

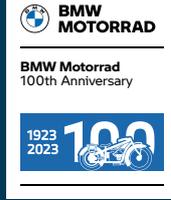
November 2023

BeeEm

Magazine of the BMW Motorcycle Club of Victoria

 **BMW
MOTORRAD**

BMW Motorcycle Club
Victoria Australia



BMW MOTORRAD 100 YEARS



Print Post #100001111



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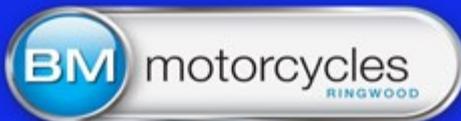
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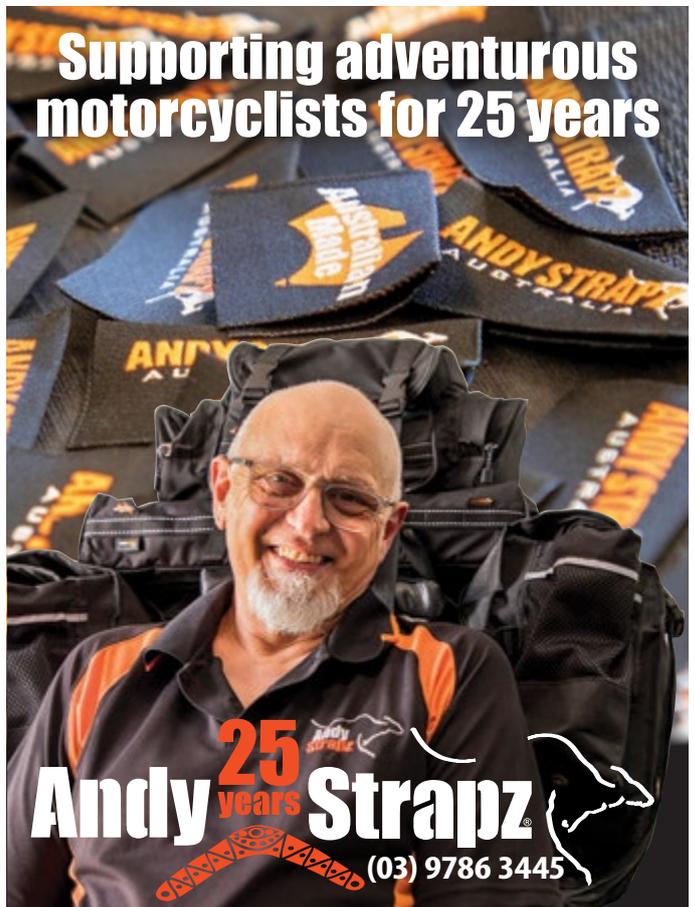
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BMW Motorcycle Club
Victoria Australia



BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

CLUB MISSION STATEMENT

To enhance the enjoyment of BMW motorcycling, provide opportunities to interact socially with fellow members and encourage safe riding practices.

POSTSCRIPT

General meeting: Normally fourth Monday of the month at 7.30 p.m., except December (third Monday), at Lynden Park Recreational Facility, Wakefields Grove, a narrow road between 64 and 66 Through Road, Camberwell 3124. Visitors welcome.

Committee meeting: Contact President.

Midweek rides: Second Wednesday.

Service days: Location and dates to be advised.

The opinions published in this magazine and of its correspondents are not necessarily those of the editorial team or of the BMW Motorcycle Club of Victoria Inc. Articles submitted for publication may be edited for content, style, grammar and length, etc. Technical articles and information contained within the magazine are for use at the discretion of the individual after warranty and are not intended to detract from genuine BMW spares or accessories.

DEADLINE

Articles for *BeeEm* Magazine should be emailed to the editor on or before the end of each month.

All articles, digital and hard copy photographs should be supplied as high-resolution JPEG files (with meaningful captions and photographer's name) to the editor at editor@bmwmccvic.org.au

All material emailed to the editor will be acknowledged by return email. If you have not heard from the editor within a day or so, please re-send or make contact to make sure that your contribution has been received. Image files should be high resolution ex-camera/scanner.

Commercial advertising material, members' trade ads should be sent to:
Winfried Hessling
advertising@bmwmccvic.org.au
Mobile 0403 302 230

Members' classifieds are to be sent to:
Thomas Kuen
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Our cover: Karl Haering's K 100 (winner of the 'Best Flying Brick' trophy at 'K40'). K100 40th Anniversary held in Woodstock.

Brian Rix with his Silver Smoke and Frank Cachia with his Orange Daytona R 90 S' at the BMW 100th Anniversary celebrating its 50th Anniversary in Llanelly.

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Talk to a committee member for details & conditions



“ President's Message

A most amazing sight greeted all those who attended the 50th anniversary of the R 90 S at Llanelly, a magnificent lineup of R 90 S motorcycles, 25 in all. Who could have imagined that we in the club could put together a display of this magnitude. Many thanks go to Mark Phelan, organiser of this event, whose zeal and persistence produced such remarkable results.

So, 25 and many of them ridden there, 50 years old and still going strong, others beautifully restored. Congratulations go to all those owners who have kept this model alive for so long and made the enormous effort to participate in this display.

Permit Co-ordinator Warrick informs me that we have, perhaps, 35 in the club, along with those on display there are others still being restored.

The gathered throng, owners and spectators alike all marvelled at the sight before us, this long row of the most iconic of models. We listened to the friendly rivalry between black and orange owners, and checked out all the modifications.

I travelled up to Llanelly in the company of 2 of these such marvels, one black and one orange. Straight up the highway to save time, the traffic was extremely light, the air very still and the day sunny and bright. My little 310 ran beautifully well, I know now what the racers say about clear air as the return trip was marred by turbulence from other vehicles – it made such a difference. I was in the lead so I couldn't see our little procession – I wish I could have.

Coming up in just a few weeks' time, we will have our annual Christmas party. This year it will not be our customary Saturday night dinner. Unfortunately, we could not make a suitable booking for the day we initially planned. Instead, and for a nice change, we will have a Sunday lunch, on December 3rd from 12.30pm. We will cater ourselves with a variety of hot meat and salads and a dessert or two. All the necessary information is on the club's website and registrations are now open.

Bob Leggatt



BMW 100 Years - Llanelly weekend



“ Editor's Message

Welcome members to another issue of BeeEm. Nearing the end of year, how time flies. So far it has been a huge year for BMW Motorrad with its 100th Anniversary of the R's and the 50th Anniversary of the R 90 S but let's not forget the 40th Anniversary of the K's.....affectionately known as the Flying Brick. These bikes took it to another level.

Each year BMW has taken one step further to further develop their bikes and each year they don't fail us. With its 100th year the month of September had provided a number of events highlighting the R 90 S at the Llanelly weekend and the K 100 weekend at Woodstock.

The month started off well with BM Ringwood providing a BBQ breakfast enjoyed by many, then the Railway Club Hotel ride to Seymour, the midweek ride to Dunolly and the ride to Euroa Hotel.

BMW 100yrs with culmination of the R 90 S's 50th year celebrated together. Well, the R 90 S's certainly provided a spectacle to behold with such great input in the number of people, bikes, and not to be outdone this time, articles as well. How could I decline any article - so we have an abundance of views of the Llanelly event.

Not forgetting, there was another anniversary and that belonged to the K100's 40th year which also provided a great turn out. There were so many photos made available for these events, it was a shame not all could be used. And our fellow member Karl Haering won the rally's prize at the K100 rally, I guess having travelled 400,000 km plus on the bike certainly did the trick. A testament to the bullet proof engine that took BMW to another height. OK, I agree all models did their bit.

From the Editor and Team

Ride, Read and Stay Safe



WELCOME to all our new members on behalf of the BMW Motorcycle Club of Victoria. You have joined the biggest and most active BMW club, car or motorcycle, in Australia. The Calendar page and also on the reverse of the address sheet on the BeeEm issue provides the latest information about future club activities – rides, social events, meetings – and information about approved-of events outside the club. A full, updated online calendar can be viewed by browsing the Event Calendar section of the club's website.

Your level of participation is up to you but you will always get more out of the club by being active. Join our ride events and meet other like-minded members that love the two wheels (BMW). We welcome your thoughts and input so don't be shy, help out by taking on one of the many committee and support roles that are there to be filled. Just take a look at the Support Team page in BeeEm or browse the club website by using the 'Contact Us' tab to see 'About Us'.

So, a hearty warm welcome to you. We are, above all, a social motorcycle club dedicated to the BMW marque and all our members look forward to showing you what our club has to offer, either on a ride or at an event.

New members

Mike Lowe	R 1200 C
David Hughes	R 1200 GS
Gregory Bray	R 1100 RS
Tom Mills	R 1200 GS
Steve O'Mara	K 1600 GTL

BMW Motorcycle Club of Victoria preferred suppliers

Our club is fortunate to have the support of many suppliers, and the following is a list of those who support the club with a member's discount or club advertising. Proof of current membership should be offered and a club discount requested at time of purchase. We sometimes receive complaints from members who didn't get a discount because they failed to ask for it beforehand! Any member refused a club discount by a company on our list is asked to advise the committee.

