HAD SPENT THE WEEKEND. WE STAYED FOR AFTERNOON TEA AND HAD A LOOK AROUND AT OUR FRIEND'S NEW BLOCK OF LAND THEY ARE BUILDING ON, LEAVING ABOUT 5:20 FOR THE LAST LEG BACK TO CANBERRA, COMPETING WITH HEAVY TRAFFIC MOST OF THE WAY TO ARRIVE HOME A LITTLE AFTER 9.

THUS ENDING AN ENJOYABLE WEEKEND AT ONE OF THE BETTER RALLIES I HAVE BEEN TO RECENTLY. THE WEATHER THROUGHOUT HAD BEEN EXCELLENT, APART FROM THE STORM ON SATURDAY, AND THE COMPANY WASN'T TOO BAD EITHER!

CHRISTOPHER FULKER
R80RT.

BMW SYSTEMS II HELMETS, UPDATE.

In the last issue under the SNIPPETS column, it was mentioned that some dealers had quoted \$440 for the new BMW helmets, even though the latest price list had them marked at \$379:00. you will all be pleased to know that John Fairman from BMW's MELBOURNE office rang to advise that we had been misled, and that as far as BMW was concerned, the price should in fact be that shown on the last price list, so if you are intent on buying a MARK II SYSTEMS HELMET, and some one wants more than the recommended price as given by BMW, then check with me (Chris Fulker) on 68 4013 during B.H. and we will sort it out.

BMW (who do in fact get, and read, our glossy journal regularly) pointed out that they were a little upset over this misunderstanding, and wanted to clarify the matter quickly. Also, John wanted to let us know that they were getting some of the recently publicised BMW 'HEATED VISORS' for the MARK II helmets, and they should be available from your local (? ...Sydney, Albury, Melbourne) BMW dealer for about \$197:00, the new visors replace the normal one for winter/wet weather riding, and plug into the BMW accessory power socket, heating up, and thus eliminating the fogging on the inside on cold and wet days that are most prevalent around CANBERRA this time of the year.

SYSTEM HELMETS, cont.

While the price seems a little high, the extra safety it provides in our local climate could make it worth while. I've asked BMW to send more information for us to look at.

LAST BUT NOT LEAST, BMW AUSTRALIA have appointed a new **National Motorcycle Manager** to look after the 2 wheeled side of their empire. We would like to warmly welcome **MR. GRAHAME TUTTLEBY** to his new job, and I have been advised that one of his priorities will be to oversee the arrangements for another local BMW Motorcycle dealership to replace the now defunct Western Motorcycles. Personally, I hope it will not take too much longer for a solution to this matter that has now dragged on a bit long, (no ones fault in particular, and these things can take time to sort out, but lets encourage BMW to come up with an answer soon.) Perhaps when Grahame visits Canberra on his rounds, we may get a chance to meet with him, till then he can be contacted at the Springvale office.

HOSPITALITY CODE

The following is a list of people who have offered various forms of hospitality to those members of the ACT BMW MCC or members of Interstate BMW MCC's who may require it. The Code is split up into four sections:-C.....camping space or accomodation.

M.....mechanical assistance/workshop, tools, etc.

S.....social stop-coffee, tea, conversation, etc.

D.....distance prepared to travel to offer assistance(km).

To preserve some anonymity only first names have been listed.

<u>HOSPITALITY LISTING ACT BMW MCC</u>			<i>15/5/88</i>
Peter	Gunning NSW	048 451424	C M S ---
Warren/Fran	Fisher ACT	062 881462	C - S ---
Peter	Fraser ACT	062 585238	- M - 50
Greg	Scullin ACT	062 544710	C M S ---
Frank	Narrabundah ACT	062 957403	- - S 100
Kath	Fyshwick ACT	062 805803	C - S 50
Sean/Marian	Downer ACT	062 489503	C M S 200
Walter	Mawson ACT	062 863395	C - S ---
Ian/Jeanette	Rivett ACT	062 888126	C M S 50
Ron/Lyn	Yenda NSW	069 681457	C - S 100
Doug	Yass NSW	069 262902	- - S 30
Andrew	Bungendore NSW	062 381228	- M - 20
Luke	Kaleen ACT	062 417710	- - S ---
Vince	Goulburn NSW	048 214237	- M S ---

