



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

SEPTEMBER 1988  
VOL. 8 NO. 5



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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 PALLY

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

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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.

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CLUB ACTIVITIES ARE UNDERLINED

SEPTEMBER

- 10/11 WOMBAT RALLY - NEAR BRAIDWOOD, N.S.W.
- 11 BRAZILIAN 500CC GRAND PRIX
- 11 SUNDAY, COMBINED CLUB'S ECONOMY RUN, BEING ORGANISED BY THE ROLLS ROYCE OWNER'S CLUB THIS YEAR, STARTING POINT IS CHARNWOOD SERVICE STATION 9:00 A.M., TRAVEL ABOUT 100KM THEN TO THE HALL SHOW GROUND FOR BAR-B-QUE LUNCH (BYO) COST \$2:00 ENTRY FORMS AVAILABLE AT NEXT MEETING.

SEPTEMBER - 12 MONDAY, GENERAL MEETING, ROYALS WESTON 7:45.

- 17 ARGENTINIAN 500CC GRAND PRIX
- 17 - 18 WIDOW MAKER RALLY, SOMEWHERE NEAR GLOUCESTER, NSW

SEPTEMBER 25

CLUB RUN. GOING TO WORLD SERIES SUPER BIKE RACE AT ORAN PARK, CONTACT FRANK MILWOOD RE TIME. MEETING AT B.P. BRADDON SERVICE STATION.

OCTOBER (VARIOUS DATES)

HAPPY BIRTHDAY AUSTRALIA RALLY, CANBERRA, A.C.T.  
WORLDS END RALLY, WARREN GORGE, S.A.  
KOSCIUSKO RALLY, (OURS) KAHNCOBAN AREA, N.S.W.  
OBO RALLY (28 & 29TH) GLOUCESTER N.S.W.

FOR INFORMATION ON CLUB RUNS CONTACT FRANK MILLWOOD 95 7493 (AH)

FOR SALE FOR SALE FOR SALE

BMW R 80; 1986 MODEL (MONO SHOCK) BLACK,

- . 20,000 Kms, . GENUINE 'S' FAIRING WITH CLOCK AND VOLTMETER
  - . FORK GAITERS . BMW PANNIERS . REAR LUGGAGE RACK
  - . HELLA DRIVING LIGHTS . THIS IS A WELL LOOKED AFTER MOTORCYCLE AND IS A BARGAIN AT \$6,000. (HAS N.S.W. REG.TIL APRIL 89)
- CONTACT PETER OLIVER ON 52 6372 (B/H) OR 47 3641 (A/H)

MOTO GUZZI V65 SP full-faired tourer, import, 170 kg dry weight, Koni shocks, Staintune s/s mufflers, leather upholstered seat, 27 000 km, serviced regularly. (includes weatherproof bike cover, spare filters, globes etc.)  
\$3 200

PANNIERS: One pair "Non Fango" top quality ABS panniers with rack (waterproof, instant locking on/off, top or side mount). \$400

TANK BAG: "Gearsack" \$75. Near new cond.

INTERCOM: "Sonic" \$190.

LEATHER JACKET, small men's lumberjacket style, large pockets, zip front, detachable fur collar. \$95

OR THE LOT FOR \$3,600.

WILL CONSIDER OFFERS

Contact: Leon Arundell  
ph. 46 9740 (w) 48 0873 (h)

FOR SALE, URGENT





### A NOTE FROM THE PREZ.

Well we are back from our holiday in Qld after much drama before leaving, and while we were there.

First I would like to thank Chris and Kerri (in Queensland) and their three girls who helped us to have a good holiday. A special thanks to Chris who lent me his work shop to fix the van when it blew a seal in the oil pressure switch and dumped the contents all over the engine and road. I was very lucky that the motor did not seize.

On the last Saturday there I went down to the 'Brisbane Motor-cycle Workshop' Chris owns and had a look through all his 'junk', I would not mind having some of it. If you need a used part and you can't find the item in Sydney, it would be worth a call to Chris to see if he has it.

also went to see Rod Durkin on friday night to discuss the BMW Motor-cycles clubs of Australia (see item in this issue). Ron's house is built two or three metres off the ground like many other old homes in Queensland, and he has enclosed the lower level to make an excellent site for his workshop. We spent a very pleasant evening looking at his three bikes, talking bikes, and having the odd light ale.