Advantage Motorcycles	Club discount on apparel and parts
Andy Strapz	Club discount on panniers, straps, boots, parts and all good things.
Bike Logistics Australia	Club discount on motorcycle transport
Chipatronic Australia	Club discount on MCDV2 front and rear dashcam
Cottier Stenning Lawyers	Club discount on legal advice
D2D Accessories	10% discount. disc. code 'bmwmccvic' (http://d2daccessoriesshop.com/)
Doncaster BMW Motorrad	Club discount on apparel, servicing and parts
Global Rides	Club discounts on Road Tours and Riding Preparations
Good Wool Store, Berry	Club discount on sheepskin items
Hydroblast Shop	Club discount on wetblast restoration of metal parts
Melbourne BMW Motorcycles	Club discount on apparel, servicing and parts
Motorcycle Adventure Products	Club discount on all products
QBE Insurance	Club discount on motorbike insurance
REMUS Australia	Club discount on all products
Stephen at S&B Light Engineering	Club discount on driveshaft repairs and UJ replacement
Used Motorcycle Parts Online	Club discount on parts
If possible, members are asked to patronise also the companies which are listed as advertisers in BeeEm	
BM Motorcycles Ringwood	Advertiser and donor of the monthly half-price tyre prize
K&R Motorcycles Cheltenham	Advertiser
Shannons	Advertiser
The Good Wool Store	Advertiser

Proof of current membership should be offered and a club discount requested at time of purchase.

Any member who is refused a club discount is asked to advise the committee.

More benefits are conferred by the club's affiliation with the Victorian Motorcycle Council

Maurice Blackburn Lawyers

Melbourne Motorcycle Fairings

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Torque it Up - Servicing and Repairs

Details at: <https://www.victorianmotorcyclecouncil.org.au/benefits>



BMW Motorcycle Club of Victoria

2023 Christmas Camp

Tuesday 26 December 2023 to
Monday 1 January 2024

Where will we be staying?

Yarram Holiday Park, 375 Commercial Road,
Yarram, 3971

Where can I register?

On the club website: <https://shorturl.at/ijW02>

Bookings?

Book your own accommodation at the Holiday Park or nearby motels/hotels. The camp runs for 6 nights but people come and go as it suits them.

What will we be doing?

Whatever you like! Ian McKenna has planned a ride each day. You can ride every day or you can chill out at the pool, read a book, snooze, walk, options are yours.

What about meals?

We can walk into town for meals, you can bring your own, whatever suits you.

Special lunch for everyone, not just the Campers

On Friday 29 December, we will be gathering for lunch at the Commercial Hotel, 238 Commercial Street, Yarram – please come and join us. Register for the event on the website or call Kerrie Hessling on 0431 884 085. <https://shorturl.at/ijW02>

Happy Hour?

Yes, there'll be plenty of those on a cabin verandah, at the outdoor entertaining area or at someone's campsite. So relaxing!

What to do now?

Plunder that diary and assign some chill-out days at Camp. Do it now before other events take over. You'll be glad you've made time to recharge your battery and relax with friends and we'll be very happy to see you. Go for it!

Questions:

Ask Kerrie Hessling - 0431 884 085



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Coffee get-togethers Victoria

Melbourne:

Morning coffee get together each Saturday, 9.00 am to 1.00 pm, at Laurent Boulangerie Patisserie, 109 Dundas Place, Albert Park, 9690 4700 Melway ref map 2K C7 All welcome. Park safely & leave footpaths clear

Western Victoria:

First Saturday of the month, from 9.00 am at Beechworth Bakery, Grenville Street Ballarat

Gippsland:

Second Saturday of the month, from 9.30 am at Heyfield Bakery, 59 Temple St Heyfield

Central Victoria:

Third Saturday of the month, from 10.00 am at Rocklea Cafe, Bendigo Homemaker Centre, 239 to 249 High Street, Kangaroo Flat

South Gippsland/Bass Coast:

Third Saturday of the month, from 10.00 am at The Ethical Foodstore, 2 Koala Drive, Koonwarra

Emerald Gathering:

Fourth Saturday of the month, from 9.30 am at Emerald Bakery, Kilvington Drive, Emerald

Note: Before you go on a ride, please check the latest BeeEm and the web site for late changes to ride details. Changes do happen.

bmwmotorcycleclubofvictoria.wildapricot.org

Featured rides



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The 'FLYING BRICK' 40th Anniversary



BM Ringwood BBQ

BY ANDREW NOVAK (PHOTOS COURTESY OF FRANK CACHIA)

2 SEPTEMBER 2023

Each year BM Ringwood opens up their doors and provides a hearty BBQ breakfast and this year was no different. So having picked my choice of transport I left Macleod on my K 100 outfit, one thing I dread is travelling along dusty, busy Greensborough Rd due to the tunnel roadworks that are in place. They certainly don't make things easy, it's bad enough that I'm still trying to get getting used to the outfit with its hairy left hand turns, hence the 20ltr container of water for ballast.

The guys at BM Ringwood; Chris, James, Steve and Evelyn and the rest of the crew always provide great service and repairs for all models of BMW's and as a club we're lucky to have these guys where they go that one step further and embrace our club with their yearly BBQ. This kind of support you don't see every day.

The day started off well with the sun shining, temperature very reasonable, a good day for a ride and nothing better than to start the day with a hearty breakfast put on by BM Ringwood crew. The bacon and egg sandwiches, snags and coffee and tea went down quite well and the opportunity to chat with so many members that turned up.

Sorry to say, but unlike Ian M. I don't have a list of names to add to the article but you all know who you are.





CRL to the Railway Club Hotel Seymour

BY IAN MCKENNA
4 SEPTEMBER 2023

Starting at the Peppers Paddock General Store in Wattle Glen we met Neville Borgelt. On for the ride were four riders, Ian McKenna, Hans Werner, Gerhard John and Mark Doherty. We headed off on Broad Gully Road to Nutfield, Yan Yean and Hazel Glen Road to Mernda which is now very built up, then Plenty Road to Whittlesea and Flowerdale.

We stopped at the Public Hall in Strath Creek, before riding to Broadford and the roads to Sugarloaf Creek and Hilldene. We soon made it to Seymour where we enjoyed lunch at the Railway Club Hotel. We were joined by Ron Hedger, Rob Byrnes and Pat Bajraszewski.

After lunch several of us rode through Kerrisdale, Strath Creek, and Flowerdale to Pheasant Creek. By this time it was starting to look like rain, so Hans rode on while Mark and I enjoyed a final coffee at Flying Tarts Bakery. We both rode south from Kinglake to Warrandyte and Ringwood and I got home just in time before the rain started. Another great day of riding.



Starting at Peppers Paddock in Wattle Glen with Ian McKenna's R 80



Hans Werner and his R 1200 R



Short stop at Strath Creek with a photo from another ride



Lunch at the Railway Hotel in Seymour with a view of the hotel



Hans Werner, Pat Bajraszewski, Rob Byrnes, Ron Hedger, Gerhard John and Mark Doherty



Departing from Seymour with Ron Hedger riding his Can Am Spyder



Rob Byrnes and his R 1200 GS and Pat Bajraszewski with his R 1250 R

Participants:

- | | |
|-----------------------------|---------------|
| Neville Borgelt - breakfast | |
| Mark Doherty | R 1200 RT |
| Gerhard John | R 1200 GSA |
| Ian McKenna | R 80 |
| Hans Werner | R 1200 R |
| Pat Bajraszewski | R 1250 R |
| Rob Byrnes | R 1200 GS |
| Ron Hedger | Can Am Spyder |



Midweek ride to Hotel Dunolly

BY IAN MCKENNA
(PHOTOS BY CHRIS RENWICK)
13 SEPTEMBER 2023

Starting at the BP Rockbank Service Centre on the best morning for ages we had a dozen riders on 11 bikes, including Tom Armstrong riding his Husqvarna Norden 99, Laszlo Papp, Chris Renwick driving a BMW M2 and who took photos at several points along the ride and Barrie Morton, Rhonda Hill and David Yee and Paul Yee F 800 GS.

Expecting a couple more we left about 10 minutes late with Ian McKenna leading on his K 100 RS with the blinkers not working, and Peter Walsh as tail rider. Taking Greig's Road we went to Bacchus Marsh and the freeway to Pentland Hills Road, Greendale, Trentham and Kyneton. The Swallow Cafe was closed on Wednesday so we entered the spacious Angies Cafe and Bake House on the main street. Eight more riders joined us here including Adrian Newman and Michael Stoltenberg who had missed us at the start.

Rolling on to Malmsbury and Elphinstone where we did a tour of the town. Then on to Castlemaine, Maldon and Eddington to Dunolly. We turned a bit early in Eddington and stopped but soon took a back road and arrived at Dunolly in good time. Four riders joined us here with Graham Hehir, Peter Howell, Dennis Garsed and Andy



Davenport for a total of 23 at the Railway Hotel. We settled in the beer garden, the meals were good; they took a while, and then came in a rush.