BMW R100RS

flywheels which in turn have a detrimental effect on acceleration. There seems to be a conspiracy among BMW owners to conceal the truth about their steeds' fuel consumption. I have personally met a diehard R100RT man who stoutly maintained that his bike would cruise at 110 (which I accept) and return 55mpg doing it (which I don't). By short-shifting and riding gently you can indeed get good figures from a boxer, but that holds true of any bike. If you cruise any boxer (any modern boxer) at a steady speed of over 80mph it slurps petrol, and the same is true of the R100RS. The thing is conceived, designed and built to run all day at high speeds, but even keeping it down to around 80/85mph I found it difficult to get much more than 40mpg from it. That gives a range of well under 200 miles, which is not much better than Japanese middleweight range these days. As a yardstick I refer you to the GPZ600K, or indeed the Honda CBR600, both of which are amazingly fuel-efficient. Nothing irritates me more on fast tours than having to make frequent stops for fuel, since this is what knocks down your average speed times, and if you don't believe me, consider how much faster endurance racers have to ride to make up the five seconds they lost in a fumbled pitstop. On the road, it's the usual story. Off with helmet. Stretch. Fill bike. Have a pee. Fumble through clothing for money for petrol. Do up clothing, replace scarf, gloves, helmet, and then wait while your mate does the same thing as he was waiting behind you at the pumps. Say 10 minutes per halt, unless you're really frenzied?

Let me cite my Guzzi Spada (now my second, incidentally, as I traded the old boneshaker in at Christmas) as a yardstick in a typical long-distance touring example. Let's assume that we have 500 motorway miles to devour, and that we're cruising at some 85mph. That means you'll cover the distance, theoretically, in just under six hours riding time. On the Spada you'll do it with just one stop for fuel. On the R100S you'll need two, possibly three. That means an additional 10 or maybe 20 minutes wasted in stops. In that time the Guzzi will have covered another 14, or maybe 28, miles. To recapture that distance, the BMW rider has got to crack

along at an average of getting on for 90mph for the whole trip, and the law of diminishing returns sets in as the faster you go, the more fuel you use. What makes a fast tourer isn't so much the engine or chassis as the range offered by the fuel tank. It's one of the best go-faster goodies there is, a big tank.

Anyway, enough of this. Something else that contributes to the BMW's ability to cover ground rapidly is the new chassis. It was very easy to grind the undercarriage of the old RS, especially if you were two-up. The stiffer forks and rear end keep the undercart of the new bike a decent distance from the deck, while the stiffer frame keeps the wheels more in line. It's a very flickable bike. The only hangover from the old bike is the tendency for a straightline weave at speed when you're heavily laden. The cure is to bump up the tyre pressures a few psi.