One of the other reasons to go to Queensland at this time was to attend the July meeting of the Queensland BMW MC club. but due to an accident with the van prior to our departure and the problems with getting it repaired on time we were a week late leaving and therefore missed the meeting, I have been a member of the BMW MCC QLD for fifteen years and have not been able to attend a general meeting yet. Well maybe sometime latter, but I hope not too long.

Just a short bit about EXPO, This is my opinion only, not the rest of the family, I did not think it was worth the trip and the time standing in the cues to see very little. Jeanette said she thought it was terrific !

Well enough about our holiday and onto Club business. The Club's



biggest event of the year is coming up again and there is a lot of things to do and arrange to make it a success, the Kosciusko Rally builds up the club's funds to help us meet our expenses throughout the year.

A few people have worked very hard to make this event a success and their efforts are very much appreciated, but there is still much to be done before the Rally, like setting up the site on the weekend, collecting fire wood, check in those attending and issue badges, serve tea and coffee and other small jobs, at this stage I don't know how many members will be attending, but any help they give will go towards making this another successful rally.

There are several items that will be required for the weekend that still need to be arranged; medium size gas cylinder, a chain saw, two burner stove, tables/chairs, gas lamps and several other small items that will be on a list available at the next general meeting, so come along and see if you can help.

Don't forget to look at the Whats on page to see what the Touring and Social secretaries have arranged.

Luke, our Club Secretary, was involved in an accident in his panel an recently, but he is O K. He has had some time off work to recuperate and should be back before our next meeting, (hope it didn't hurt too much Luke!).

so see you at the next meeting,

Stay vertical.

IAN.





Member of  
International Council  
of BMW Clubs

# BMW Motorcycle Clubs Australia



In this months Journal, we present the minutes of the inaugural meeting of the various club representatives on the committee of the BMW Motorcycle Clubs Australia. In the September issue we will present the Draft Constitution for consideration at the September General Meeting, any suggestions, input, etc, to the Club Sec (RTO) please!

## AGENDA POINTS

1. All parties agree that there is a need to unite in a common umbrella organisation. However, until draft documents are produced, circulated, studied and agreed to by the respective clubs committees, this decision to unite is in no way binding on the individual clubs.
2. The role of the association was one of representing the combined clubs to BMW AG / Australia and being a pipeline for the dissemination of information between the factory and the clubs. Not to have any control of the normal operation of those clubs.
3. Discussion on the matter of the logIo was held. BMW AG will only allow certain manipulation of the "Spinning Prop" and lays down strict guidelines on the design of recognised clubs. However as no individual club logo's are currently acceptable, the solution to the problem is that the association logo would be to BMW design rules and therefore the individual state logo's would remain and not be affected. Final design to be produced with constitution.
4. Association to consist of one elected representative from each state, from them would be appointed, a President and a Secretary / Treasurer to handle day to day affairs.
4. Meeting of the committee to be yearly (minimum) with regular use of phone / fax etc.. more discussion req'd
5. Geoff Coat nominated Ag President, Ron Durkin, Ag Sec / Treasurer. These gentleman are to produce a draft constitution which is to be circulated amongst all committee's for comment, ammendment as req'd and eventual ratification by the member clubs.
6. Six months foreseen as the max time to formally found the new assocation to be called.. "The BMW Motorcycle Clubs Australia"!

PROPOSED CONSTITUTION for BMW M/C  
CLUBS AUST!



NAME

1. The name of the association of the six BMW motorcycle clubs in Australia is the ... "B M W Motorcycle Clubs Australia"

AIM

2. The aims of the association are ...

(a) To represent Australian BMW motorcycle owners within the framework of the International Council of BMW clubs and its secretariat.

(b) To improve communication in both directions between the member clubs and the following bodies ...

(a) BMW Ag.

(B) Bmw Australia, its distributors and dealers.

(c) The motorcycle community at large (in a non political role).

(c) To act for the advancement of BMW motorcycling within Australia.

LOGO

3. The logo of the association will that design chosen by the members clubs in accordance with the design rules as laid down by BMW Ag. This logo will only be used to represent the combined membership and as such will not have effect on the designs currently used by the member clubs, provided that these designs are not used for official communication with BMW Ag.

MEMBERSHIP

4. The following clubs are members of the BMW Motorcycle Clubs Australia ...

(a) BMW Motorcycle Club of Western Australia.

(b) BMW Owners Club of South Australia.

(c) BMW Motorcycle Club of Victoria.

(d) Australian Capitol Territory BMW Motorcycle Club.

(e) BMW Motorcycle Touring of New South Wales.

(f) BMW Motorcycle Club of Queensland.