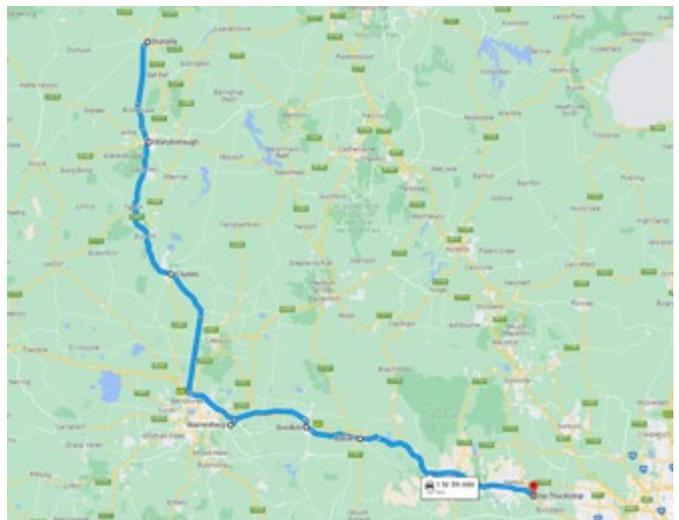
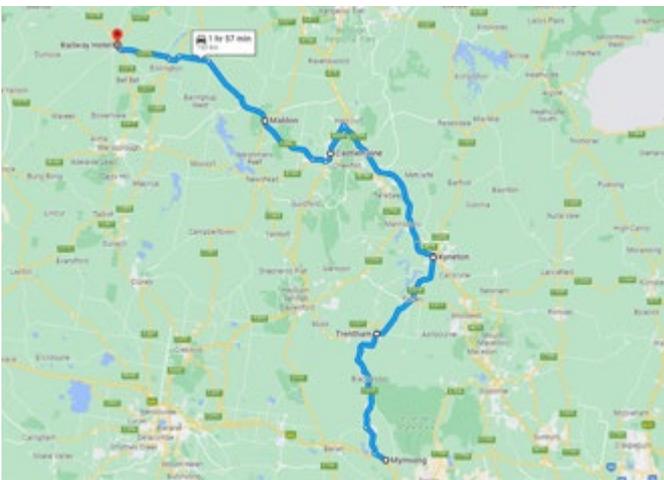
After Lunch we fuelled up in Maryborough and most of us rode home via Clunes and Warrenheip. While most rode past, six of us crossed the highway and had to go wrong way road to a fast food place that looked to have been closed for ages, we resorted to a final coffee from the neighbouring Shell Servo. We ended the ride here with most of us zooming down the freeway after a great day of riding.

The blinker situation with the K 100 RS got worse near Port Melbourne with a radiator boil over and a loss of lights, but Melinda Hindson helped me to get home safely.



Rides, Rallies & Events





Participants:

Tom Armstrong	Husqvarna Norden 99
Pat Bajraszewski	R 1250 R
Melinda Hindson	F 700 GS
Ian McKenna	K 100 RS
Brian Micallef	S 1000 XR
Paul Yee	F 800 GSA
Barrie Morton	R 1200 S
Laszlo Papp	R 1200 RS
Peter Walsh	R 1250 GS
David Yee & Rhonda Hill	K 75 C
Geoff Dick	R 850 R
John Hammond	R 1250 R
George Kennedy	VFR Honda
Simon McCall	F 700 GS
Adrian Newman	R 100 S
Michael Stoltenberg	R 1200 S
Marc Tracy	R 1250 R
Hans Werner	R 1200 R
Andy Davenport	750 Norton
Dennis Garsed	R 100 RS
Graham Hehir	K 100 RS
Peter Howell	R 1100 S
Chris Renwick	BMW M2 Car



Lunch at the Euroa Hotel with riders arriving at the Hotel

Sunday Ride to Euroa Hotel

BY MICHAEL DE VINK
17 SEPTEMBER 2023

In brilliant weather we started with 15 riders on 13 bikes at the Shell Lilydale Service Station including Trevor Adams on his first Club Ride, Sharon Lorman with her son Oscar, and Tanya and Simon Cahoon. With Ian McKenna leading and Max Parfett as tail end rider we headed off on the Melba Highway.

Turning off at Castella, we rode to Kinglake, Flowerdale and Break O'Day to Yea with a good mix of straight and winding roads. In Yea we enjoyed Morning Coffee at Marmalades Cafe; one of the best cafes in town in their Boardroom, where we met four more riders: Ron Hedger - Can Am Spyder, Paul Liistro R nineT GS, Anthony Mills R 1250 GS HP, Christine Young R 1200 R

After a short coffee break we rode out of town to Ghin Ghin, Highlands and Terip Terip to Creightons Creek on some great roads for a really good session of riding. With an absence of the usual delays and hold ups we landed in Euroa almost an hour early at a small park in town. Contacting the pub we then rode further into town to the Euroa Hotel where twenty of us enjoyed lunch.

Their shaded courtyard was a perfect venue for lunch and

Starting at the Shell Lilydale Service Station



we were joined by Lloyd Williams who arrived riding his red and white R 100 T. The Pub offered their usual good service and great food. After lunch Christine Young led us via the Freeway and Old Longwood to the small village of Ruffy where we stopped briefly for a photo. I then led us to Yea following most of the route taken in the morning.

Trolling the shops in Yea we found the Yea Bakery open and stopped for a coffee. We finished the ride here in perfect weather and I for one still had an hour of good riding through Kinglake and St Andrews before reaching Melbourne at Warrandyte. We had enjoyed an exceptionally good day of riding.



Max Parfett and his R 1250 RT



Michael De Vink and his R 1200 S



Morning coffee in Yea



Marmalades Cafe in Yea

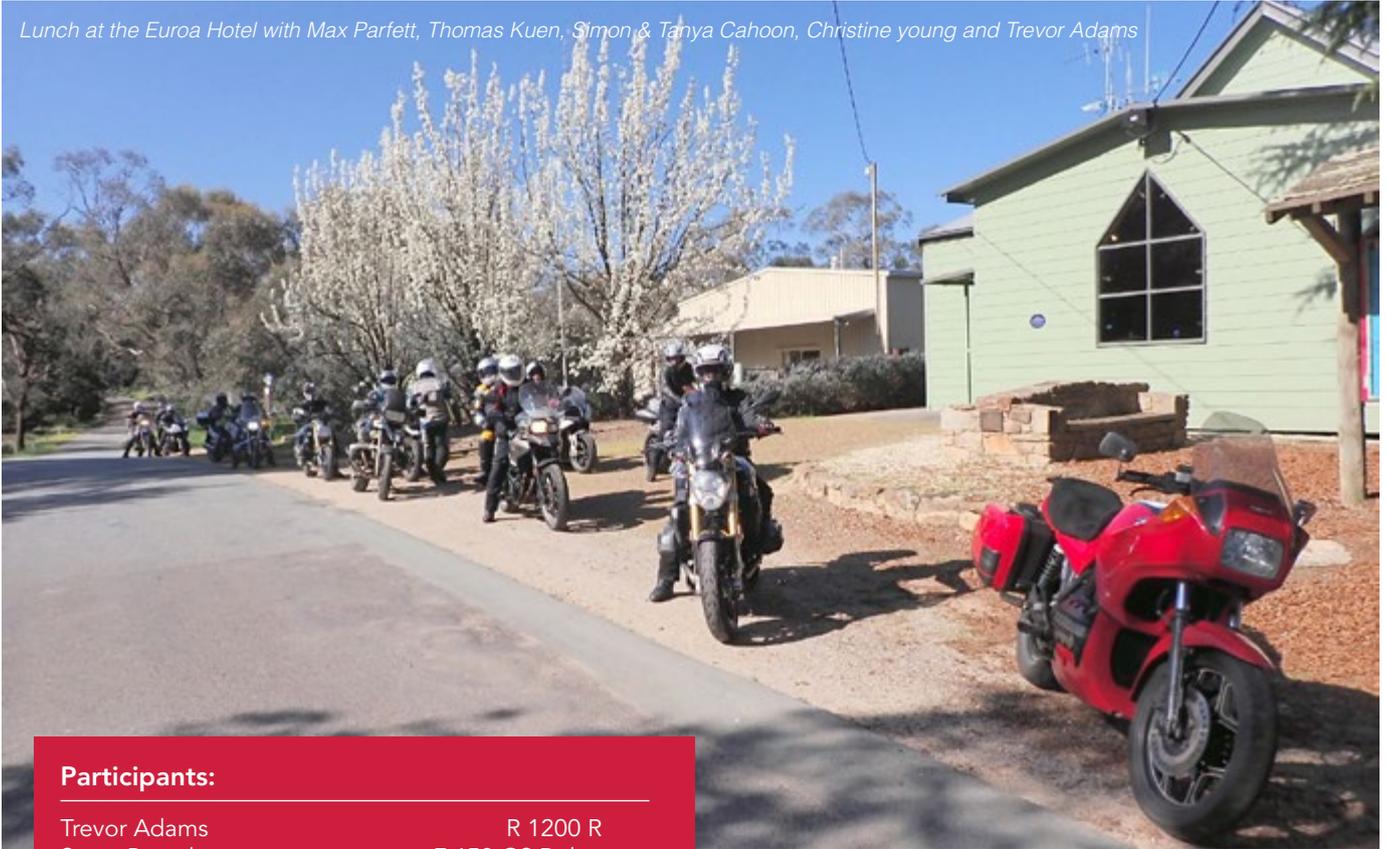


Thomas Kuen, Steve Baczak, Nic Watson and Anthony Mills



Departing Yea

Lunch at the Euroa Hotel with Max Parfett, Thomas Kuen, Simon & Tanya Cahoon, Christine young and Trevor Adams