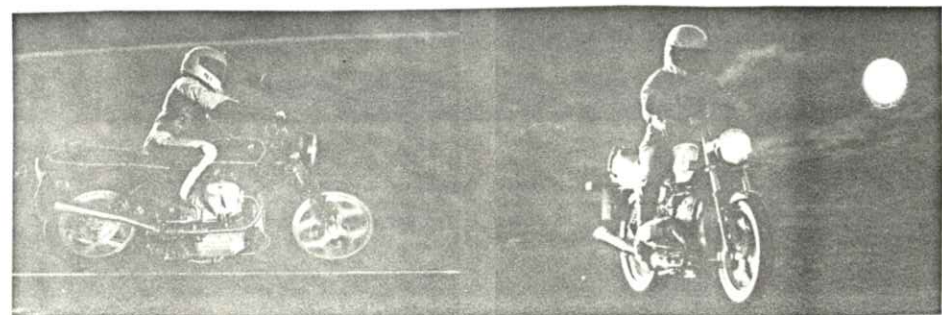
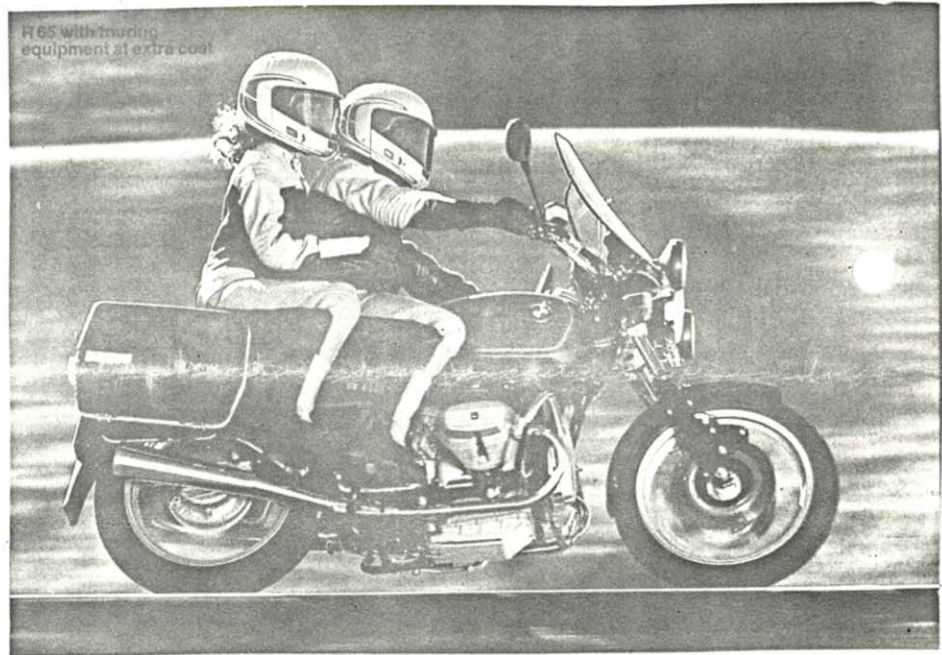
The wonderful thing about BMWs in general, and the R100RS in particular, is that they are complete. No need to hunt among the small ads to find a pannier manufacturer who can fit panniers to the acres of swoopy plastic at the end of your bike. No need to change the tyres for something more grippy. No need (in the case of the RS) to add a fairing. Get on the bike, fill the tank, and ride, be it down to the shops or down to the Bold'Or. Maintenance is easy and cheap, but only if you do it yourself. BMW dealers' labour rates reflect the amount of capital sunk into the dealerships. Boxers are simplicity to look after, but I often wonder how many of the people who say they buy them for their simplicity and ease of maintenance actually wield the spanners

themselves. Not many, I fancy, at least among the buyers who buy new.

The bikes last for ages, of course. About the only mass-produced bike that is better finished is a Harley-Davidson. BMW seems to be the only bike/car builder that actually finishes its bikes to the same standard as its cars. The paint is exemplary; the chrome thick; the alloy superb. The bikes are easy to clean, as well, and if you're the lazy type you can use a jet washer without any fear of acres of paintwork dropping off in the blast. I was so stunned at what the jet washer did to my Spada a couple of years back that I didn't clean it for months afterwards, reasoning that grime and oil looked better than patches of rusting bare metal.

To be honest, there's only one thing wrong with the R100RS and that's the price. At £5,040, it mystifies me. The R80RT is £600 cheaper, and yet the only real difference is that the R100 has twin front discs. It's even £500 more expensive than the basic K100. I get the feeling that BMW have deliberately priced it high because otherwise it might hurt sales of the fours — it certainly is a demand that the fours cannot. For £500 more you can have a K100RS, and I bet there's less profit in one of those than there is in the R100RS. I suppose it's all part of the corporate marketing strategy. Yes, the monolever R100RS deserves to live on. It's just that if it were down to me, I'd take the naked R80, pay a BMW dealer to bolt an RS fairing onto it and spend the change on a holiday in the sun

N.M.