4.1 No other club will be accepted into the association except where it provides membership coverage outside the above group. e.g. Tasmania and the Northern Territory.

4.2 A member of any of the above clubs, whether full, associate or social, is a member of the BMW M/C Aust by holding a current membership of the parent club.

The COMMITTEE

5. The committee will consist of one nominated delegate from each member club. The delegate will be given reasonable discretionary powers to act on behalf of their club without referral to the parent committee except in contentious circumstance.

5.1 A club may send observers to any association meeting, provided that it is at own expense (where subsidy exists) and that, rights of adress and voting powers are not available to observers.

5.2 The delegates to the association will elect from within their ranks, a President and a Secretary / Treasurer. These members will hold office for one year and then pass on the position to another club in an order of rotation which will then be fixed.

5.3 Where votes are tied, the President may cast an additional deciding vote.

NOMINATION of DELEGATES

6. Nominations of delegates and subsequent accreditation is a matter internal to the parent club. Change of delegates may be done at any time by letter from the respective committee to the Assn Secretary provided one month notice is given.





## SUBSCRIPTIONS

7. Fees payable by the member clubs to fund the association, are not to exceed an amount of \$100 annually. The amount is to be set by the delegates thru consensus, to allow for the running of the association for the coming year.

7.1 Corporate subscription is to be encouraged.

## MEETINGS

7. The association is to meet a minimum of once a year. The venue is to in each state in turn and hosted by the parent club where suitable arrangements (e.g. expenses) can be met.

7.2 The agenda of the meeting will be fixed by the Secretary, in writing, two weeks prior to the meeting. Notice of the meeting will be given three months in advance (in writing). Agenda items are to reach the Secretary a minimum one month prior to the date.

7.3 Other meetings will be by phone, fax, telex etc to suit the convenience of the delegates and will be organised as required, remembering that increased communication between the clubs is an association aim! (See section 2 (b))

## QUORUM

8. Four delegates shall constitute a quorum.

## POWERS

8. The association is to be the only means of official communication of the COMBINED clubs with the bodies mentioned in the aims.

8.1 The official spokesperson is the President, in his/her absence, the Secretary will fulfill that role. If the Secretary is not available, the remaining delegates will elect a spokesperson.

8.2 The role of the association is to provide a channel for communication and to represent a consensus of opinion of its membership to the enhancement of BMW motorcycling.

8.3 The association will have no power to affect or intervene in the internal operation of any member club, provided that the actions of a club do not prejudice the aims of the association.

## WINDING UP

9. At each annual meeting, the delegates will reaffirm the existence of the association by a vote of confidence and agreement to the constitution. Where this is not possible two things may occur.

(a) Any club may withdraw from the association provided a minimum of two months notice is given and countersigned by the respective club committee.

(b) If a Quorum can be obtained on a motion to "Wind Up" the association, it must be supported by a written confirmation from the respective clubs.

## CHANGES to the CONSTITUTION

10. Delegates may make changes to the constitution, as required, at the annual meeting provided ...

(a) The proposed changes form part of the agenda (See 7.2).

(b) A Quorum is reached.

(3) The amendments are ratified within 6 weeks by the respective clubs.





MINUTES FOR GENERAL MEETING 8 AUGUST 1988

MEETING OPENED 8:10 CHAIRED BY PRESIDENT.

APOLOGIES: ANNE FULKER, FIONA OLIVER, W. GILCHRIST, GREG BELLAIRS,  
M. WHITE, PETER HOPKINS, JEANETTE HAHN, S. & H. SUNDERLAND.

PRESENT: 15, + 4 VISITORS.

MINUTES OF PREVIOUS MEETING: ACCEPTED, WITH NOTE RE JULY TREASURERS  
REPORT BEING INCORRECT BY ONE DECIMAL POINT (I.E. \$524:40 IN  
SAVINGS ACC.)

BUSINESS ARISING: RELOCATION OF MEETING PLACE, HELD OVER 'TILL LIAM  
REPORTS BACK.

CORRESPONDENCE IN:- BMW CLUB JOURNALS FROM VIC. NSW. S.A. QLD. AND W.A.  
W DRIVERS CLUB, V&VMCC. RALLY FORMS FOR- OBO RALLY, THOR RALLY,  
WOMBAT RALLY, ALSO; ROLLS ROYCE CLUB; RE ECONOMY RUN, PERFECTION PLATE  
HOLDINGS; RE NEW BILL PAYING ARRANGEMENTS, ACT MRA, CORPOPRATE AFFAIRS;  
RE APPROVAL OF USE OF BMW NAME FOR INCORPORATION OF CLUB, SBS; REPLY TO  
IAN HAHN'S LETTER RE GRAND PRIX COVERAGE, BMW MC CLUBS OF AUSTRALIA;  
RE PROPOSED CONSTITUTION.