Participants:

Trevor Adams	R 1200 R
Steve Baczak	F 650 GS Dakar
James Bonner	R 1200 C
Tanya & Simon Cahoon	S 1000 XR
Jared Ellison	R 1250 GS
Gad Kolsky	R 1200 GS
Thomas Kuen	F 650 GS
Oscar & Sharon Lorman	F 700 GS
Ian McKenna	K 75 S
Max Parfett	R 1250 RT
Graham Sangster	R 1200 RS
Michael De Vink	R 1200 S
Nic Watson	R 1100 GS
Ron Hedger	Can Am Spyder
Paul Liistro	R nineT GS
Anthony Mills	R 1250 GS HP
Christine Young	R 1200 R
Lloyd Williams	R 100 T

Lunch at the Euroa Hotel with Max Parfett, Thomas Kuen, Simon & Tanya Cahoon, Christine Young and Trevor Adams



Lunch at Euroa with Jared Ellison, Ron Hedger, Graham Sangster, Anthony Mills, Steve Baczak, Nic Watson, James Bonner, Gad Kolsky, Paul Liistro and Oscar Lorman



Final coffee in Yea with Michael De Vink, Paul Liistro and Ian McKenna



BMW MOTORRAD 100 YEARS

LLANELLY WEEKEND

PHOTOS BY:
MICK BRENCH, CHRIS RENWICK,
MARK PHELAN & IAN MCKENNA





Llanelly to Llanelly – Round Trip

BY TREVOR MITCHIE

22-24 SEPTEMBER 2023

Part of the BMW MCC of Victoria celebrations for the **100th Anniversary of BMW Motorrad** included planned activities over three-days centered around Llanelly about 45 minutes from Bendigo. One of these was a ride from the old Llanelly School Hall on Saturday. The old school hall is now operated by the **Bendigo Historic Motorcycle Club**, our hosts over the three-day event.

LLANELLY

- Formed about 1860. Named by Welsh miners.
- Alluvial gold was discovered in 1865.
- At their peak all the fields in the area had a population of 20,000 people.
- A Wesleyan School was opened in 1862.
- For decades the local language was Welsh rather than English.

The ride was to focus on the surrounding country and was originally to cover what happened around 100 years ago. Unfortunately, not much happened around that time so Ron Llewelyn (too may double “LL” names!) took the liberty of giving us a general history lesson of the areas we visited.

The ride was very informative, and I made mental notes of several places I want to revisit. The ride was always going to be time poor and while I didn’t think it was rushed, we ran out of time and had to pull out all stops to arrive at the Black Swan Hotel in Bendigo in time to have lunch.

The ride departed from Llanelly and headed towards Rheola before stopping at Melville Caves. I commuted past the turn off to the Caves once a fortnight for 5 years and always said I would visit. Many people throughout the ride commented how when you live in an area you often never see the real area preferring to visit other locations.

MELVILLE CAVES (Kooyoora State Park)

- Box ironbark forest.
- Collection of granite tors which form “caves”.
- Near the old Cobb & Co route, used for transport of gold from the diggings.
- Melville Caves were named after Captain Melville (aka Frank McCallum), a bushranger who used the caves as a strategic vantage point and hideout in the mid 19 century.



On a tight schedule we left for Moliagul. In is a virtual ghost town these days. Back in my early school days, when they had stoned wheel motorcycles, I remember hearing about the Welcome Stranger gold nugget being found near Moliagul. The town can also lay fame to being the birthplace of the guy on the Aussie \$20 note. Read Ron’s notes (in italics below) for more information about the nugget and that “guy”.

MOLIAGUL

- The Welcome Stranger Nugget was found by two Cornish miners in 1869 and was the world’s largest nugget. It weighed 72kg and was 61cm long when it was found buried just below the surface.
- Birthplace of Rev John Flynn, in 1880.
- He became a Presbyterian Minister and worked as a Missionary in central Australia.
- Founded the Australian Inland Mission.
- With financial support from H.V. McKay, he established the Royal Flying Doctor Service in 1928 (the first aero medical service in the world).
- In 1929 the pedal radio was developed by Alfred Traeger with inspiration from Rev. Flynn, enabling the people of the outback to call the Flying Doctor Service for assistance. This radio invention led to the establishment of The School of the Air, allowing people of the outback access to a good education.
- Awarded an O.B.E. in 1933.
- Served as Moderator General of the church 1939-42.
- His contribution is recognized on the \$20 note.

The next stop was Laanecoorie Weir and Janevale Bridge both associated with Sir John Monash. On the way we did a non-stop tour of Tarnagulla. Those on the ride will have to read Ron’s notes to find out about this small town as there was no time to stop.

TARNAGULLA

- European settlement of this area began with Tarnagulla Station in the 1840's.
- Gold was first found in 1852. This led to a gold rush of 5000 miners.
- Reputedly the richest pocket of reef gold ever found in the World.
- From 1854, 13.5 tonnes of gold were mined from the Poverty Reef over a period of 13 months from an area 3 metres wide and 120 metres deep.

LAANECOORIE

- Laanecoorie Weir. The second irrigation scheme in Victoria after the Goulburn Weir. It was originally constructed in 1891 and was destroyed by floods in 1909 along with the original bridge constructed in 1870. In 1911 the weir was designed and rebuilt by Sir John Monash, of World War 1 fame.
- Janevale Bridge – In 1911 Sir John Monash also designed and built this heritage listed bridge which is of notable design. Its construction is of reinforced concrete slab and pipe construction. It was the largest bridge of its kind built in Victoria prior to World War 1.

Coming into the City of Greater Bendigo there was a whistle stop at the Victoria Hill Mining Reserve. Don't ask how he did it but there was a coffee van where I pulled in and a club member, associated with being a purveyor of fine food and coffee, managed to scoff a cup of coffee in the time we were stopped listening to Ron. Can anyone guess who this may have been?



Laanecoorie Weir

VICTORIA HILL MINING RESERVE

- The development of agricultural machinery by H.V. McKay and others like John Shearer, saw the yields improved by the 1920s by a factor of five, at a fraction of the cost. H.V. McKay set up the Sunshine Harvester Company and by the 1920s they were the largest implement manufacturer in the Southern Hemisphere. They developed the first self-propelled harvester in 1924. Today the company is known as Massey Ferguson. H.V. McKay was born at

Drummartin just north of Bendigo.

- In 1908 Victoria Hill Mine was the deepest shaft in the World at 1365 metres and by 1910 it was extended to 1406 metres. This mine yielded about \$8bn in today's values over 97 years of operation.
- Between 1857 and 1954 829 mining companies produced 22 million ounces of gold.

From here it was a short ride through the main streets of Bendigo to our lunch stop. Ron was able to tell us a bit about Bendigo from around the time of R32 production in Germany.



A few BMW's at the Black Swan – some old, some new

BIG INDUSTRIES IN BENDIGO (1920's)

- Gold Mining was still an important industry but was in decline. Battle to pump ground/mine water as other mines closed and ceased pumping.
- Bendigo lost nearly half its population between 1901 and 1911, falling from 30774 to 17883 residents.
- Some entrepreneurs such as Sidney Myer looked for opportunities elsewhere, opened his Melbourne Bourke Street store in 1914.
- Cohns Brewery and Cordial Factory -Established in 1857 on the site adjoining the Bridge Hotel. In 1887 the Victoria brewery was noted to be the only brewery in Australia successfully producing lager beer which requires cool dry and even temperature. To make this lager they imported and installed refrigeration and ice making equipment from Germany. They merged with CUB 1925.
- Railway hub. Links to Melbourne, Echuca and Swan Hill
- Tramways.

The next stop was a lunch stop at the Black Swan Hotel in Bendigo. Up until now the focus had been on non-BMW historical achievements. The Black Swan, recently reopened, managed to get our attention back on the 100th anniversary. The Black Swan is owned by Dugal James and those that went to Calder Raceway recently will know he is also the owner of an unrestored R32 BMW from 1923. While not the first R32 off the production line the bike has a low serial number. Approximately 3,100 R32;s

Rides, Rallies & Events

were manufactured. The Club was given special viewing privileges and members were able to view many more bikes not available to the general public. Some of these are not on display at the hotel but at another location within walking distance of the Hotel. I believe an R75/5 seen at this location was one of Dugal's own motorcycles. The R32 was also on display but photography was banned.

After lunch the remaining members headed back to Llanelly via Mount Tarrengower.

MOUNT TARRENGOWER

- In 1923 the local council purchased the Comet Mine poppet head from George Lansell, of Victoria Hill in Bendigo. This poppet head was repurposed as a public viewing platform on two levels and a fire lookout tower on the upper level. This lookout / fire watchtower was one of a number set up on high vantage points in Victoria around this time.
- In the late 1920s the Maldon Hill Climb was established and still is a popular annual motorsport event.