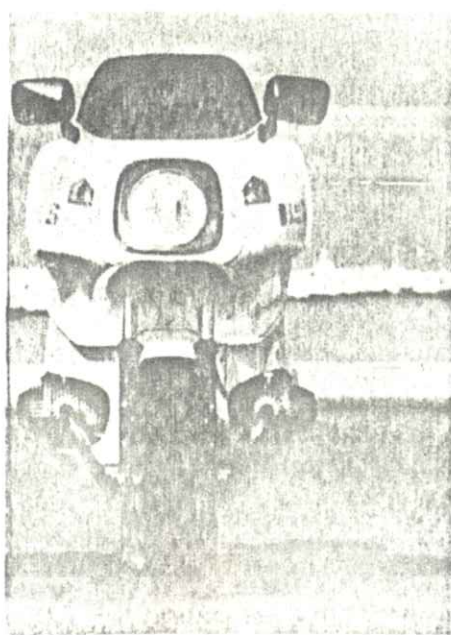


BMW R100RS

fairing. Any old R100RS buff would feel quite at home.

And so on the stretch of motorway leading from Bracknell to the M4 I made a careful 360 degree sweep for police cars, settled down behind the fairing, and wound the throttle back. The R100RS surged forward from about 50 mph, still in top gear, and the needle swept carelessly past the ton, on to 110, and then slowed down. Hm. I watched as it crept up to 115. Later investigations revealed that it was just possible to see 120 on the clock (which, like all boxer clocks, is probably optimistic) but no more. I can remember clocking over 130 on the run to Sweden in 1983, and so BMW's claims of a slight drop in power are most apparent. In practice it doesn't really matter. A comfortable fast cruising speed of anywhere between 85 and the ton was within the capabilities of the old bike, and this still holds good for the new. The only time you'll miss the absent horses is when you're cruising at over the ton and you need some extra power for overtaking — and that doesn't happen often in this country. In short, the R100RS is a good a mile-eater as ever it was.

No — make that a better mile-eater. In common with many others, I found the screen on the old RS just too low for comfort as it directed the air right into my visor and would buffet my helmet unless I adopted a permanent crouch or sat slightly more upright than I normally would. There was a brisk trade, if you remember, in aftermarket screens for boxer RS fairings, the aftermarket