TREASURERS REPORT:- NOT AVAILABLE.

TOURING SECRETARIES REPORT:- NOT AVAILABLE. (FRANK NOT PRESENT)  
(BUT CHRIS SAID THERE WAS A GOOD TURN UP AT GUDGENBY RUN FOR BAR-B-QUE)

SOCIAL SECRETARIES REPORT:- BY PETER OLIVER FOR FIONA, DETAILS IN NEWS  
LETTER, FILM AFTERNOON SUNDAY 14 AUG STILL ON.

GENERAL BUSINESS:- KOSCIUSKO RALLY - BADGES ORDER NOW 250, ORDER TO BE  
PLACED ASAP. BUDGET RENT A TRUCK TOO COSTLY, LUKE TO TAKE HIS VAN AND A  
TRAILER, CLUB TO PAY FOR FUEL, SOME DISCUSSION RE SPONSORS AND  
ADVERTISING OF RALLY. INCORPORATION OF CLUB REQUIRES SOME MORE  
WORK TO BE FINALISED. COMMITTEE TO LOOK INTO AMCN ADS. FOR RALLY.  
BMW M.C. CLUBS OF AUSTRALIA CONSTITUTION TO BE PRINTED IN JOURNAL FOR  
COMMENT NEXT MEETING. NEW LABEL REQUIRED FOR PORT BEFORE RALLY, DAVID  
MEEK TO DESIGN. DISCUSSION RE VISIT TO CANBERRA BY GEOFF COATES WITH  
DUTCH JOURNALIST DOING STORY ON TOURING IN AUSTRALIA AND NEXT YEARS  
AUST. 500CC G.P.

BIKE TORQUE : ANDERS FROM EUROTUNE INFORMED THE CLUB ABOUT RE-LOCATION  
TO QUEANBEYAN AND HOW THEIR APPLICATION FOR THE BMW AGENCY IS  
PROCEEDING, ALSO HOW THEY DO NOT GIVE 'ACROSS THE BOARD' CLUB  
DISCOUNTS, BUT RATHER SUPPORTED THOSE THAT SUPPORTED THEM, I.E. LOOKED  
AFTER REGULAR CUSTOMERS.

MEETING FORMALLY CLOSED 9:45 PM,



## SOCIAL CHIT CHAT

Belated greetings from your social secretary who missed out on the last issue of the journal. Tut tut. I gather a good time was had by all at the function at Les and Dave's place. Many thanks to them for offering their home as a venue. Unfortunately Peter and I were unable to attend. Congrats to Warren and Fran who entered into the original spirit of the function. I wish I could have seen your lovely outfits.

The social scene for the next few weeks will involve two movies and a blood donor run.

The blood donor run will involve fronting up to Woden Valley Hospital with your blood donor card at an arranged time, donating some of your precious blood and then adjourning to the Pancake Parlour in Woden for snacks to restore you afterwards. For those who are not already donors, front up anyway and become one. The whole process is relatively painless and they usually give you jelly-beans to munch on and to distract you.

If you are planning to participate then could you ring me on 473641 in the evening so I can let the hospital know in advance how many people will be showing up. I strongly recommend that as many people join in as possible. Who knows, one day you may be on the receiving end of a transfusion.

The wind has started to pick up again so the kite day will be a starter for Spring ie September. See you at the movies.

*Julia*

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### ANSWERS FOR LAST MONTH'S BRAIN TEASER QUIZ: LET ME KNOW HOW MANY YOU HAD CORRECT !

- 1) 12 = SIGNS OF THE ZODIAC
- 2) 18 = HOLES ON A GOLF COURSE
- 3) 90 = DEGREES IN A RIGHT ANGLE
- 4) 7 = WONDERS OF THE WORLD
- 5) 26 = LETTERS OF THE ALPHABET
- 6) 54 = CARDS IN A PACK WITH JOKERS
- 7) 9 = PLANETS IN THE SOLAR SYSTEM
- 8) 13 = STRIPES ON THE AMERICAN FLAG
- 9) 88 = PIANO KEYS (I BET YOU DID NOT GET THIS ONE !)
- 10) 32 = DEGREES FAHRENHEIT AT WHICH WATER FREEZES
- 11) 200 = POUNDS FOR PASSING GO IN MONOPOLY
- 12) 1001 = ARABIAN NIGHTS.