Some of the motorcycles taken from the Mt Tarrengower Lookout

Thanks go to Ron Llewelyn for setting the ride and researching the history for our journey. Luckily Ron did not set an assessment paper on all the history we learnt today.

I left the ride at Maldon heading back to Bendigo so I could get back to Llanelly for dinner. The dinner, better than many pub meals was put on by the Bendigo Historic Motorcycle Club.



Mick Brench with Ron Llewelyn, Clint Hayes and Emma Llewelyn in the background (Photo taken by Maya Yottinthian)

As with any event held by the Club there are many people operating in the background without any acknowledgment, or very little. For example, and I can only comment on this ride, there was a designated vehicle with a trailer to pick-up broken-down bikes on the ride. Luckily for Julia Watt it

wasn't required. Old BMW's seem to be more reliable than some other makes. Julia was also seen shuttling several riders from accommodation on the Newbridge Bridgewater Road, near Bridgewater (9kms) to Llanelly on the Friday and Saturday nights. Clint Hayes was all set to lead this ride but due to having to attend a funeral was not able. Most of the photographs in this article were supplied by Mick Brench. To all that helped in some way. THANKYOU!

Participants:

Ian McKenna K 75 S (Corner Marker Allocator!)

Trevor Michie R 1250 RT (Ride Leader)

Geoff Dick R 100 GS

Max Parfett R 1250 RT

Simon McCall F 700 GS (Tail End Charlie)

Graham and Robin Hehir K 100 ???

Darren Alexander F 700 GS

Christie Young R 1200 R

Simon Perry K 75 RT

Richard Smith R 90 S

Andrew Clark F 850 GSA

David Peck R 100/7

David Robertson F 800 GS

Ron Llewelyn R 1200 RT

Emma Llewelyn F 700 GS

Mike Tobias F 850 GSA

Mick Brench & Maya Yottinthian R 1200 GSA

Greg Sutton and Rachael R 1200 GSA

John (Clendson?) F 650 CS

Jacques van Niekerk R 1200 GS

Andrew Burton R 90 S

Brian Rix R 90 S

Les Watt R 1200 GS (Ride Leader from Mt Tarrengower)

Mal Balnaves R 1000 RS?

Russ Darbyshire R 90 S

Kevin Glen 1955 R 50 (rider a bit older)

Mal Perry S 1000 XR

Mark Phelan R 80 G/S

A few cars that I saw with Club members at the wheel

Chris Renwick, Neville Borgelt, Paul Kotdish

I remember seeing others along the way such as, John Coghill and his wife from Rochester but there were so many people I am sure I have missed many that attended part of the Saturday ride or lunch at the Black Swan.





Llanelly 100 Years of BMW's

BY LES WATT

22-24 SEPTEMBER 2023

With the weather being so good, it was an omen for a great weekend at Llanelly, celebrating the birth of the BMW motorcycle manufacturing with the magnificent R 32 being the first off the production line.

There were 62 club members registered for the weekend and a further 5 arriving on the Saturday. The plan was to enjoy a discovery ride on Saturday and on Sunday, celebrate 50 years with an iconic R 90 S display (The last big celebration of this iconic model was 30 years ago with exactly 30 bikes gathered).

On Friday night our local courtesy bus took club members to the Newbridge pub for dinner which was specially booked out just for club members. Then back to the bonfire to warm up and tell tales of past adventures.

The plan Saturday was to do a ride locally to interesting locations with the theme "1923", but our ride co-ordinator Ron Llewelyn pointed out that nothing was happening in this region in 1923. Gold mining was over by 1900! So, plan "B" was to seek other interesting locations to visit.

Ron finalised the route and took all 32 riders and 3 cars up to the nearby Melville Caves, where he gave a short history and background on the Bushrangers hiding and spying activities at this location during the gold rush era. Then we rode a short distance through some beautiful forested country to the township of Moliagul, the birth place of Rev. John Flynn, in 1880. Flynn founded the Australian Inland Mission, the flying doctor service in 1928 (close!) and in 1929 the outback pedal radio, which morphed into "The School of the Air". Ron provided background on these activities and Flynn's contribution to all Australians, now recognised on the \$20 note. He explained that the ride would pass through the town of Tarnagulla and pointed out the Poverty Mine (Reef) in the heart of Tarnagulla which in 1854, produced 13.5 tonnes of gold and is reputed to be the richest pocket of gold ever found in the WORLD.

We headed off and soon arrived at the township of Laanecoorie after a leisurely ride through mixed country, crossed the heritage listed bridge (Janevale Bridge) to the Laanecoorie weir wall. Again, Ron's research was thorough; we discovered that floods in 1909 destroyed the old weir. Sir John Monash designed and rebuilt the new weir, which was the second irrigation scheme in Victoria. In 1911 Monash also designed and built the heritage listed Janesvale Bridge nearby which was the largest bridge of its kind in Victoria prior to World War 1.

We then headed towards Bendigo and stopped just outside the town centre to view the Victoria Hill Mine which has the deepest shaft in the world at 1406 metres. The mine yielded over \$8bn in gold in today's values, over its life. The next move was to the Black Swan Hotel for lunch and meet up with members who decided to go direct to the pub, but as thing go, Kevin Glen's 1955 R 50 refused to start, however, after a few minutes and considerable abuse, it decided to start and never missed a beat for the rest of our day.

After lunch we viewed some of Dr Dugal James collection of early model bikes, including two of Kevin Glen's early model BMW's that Dugal had on display. We were also taken down into the cellar area to see the hotel's beautiful 1856 brickwork. We then walked to Dugal's workshop area in another building to inspect an eclectic range of older bikes including the first R 32 BMW bike ever built and the only R 32 in Australia, plus an American copy of a WW2 German flagship bike and sidecar, to name a couple! There was a huge range of bikes to admire.

It was time to move on and after fuelling up we headed to Mount Tarrengower near Maldon for a spectacular view of the surrounding countryside. The Poppet Head viewing tower was bought by the local Council in 1923 (ah! Finally a mention of 1923) from the owners of the Victoria Hill Mine. Great views were possible from the top of the poppet head. From there to Llanelly was a perfect ride highlighting the diverse country where various crops abound.

Pre dinner drinks around the camp fire were enjoyed by most with lots of chatter about the day's events, then at 6pm we were called into dinner, and what a fabulous dinner it was ... A large roast dinner followed by pavlova and fruit. After the usual thankyou's we had a "Who am I" challenge for all, with photos of two well known club members taken in their formative years (early 20's) and on their bikes, followed by a free raffle courtesy of Andy White (Strapz), a good friend of the BMW club, who came for the weekend. Interestingly, nobody recognised the beautiful young girl or the rugged do-anything guy!

The night was not yet over, as we were waiting to hear from our guest speaker Grant Roff (also known as Spannerman), a gifted writer, author, former editor of Two Wheels and The Motorcycle Trader Magazines, who spoke of his early days in motorcycle magazine publishing, plus the current decline of traditional motorcycle magazines. He gave us a very interesting and informative talk.

After these formalities, most congregated around the camp fire for last drinks and tall stories, as tomorrow (Sunday) would be club member and R90S 'tragic', Mark Phelan's "50 YEARS OF R 90 S" motorbike display. A brilliant day with over 100 visitors gathered to witness an event to remember! Documented in a separate report.





Llanelly R 90 S Gathering

BY MARK PHELAN (R 90 S TRAGIC)

24 SEPTEMBER 2023

Llanelly saw, on Sunday September 24, an assemblage of R 90 S that hadn't been seen for a long time. They came from all over. The Peninsula, Gippsland, Western, Central and Northern Victoria, Melbourne and the Surf Coast. Bendigo, Castlemaine, Ballarat, Shepparton....a real gathering!

The day started at 8.30am with 3 Daytona Orange bikes and a lone Silver Smoke under the long shelter adjacent to Llanelly's fabulous old BHMCC rooms. One after another they came. On trailers or burbling in with riders and bikes being ushered into formation, Daytona Orange on one side and Silver Smoke the other. Six, soon ten bikes. The estimation of eighteen at last night's dinner was reached by 9.20 am and kick off wasn't until 10.30am!! My excitement was palpable I'm telling you. It was looking like an R90S induced episode was imminent. "Mark, here comes another one!" "Jesus, here's another two!" There was a buzz and a vibe that was almost infectious!!! The bikes spilled out past the shelter shed and continued being lined up almost to the front wire fence. Two consecutive number early '74 Silver Smokes coincidentally parked next to each other after nearly 50 years! Llanelly kismet!!

OMG! 12 Silver Smoke and 12 Daytona's! I tell you, I was giddy just looking down that line of fabulous machines! The hum, the talk and banter and stories and good feeling!.....and it wasn't even 10.30am!!! Then, God bless him!!! Last late arrivals, Greg Hobbs on his beautiful DO (Daytona Orange). 13 and 12!!! The 'Silver Smokers' were crestfallen for a microsecond before the assembled crowd was addressed by Les Watt and Brian Rix. Les recounted yesterday's brilliant ride and dinner and Rixxy made important mention of an upcoming motorcycling safety initiative that he is promoting! Then it was my turn to introduce the event at hand and I hadn't had a thing prepared! I can't even remember what I said but I know it was heartfelt and it was to everyone there and everyone, even those folk that didn't own a 90 S understood the emotion of the occasion.