Fairing of the RS set a trend in 1977

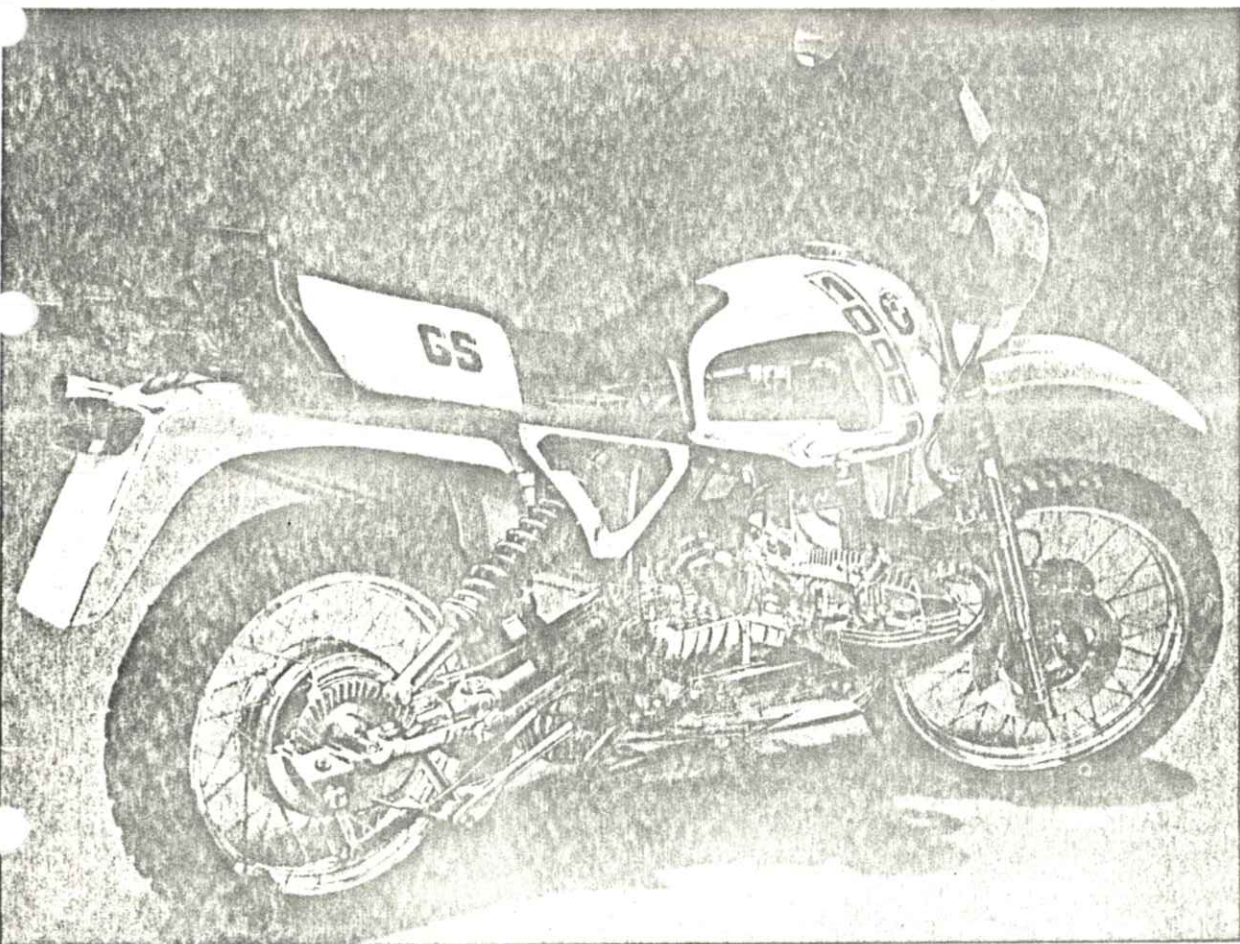
items being about three inches taller. When I had no problems at all on this one, I compared the screen to that on a five-year-old model and found that it incorporated a lip that wasn't there before. The slipstream is now perfectly diverted.

It's an uncanny experience, sitting behind the fairing on a boxer RS. You're cocooned in a pocket of still air that's so calm you can actually leave newspapers and the like in the

fairing and they stay there, calm and unruffled. In the rain, water droplets flick off the edge of the fairing and shoot past, missing your shoulders and arms. At first the dropped bars feel awkward, but after an hour or so you belatedly realise that you have no aches or pains and that if need be, you can ride like this all day. Only if you remove a hand from the bars and poke it outside the fairing (to adjust the mirrors, for example) do you become aware of the high-speed liquid rush of air speeding past outside. Pillion passengers are almost as well protected as pilots.

In fact, there are few modern bikes that are as suited for fast pillion work as an R100RS. The seating position is well thought out, and the footpegs are adjustable. It's not quite so good for the rider. I don't care what other people say: these modern BMW seats are just too thin and hard, and if you don't believe me have a look at the seat on an old R75/6 next time you get the chance. Solo it doesn't matter so much because you can shuffle around, but two-up your movements are restricted and aches set in. That was one of the things that turned me off my own R80 that I so rashly bought in early 1986.

And the other thing, of course, was the fuel consumption. This has been the subject of a lot of correspondence; let me fan the flames further. For the record, BMW's claim of 39mpg at a steady 70 applies to the undergeared R80RT, not the naked R80 which is slightly better. It is a fact that the older BMWs are more frugal than the new, thanks to less restrictive intake and exhaust systems, and (to a lesser extent) the heavier



Latest version (with a touring R100RT) of the 1000 boxer is an R100GS, to be seen at the NEC Bike Show and scheduled for the 1988 range. The new model offers the improvements to be found on the smaller 80GS, such as a double-joint swing arm, 40mm Marzocchi front forks and an inch-larger front disc

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TO:



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FROM: ACT BMW MCC, P.O. Box 1112, Weston, ACT, 2606.