Well I wonder how well you did, (you did try didn't you ?) doing it in 20 minutes was achievable if you are in the right mood to pick up the clues. till next puzzle, CHRISTOPHER.



# BMW K Series Fours

One of the major problems of the early models was a fuel cap design which allowed water, after a wash or some rain, to collect in the recess and then enter the tank next time the cap was opened. Water would build up in the tank to a point where the fuel pump would pick it up and, voila — blocked injectors. Any reputable dealer made sure the owner knew about this and replaced the faulty components under warranty.

Water could also gather under the tank in the engine block hollow after an enthusiastic wash, resulting in a great cloud of steam when the bike was started up. It's a problem because most of the electrics are concentrated under the tank and moisture in connections means eventual corrosion and electrical faults. All it takes to avoid this is to put the bike on its sidestand and give it a little shake — moving the drain on the left side of the block to do its job.

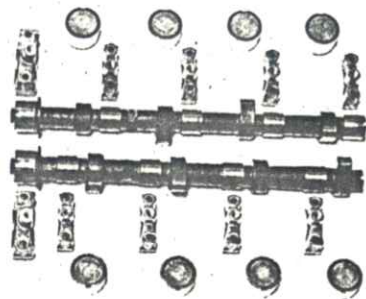
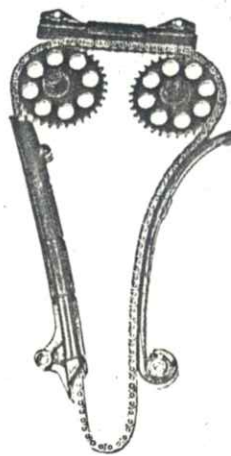
A more serious hassle owners of the first RT and RS models (1984) came across was that the fuel pump couldn't

deliver the goods fast enough to counteract heat build up and vapourisation in the bypass line.

On a warm day, you could be stopping every half an hour to let the bike cool down, and BMW rectified the problem with a fuel pump with a larger pickup capacity and a bigger diameter bypass. However a feature of all Ks is that the fuel pump can only get at 20 of the tank's 22 litres.

On the basic model, the ignition control unit nearly always went to lunch due to water and crud getting into it. Again, the design was changed in 1985, and the warranty was honoured.

Lots of owners had trouble with the starter clutch. What happens is that deposits build up on the sprag clutch in the starter freewheel and stop it from operating. At first, the recommended procedure was to strip the bike and clean out the gunk. However, mechanics soon realised that use of a flushing agent (Peter Clark

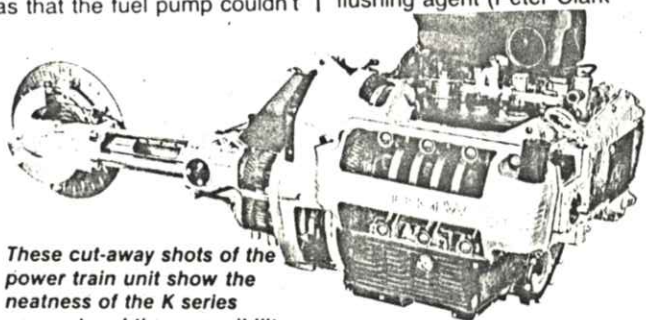


*Our long term RS showed very little wear on the cam system. Not so good was the build up of deposits on the starter freewheel ring.*

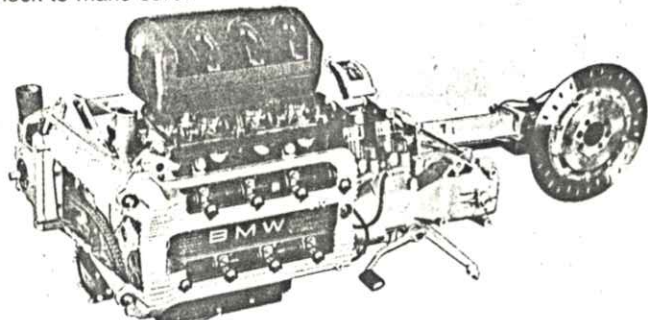
from Tom Byrne's recommends Wynns oil change preparation) prior to re-filling the sump would keep things nice and clean — and working. A modification which basically improved oil flow through the starter clutch should have been fitted to all K's by now, but check to make sure.