"This is the fiftieth anniversary of a bike that BMW unveiled to the world on the fiftieth anniversary of BMW Motorrad."

Unless you've really ridden an R 90 S, you may be prepared to dismiss the bike as just a lairey old BM with a bikini fairing. Old fashioned horizontally opposed motor, wire wheels, primitive disc brakes. Compared to its

contemporaries; a pretty upright seating position, low on horsepower, soft long travel suspension, clunky gear box. What's to like?

If you've a modicum of appreciation of build quality and how motorcycles are screwed together, the R 90 S is a standout object. Quality engine, wheel and transmission castings and cycle parts. Beautiful Neiman rims. Hella and Bosch electrics. Magura levers and fittings. BMW motorcycles of this period underwent scrupulous quality controls and were essentially hand built and tested by experienced assembly technicians. As a company flagship the 90S was afforded special attention. Quality fibreglass and plastic fittings, instrumentation and hand applied paint and pinstripes are facets of the motorcycle that can't help but impress and delight. But it's the big 900 motor that brings the whole plot together. The R 90 S engine, equipped with big Dellorto carburetors was more than capable of pulling beyond its redline in top gear and was capable of better than 125 mph.

That the R 90 S was a soft option is a serious under estimation of the abilities of this machine and it was to prove itself as a more than capable platform in endurance and production racing. It was to prove equally capable of long distance travel and sustained high speed cruising. The R 90 S was the most expensive production motorcycle of its day and 50 years on, its quality and performance have stood the test of time.

Today the R 90 S is still an impressive machine. Quality, serious engineering cred, impressive present day performance. Like all BM's of this period, they are real riders machines and the R 90 S has real attitude if that's what one wants!!

R 90 S owners know and understand all this stuff anyway, so I hope I was able to convey, in the preceding few paragraphs, the few words I was able choke out!

The day was awesome. Noel, Malcolm, Bruce and others provided a rich array of memorabilia to browse and ponder. The endless discussions of paint hue and variation, pinstripe width and painters initials and series differences were an education for some, established folk law for all.

Thanks to all for their attendance, interest, passion and camaraderie.

Thank you to those who posted pics on social media.

Thanks to the Bendigo Historic Motorcycle Club for hosting our event. They are brilliant and our collaboration with them is a valuable one.

Lots of interest in another event in the not too distant future.



R 90 S



The 50th anniversary of the R 90 S

BY FRANK CACHIA (DAYTONA ORANGE)

24 SEPTEMBER 2023

In a nutshell, the celebration event was a resounding success. This triumph can be measured by the absolute dedication of Mark Phelan who placed his heart and soul, not to mention the stress, to make it work. And it definitely showed. Apart from being blessed with perfect weather, the overwhelming response of both club members and R90 owners positively made it a memorable event.

Take a bow, Mark, you most certainly deserve it. As one member stated, to those R 90 S owners present this was being in R 90 S heaven. Let the photos speak for themselves.

It was held at Llanelly, once a mining town, now with a thriving population of around 60 it offers a rail crossing, a couple of T junctions, a few houses, numerous flies and a memorial hall. It was at this hall, alongside Les Watt BMW 100 anniversary celebration. Thanks for your input Les. I'm sure those who had a meal on Saturday night along with guest speakers and chatting around a campfire made it a memorable night.

But Sunday belonged to the R 90 S. They came from far and wide. It never fails to amaze me how, as soon as you get two R 90 S owners together, they congratulate themselves on owning such a desirable model, followed by numerous interactions on history, details and technicalities, before pointing out to each other that they each have the wrong coloured model.

This was the case as 12 Silver Smoke were lined up next to 12 Daytona Orange models. There was no shortages of cameras and mobile phones taking pictures and bathing the bikes with flashes of light. Close by, a table presented R 90 S paraphernalia to look and admire with another offering parts for sale. When the time was right the R 90 S owners gathered for a group photograph followed by Mark Phelan taking centre stage, welcoming everyone and presenting each owner a small handmade trophy to mark this celebration. He did a rather exhausting job making them by hand. Well done mate.

By mid-afternoon the party was breaking up, bikes fired up, scattering in all directions. And the 50th anniversary celebrations passed into history.

For the record

There wasn't a 10th year event, as at the time the model hadn't reached cult, collectable status. The 21st gathering took place in Mulgrave, the 30th event was held outside Warrandyte. I was invited to attend the 40th anniversary in Philadelphia USA. That was a star studded event having both Hans Muth, the R 90 S designer plus Reg Pridmore who in 1976 racing a R 90 S won the American national championship against more advanced Japanese machinery; and finally Mark Phelan bringing the 50th anniversary into the history books.

On a side note

It was during the presentation that I received some startling, perhaps even disturbing news. I found myself debating whether to inform Mark and leave it up to him to broadcast it to the group, or whether I should inform the assembly myself. In the past this news has been suppressed by those in the know, but it has finally been brought out into the open, on this momentous occasion, the 50th anniversary of the R 90 S.

Remember the continuous deliberation regarding the different paint scheme; that is the traditional Silver Smoke against the vibrant Daytona Orange? Well that issue has now been resolved. It turned out that there's only one colour, the vibrant Daytona Orange. The other was nothing more than bikes with just the undercoating waiting for the finish paint scheme to be applied. They were accidentally being shipped out of the factory too soon.

Would I lie to you?











Llanelly R 90 S Spezial

BY MARK PHELAN

The R 90 S gathering at Llanelly on September 24 prompted me to complete my Spezial to mark the 50th Anniversary of the R 90 S.

As part of my personal celebration, I completed (or nearly completed) a Tribute Build. This has been in the pipe for ages (pre-Covid) and as I've squirrelled away bits and pieces the special has slowly taken shape. Nights before Llanelly burning the midnight lamp ensured the Spezial was in a form to present to the gathering ... special thanks to Mal Balnaves for last minute assembly and logistic support. The bike was loaded onto Mal's trailer on Saturday, together with his own beautiful Daytona Orange example, and trailered out to Llanelly on the Saturday before the big day.

Sunday the 24th saw me up early, riding my own R 90 S (featured in *BeeEm* a couple of issues ago) from Bendigo out to Llanelly, arriving about 8.00 am for a hearty breakfast. Our bikes were positioned next to the Spezial awaiting the throng. But more later.....

BMW R90S Spezial.....

It's a hand painted Daytona Orange.

- New 900 barrels (black), pistons, rings and gudgeons on a late 1976 R 100 S crankcase. New oil pump, lifters, cam chain, etc. 38mm Dellorto's on venturied intake stubs.
- 24 hole filter housing. Points amplifier, new Bosch coils. New starter motor.
- New Morris mag wheels. (Very rare) stainless axles. Cast iron discs front and rear. Performance Machine billet 4 spot airhead calipers. (very rare) Braided lines.
- New Metzlers. New Ikons. RS bars.
- Frame mounted S fairing on a modified RS bracket. Top triple clamp mod. San Jose fork brace. 90 S clamps.
- Alloy indicators, Katdash instrument circuitry. All components are new, refurbished or in very good nick, but the build isn't over the top; it's wet blast eroded and attempts to present an appropriate period patina.
- And of course, new paint and pinstripes on a '76 90S tank and body work to freshen things up!

IMHO the bike is a bit of a mongrel and is testament to the interchangeability of many of the R series parts.

The build, though, does attempt to address a few idiosyncratic issues that this legendary airhead had from the onset. The later model frame is significantly stiffer than



the original. The later big tube swing-arm and torsionally damped shaft should further smooth an already silky drive train. New 33:11 diff. New splines.

Brakes should be an improvement over the capable but marginal ATE's.

I'm not completely sold on the change to a rear disc but the wheels dictated this and I didn't want to go Lesters. The mod was a head scratcher and fair bit of machining was required to get things to fit and line up. Much different from the snowflake set up. The Morris's were the ultimate period bling, but the concession was the rear disc brake! It was a pain to install, set up and adjust. That said, I'm hoping it was worth it as they really are beautiful wheels.

The fairing mod was sometimes carried out 'in the day' and is an attempt to negate the high speed weave sometimes experienced with the handlebar mounted S fairing.

I've fitted a new oil cooler/ thermostat and lines. I reckon a R 90 S can get quite hot and this add-on is my response.

The exhaust isn't pretty with black 38mm headers joined to a set of cut down, panel beaten Zueno's from my '75 R 90 S with the baffles removed, definitely my nostalgic concession! The set up looks like that of the '76 Butler and Smith race bikes. I have tested them on the '75 and they sound awesome! Sort of a cross between a hot VW and Focke Wulf 190!! I'll see how they go.

If required, I have another set of headers mated to a pair of alloy SuperTrapps that are tuneable and a little quieter.

I think these changes will sit pretty comfortably within the R 90 S platform!

I know this won't be everyone's cup of tea but again, this build is a personal tribute and my interpretation of a 90S modified with a modest selection of period performance bling.

Yes, I know it's not an original R 90 S but it has to be as close as you can get. The engine is 900cc and made from parts from the last series of R 90 S on a late 1976 R 100 S crankcase.

These cases were identical to the last /6's that were modified to merge into the new /7 series. Earlier model barrels will not fit these cases. Late /6 heads are also different. Rocker gear mounting 'pillows' usher in the new /7 architecture. Undeniable relevance! Close relations!

I've also fitted a modified air cleaner cover sporting 24 holes like some of the early RS's and this, with the less restrictive exhausts, should enable the motor to really breathe!

What I was surprised with was the 'correctness' of the custom bits used..... some specific aftermarket bits, some modified or adapted R series bits. An amalgam that is my representation of a icon!!



As a complete bike, it'll look pretty stock, like a hot CS perhaps?... maybe even a little underwhelming!

It's an R 90 S.....modified... customised....but a hotrod! Just like the original!

I hope you caught it if you were at Llanelly.... second from the end. Easy to miss amongst all the orange but that was how it was supposed to be.

Thank you to all those who had a kind word of appreciation for my tribute.

BMW R 90 S.... A motorcycling icon worthy of serious recognition.

The Llanelly Gathering..... Wow!



The 'FLYING BRICK' - 40th Anniversary

BY KARL HAERING

30 SEPTEMBER - 2ND OCTOBER 2023

History

BMW Motorcycles' manufacturing future was looking very cloudy towards the end of the 1970s. Sales and market share were falling. The entire range was powered by ageing twin cylinder, air cooled, horizontally opposed 'boxer' motors that were falling behind. It would be a monumental task for these engines to meet proposed environmental standards while being competitive with the offerings from other marques.

In the tradition of BMW, sound engineering underpinned performance and longevity in the all new 'K' series. Launched in October 1983, the K100 featured a patented Compact Design System (CDS). This consisted of a four cylinder, watercooled, double overhead camshaft eight valve engine, lying on its side with the crankshaft in line with the wheels. An automotive style dry clutch, five speed manual gearbox and traditional shaft drive completed the picture.

The K100RS followed before the end of 1983 and then the K100RT, later upgraded to the K100LT. 'Losing' the front cylinder brought the K75 into existence in September 1985, the K75C and the K75S in June 1986.

The K100 pioneered ABS on a production motorcycle. The engine's valves increased to 16 in a boost to performance for the second generation of the engine, para-lever rear suspension was added together with the front brakes being upgraded with floating disks and four-pot Brembo callipers. Wheels were upgraded to accept the fitment of radial tyres. BMW spent a great deal of time in the wind tunnel to produce the streamlined K1. Capable of 240 kmh on the Autobahn it is unique, though under the skin, identical to the K100RS (16v). (The owner's handbook covers both models) The third generation of the K motor evolved when capacity grew to result in the K1100RS and K1100LT.

The next development proved to be the biggest and last for the K series, affectionately nicknamed 'Bricks' or 'Flying Bricks'. The K1200RS and K1200GT didn't just involve an increase in engine capacity, but also the introduction of the tele-lever front end. This necessitated a totally new frame. This CDS package was subsequently dressed in completely new bodywork.



Had the K series not been the huge success they were, BMW would have almost certainly ceased motorcycle manufacture, nor would have had the resources to develop the new boxers. It also gave the company the confidence to broaden the model range with the F's, S's and G's.

The 'Bricks' saved BMW Motorrad.

(Some of the information sourced from; Classic Motorcycles BMW by Don Morley & Mick Woollett. Later K series - 1200, 1300 & 1600 - utilised the more common 'across the frame' engine layout used by other manufacturers, particularly the Japanese)

I set off early with half a fuel load and a sense of nervous excitement. Ahead lay nearly 700 km of road, much of which would be the Hume Freeway. This would require me to spend over seven hours in the saddle. This was the first time since April 2010 on the trip north for the Mackay Run Home that I would be spending a solid day riding. The Brick has clearly aged much better than I have! After the Wallan fuel stop, it was back onto the Hume Freeway until I rolled into the Glenrowan services for a breakfast stop.

Another short departure from the Freeway in Wodonga for a fuel stop before continuing north, crossing the Murray River into New South Wales. After another 100 km had passed under the wheels, I rode into a roadside rest stop. The Hume Freeway was trying to send me to sleep! Not long before leaving the Hume, I stopped at Gundagai for lunch.

Once off the Freeway, heading north, the riding was much more engaging on more interesting roads that twisted and turned, rose and fell. The higher level of concentration required kept me alert as optimum line and road position were chosen.

Arriving in Cowra, I checked into the Motel and refuelled before heading out to Woodstock. At the Showgrounds, I registered for the Rally and relaxed ahead of dinner. Having had a big day, an early night was called for. Forgive



me for the pun, but my new driving lights proved to be absolutely brilliant as I used them for the first time on the ride back to the Motel in Cowra.

Saturday saw a return to the rally for breakfast. A short ride for lunch at Woodstock Hotel before a return to the Showgrounds. The evening brought the Rally Dinner with the drawing of the Door prize, Raffle and the presentation of a single trophy for 'Best Flying Brick'. I'm proud to report this was won by 'Pearl Brick'! At evening's conclusion, I again made the night time return to my motel in Cowra.

Once again, Sunday I rode out to the rally for breakfast. I wondered why Google maps seemed to take me to the Woodstock Showgrounds by one route out then back to Cowra by completely different one. Both Lunch and Dinner were at the Woodstock Hotel, involving a short ride. Following dinner, it was again the return ride in the dark to my bed in Cowra.

Although booked for the Monday morning Rally Breakfast, I decided to give it a miss as it would have required 22 km - and time - out and then back through Cowra in order to head home. So, I headed south to a planned fuel stop in Young. Nearly all the traffic encountered heading north seemed to be horse transport, much of it large floats capable of transporting multiple horses. As Neville Borgelt was also heading home early this morning, I gave him a call. He happened to be driving out of Young, a little ahead of me. Having caught up with him, we enjoyed breakfast together at, Helen's Coffee Lounge, a popular cafe in Cootamundra.

Afterwards, I followed Neville south to the Hume Freeway, where we parted ways. The Brick and I could utilise the higher speed limit whereas Neville and his truck were speed limited to 100km/h. Once again, I gave Neville a call from my Wodonga fuel stop to learn that he was still about 30 km north of the border. He was planning his fuel stop for the other end of town.

It had just gone midday as I turned south, back onto the Hume Freeway. This time there would only be one stop

between the border and home, a 'Pit stop' south of Euroa. Nearing the end of the ride, traffic volumes increased and I rolled into the garage at about 3.00pm to end a very enjoyable long weekend. As always the company proved excellent. Weather had been near perfect with crisp mornings becoming fine warm, sunny days then mild, cool evenings. For a little while on Sunday we did have to contend with a bit of gusty wind for a while. Roads, in the main, were lightly trafficked and mostly in much better condition than feared. There certainly were rough sections but fewer and not as bad as feared.



'Pearl Brick'

(winner of the 'Best Flying Brick' trophy at 'K40')

- Rolled off BMW's Berlin production line on March 21 1991
- Paint code 678 - Pearl Silver
- Compliance plated in February 1992
- First registered in Sydney 1993

Purchased it in January 1999 from Tom Byrne Motorcycles with 19,202 km on the odometer (now showing over 415,000 at the Rally)

Original condition except for:

- 'Staintune' full exhaust system
- 'Braking' disk rotors
- 'YSS' rear shock
- Custom stainless steel Pack Rack (by Neil Williamson)
- 'Shad' 19 litre Top Box
- Custom stainless steel Auxiliary Light Frame (by Neil Williamson)
- LED Auxiliary Lights - 2 pair (One as Driving Lights & One to increase visibility in traffic as DRLs).



TRIP FUEL ECONOMY							
	Km.						
Date	Trip.	Litres.	c/Lt.	Cost	L/100km	MPG	Location
-	-	-	-	-		-	-
29-Sep-23	196	10.76	223.9	\$24.09	5.49	51.5	Wallan
29-Sep-23	265	12.75	217.9	\$27.78	4.81	58.7	Wodonga
29-Sep-23	365	16.75	228.9	\$38.34	4.59	61.6	Cowra
2-Oct-23	224	12.00	222.9	\$26.75	5.36	52.7	Young
2-Oct-23	293	13.75	217.9	\$29.96	4.69	60.2	Wodonga
-	-	-	-	-		-	-
TOTALS	1,343	66.01		\$146.92	4.92	57.5	
-	-	-	-	-		-	-

(Actual distance covered; 1,484 km.)





100 Years of BMW Motorrad. Let's Go for a Ride.

A destination ride to celebrate the achievement.

Ride: Mystery destinations advised to the group in camp each evening.

When: Melbourne Cup weekend 4-7 November.

Departure: Saturday 4 November 2023

Benalla - Zeus Cafe - Time 09:30-10:00 Hrs.

Day 1: 350kms.

Day 2: 600kms. 'Get a wriggle on!'

Day 3: 350kms. Plenty to see, you will be relaxed by now.

Day 4: Return home. Melbourne 600kms away.

Bush camps: self-catering & other bush facilities.

Campfire cooking: Dependent on conditions.

Self-navigation: With several options to the next destination, following the evening briefing, it is suggested that you have a Hema paper map for Northern Victoria and South NSW.

-For safety reasons there will be no Ride Leader nor Tail End Charlie.