## Prices

If you're in the market for one second hand, be prepared to pay around \$5000 for a basic early K in good shape. RS models, the sports tourer, are usually worth at least another \$1000 to \$2000 more, depending entirely on



*These cut-away shots of the power train unit show the neatness of the K series concept and the accessibility of major components.*



condition, and the RTs, the full touring model, rarely weigh in at less than \$7500 — in good shape. Naturally enough newer ones will cost more.

When you consider that the first K100s went on sale here for \$5795 it's pretty obvious that like the R series BMs, the "flying bricks" hold their value well, however the RS and RT more so than the unfaired model.

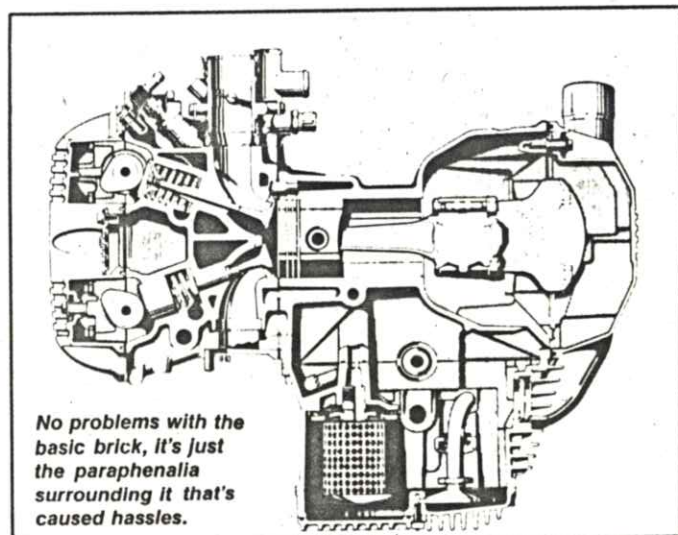
Unlike the old R series, most owner maintenance is out of the question thanks to all that technology. So it's vital you know the history of a K before you consider buying it. If the last owner has had it regularly serviced by a reputable (stress that last word) dealer, the dealer will have made sure the bike has had all the up-dated parts fitted early in the piece. He'll also have been kept informed of the little tricks to successful K series servicing (like the oil flush) and made sure they happened.

A lot of people reckon ex-police bikes represent the

best value for money. After all, they can be picked up for as little as \$4000 from auctions and must have been serviced frequently. Another \$400 for a dual seat and you're in business.

It's an argument riddled with flaws though. The problems are that it's largely up to the rider as to what gets done and when. Some police motorcyclists are just that — motorcyclists, and they feel for their machines. To others, it's all bullshit and they'll get a new one as soon as this one's stuffed. And who does the servicing? Not all police bikes get the benefit of specialised BMW workshops. Quite a few stations get their machinery serviced by government garages — who's to say the mechanic doing the work is a dedicated bike man?

For this reason ACT police bikes have got a good reputation because the guy responsible for looking after them is a real enthusiast who often takes bikes he's serviced



*No problems with the basic brick, it's just the paraphernalia surrounding it that's caused hassles.*

out for a fast trouble-finding blat. But they're not all like him.

One last pointer on police bikes. They often get sold just before the blokes responsible figure they're ready to blow something big. It's cheaper than getting them fixed.

Despite all that, you can get lucky, but it's a risky business.

Service history is the key to buying a used K series BMW. Get that right and you'll wind up with one of the best thought-out machines on the market.

I'd replace the toolkit with a good book though, just in case you break down out back of Buggerydoo . . .

— John Rooth

IS YOUR BIKE DIRTY ? MINE ISN'T... I CLEAN IT WITH CT 18.

CT 18 IS NOW AVAILABLE FROM THE CLUB TOOLS OFFICER (PETER OLIVER) AS ARE OIL FILTERS ETC. HE CAN ALSO ARRANGE FOR MEMBERS TO BORROW THE VARIOUS TOOLS THAT THE CLUB HAS PURCHASED. CONTACT PETER AT THE NEXT MEETING, OR PHONE HIM ON 47 3641 (A.H.) TO MAKE ARRANGEMENTS FOR USE OF THE TOOLS OR PURCHASES ETC.

OUR OWN 'ACT BMW CLUB' PORT IS ALSO AVAILABLE FROM KATH PHILLIPS FOR \$4:00 PER BOTTLE AND YOU CAN PLACE YOUR ORDER BY PHONING KATH ON - 807224 (A.H.) OR 805803 (B.H.).

TO:

ACT BMW MCC Library

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FROM: ACT BMW MCC, P.O.Box 1042 Woden, ACT, 2606.