Form your own group and ride to your inclination. Mostly sealed back roads with some gravel roads as options.

Open to club members and their mates, regardless of what you have on hand to ride.

Tribal Elders with camper vans; we can provide pre advice of camp destinations. No loutish behavior from camping car pilots, please.

Are you coming? Participation by registration only. Registration to: tmverlin@hotmail.com or mobile phone 0447 778 070, also welcome via club website. Special celebratory T-shirt available to participants on final registration.

To assist planning please register early, preferably by end of June. Final acceptances will be 1st week of October, along with orders for club T-shirt.

Cost: A donation to RFD Service. \$20 per head + small fee for T-shirt.

Support Crew: Tribal Elder & Cultural Adviser: Phil Irvine

Roadside Assistance: Justin Hall

Weather and digital consultant: Russel Venn

Discipline: Trevor Northey

Route planning: Peter Maguire

You may need to prepare with some time in the saddle!



Please note: The details for the regular Saturday Coffee get-togethers are listed at the start of the Rides, Rallies & Events page and the mail cover.

NOVEMBER 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

4th Nov – Saturday - Western Coffee Morning – Ballarat

4th/5th November – Saturday/Sunday - BMW MCC VIC GS TRAINING WITH TOURATECH

BMW MCC Vic GS Training with Touratech. Calling all GS riders to join us for GS training with Robin Box and the Touratech team.

Touratech has offered to host GS training this year. All levels of GS riders welcome. The event needs a minimum of 5, with a maximum of 20 riders. Paid bookings will receive priority. Training will be held at the Carboor Reserve. The training will be held on a Saturday and the cost of training is \$90.00 pp (including lunch).

Please contact the event organizer, Jacques Van Niekerk, if you have any questions, secretary@bmwmccvic.org.au or send text to 0401 091 277. Please RSVP by cut off dates, to confirm numbers for training and catering

4th/5th/6th/7th Nov – Saturday/Sunday/Sunday/Monday/ Tuesday – Let's Go For A Ride – 100 years of BMW Motorrad

When: Melbourne Cup weekend, Saturday 4th to Tuesday 7th November. Departure: 09.30 - 10.00 am. Benalla, Zeus Cafe, 123 Bridge Street, Benalla, 3672. PLEASE register here on the club website or, if you are reading this as a flyer, use website address <https://bmwmotorcycleclubofvictoria.wildapricot.org> PLEASE register with Trevor Verlin: tmverlin@hotmail.com or mobile 0447 778 070

8th November – Wednesday - MIDWEEK RIDE TO THE WINE COLLECTIVE, MACEDON

Ride of 170 km to The Wine Collective at Macedon. Ride via Anakie, Ballan, Greendale, Trentham, Tylden and Woodend to Macedon. Return via Gisborne and Bacchus Marsh to Werribee for a total distance of 285 km. Assemble 8.30 at BP Geelong Link Service Centre, Geelong Ring Road southbound for departure at 9.00 am. Stop at Ballan, Macedon and Werribee. Coffee at Zest Licenced Cafe in Ballan at 10.30 am. Lunch at The Wine Collective at Macedon at 1.00 pm. Finish at Black Seed Cafe in Werribee at 3.30 pm. Ride leader Ian McKenna ph 0487 868 466.

11th November – Saturday - Gippsland Coffee Mornings – Heyfield

13th November - Monday - CRL RIDE TO TOP OF THE RANGE TEA ROOM, MOUNT MACEDON

Ride of 120 km to the Top of the Range Tearoom on Mount Macedon. Ride via Broad Gully Road, Arthurs Creek, Whittlesea, Romsey to Mount Macedon peak. Return via M89 Calder Freeway to Calder Park for a total distance of 170 km. Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00 am. Stop at Romsey and Mount Macedon. Lunch at Top of the Range Tearoom on Mount Macedon at 12.00. Finish at Calder Park Service Centre at Calder Park at 2.00 pm. Ride leader Ian McKenna ph 0487 868 466.

18th November – Saturday – Central and South Gippsland/Bass Coast Coffee Morning

18th November – Saturday - AUSTRALASIAN WOMEN'S MOTORCYCLE RIDE DAY

Australasian Women's Motorcycle Ride Day. (Details of this ride are for the information of club members, and to encourage ladies to get out and about. This is not a club event.)

On Saturday 18 November all ladies are invited to come together to celebrate Australian Women's Ride Day. Be at BP Rockbank Outbound by 10.00 am. for stands up and departure at 10.15 am. The ride will proceed to the Geelong Waterfront via Meredith. We plan to be in Meredith at 11.15, then continue on to Geelong to meet other ladies from across Victoria. The other option is to be at Spill The Beans in Pakenham ready to depart at 8.30 am. to link up with everyone from there. Enjoy the day, ladies.

Questions: Contact club member Claire Carter 0433 178 703

25th November – Saturday – Emerald Gathering Coffee Morning

27th November - Monday – Monthly Club Meeting

The NOVEMBER general meeting will be held at 7.30pm at Lynden Park, 64A Through Road, Camberwell.

DECEMBER 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

1st /2nd / 3rd December – Friday/Saturday/Sunday - THREE DAY SUMMIT TO SEA RIDE – GS Ride

Summit to Sea Ride to celebrate 100 Years of BMW Motorrad. It's been 100 years since the first BMW motorcycle was produced. What an incredible feat in this fast paced world to know that your motorcycle has such a long history. For this reason we have put together yet another ride to celebrate our great BMW motorcycles so we hope you can join us for this weekend away.

Friday 1st December: all participants will meet in Buchan for an overnight stay. Hotel meals and fuel available. Camping. Saturday 2nd December: ride north to Barry Way that becomes a good dirt road to the Pinch River camping area (toilets) on Barry Way to camp overnight.

Sunday 3rd December: ride back south to Limestone Road (dirt road) to head west to Benambra (fuel) and Omeo (fuel). Omeo to Hotham and then turn down the High Plains Road (dirt road) to Dargo where hotel meals and fuel are available. Overnight camping or some members may wish to head home. Dargo to Melbourne is about three hours' travel. Give your GS a check over, fuel up, and join us for a great weekend of riding and good company. Need your arm twisted? We don't think so. Need to check your calendar? Maybe. Then do it. We need you to register your interest, please, so planning can be fine tuned.

Contact John Semple if you have questions - johnsemble1@bigpond.com or 0418 388 108

2nd December – Saturday - Western Coffee Morning – Ballarat

2nd / 3rd December – Saturday/Sunday - BMW MCC VIC GS TRAINING WITH TOURATECH

BMW MCC Vic GS Training with Touratech. Calling all GS riders to join us for GS training with Robin Box and the Touratech team. Touratech has offered to host GS training this year. All levels of GS riders welcome. The event needs a minimum of 5, with a maximum of 20 riders. Paid bookings will receive priority. Training will be held at the Carboor Reserve. The training will be held on a Saturday and the cost of training is \$90.00 pp (including lunch). For those who will camp at the Carboor Hall, the total cost is \$150 pp (inclusive of training and lunch). Please contact the event organizer, Jacques Van Niekerk, if you have any questions, secretary@bmwmccvic.org.au or send text to 0401 091 277. Please RSVP by cut off dates, to confirm numbers for training and catering

3rd December – Sunday - CHRISTMAS PARTY

On Sunday 3 December we will gather to celebrate the Christmas Season and another good year of friendship and riding together.
CHRISTMAS LUNCH: Sunday 3 December 2023
 Time: 12.30 pm. to 4.00 pm.
 Where: Lynden Park Recreational Facility, Wakefields Grove, a narrow road between 64 and 66 Through Road, Camberwell 3124.
 Drinks: BYO soft drinks and/or alcohol.
 Cost: \$35 per person.
 Registrations limited to 50 people. Close - Monday 27 Nov. The club will provide hot chicken, ham and roast potatoes as well as dessert.
 We are calling for volunteers to assist us, please, in various capacities. We will be preparing salads so perhaps you could help in that way.
 Please phone Kerrie Hessling on 0431 884 085 to discuss how you can help, she'd love to hear from you.

4th December – Monday - MONDAY COFFEE RIDE LUNCH TO GLADESDALE BAKEHOUSE

Ride of 125 km to the Gladesdale Bakehouse near Yarra Junction. Ride via Pantom Hill, Buttermans Track, Steeles Creek, Castella, Healesville, Gruyere and Woori Yallock. Return Via Barak Road, Yellingbo, Beenak Road, Wandin North and York Road to Montrose for a total distance of 160 km. Start at Peppers Paddock General Store in Wattle Glen at 10.0 am. Stop at Castella Picnic Ground. Lunch at the Gladesdale Bakehouse on the Warburton Highway near Yarra Junction at 12.00 noon. Finish at Montrose Bakery on Mount Dandenong Tourist Road at 2.30 pm. Ride leader Ian McKenna ph 0487 868 466.

9th December – Saturday – Gippsland Coffee Mornings

13th December – Wednesday – FRANK'S TRADITIONAL MID WEEK CHRISTMAS RIDE

Meet @ Shell Lilydale at 9:00 am for a departure of 9:30 am. The ride will continue on to Healesville then Yea via Kinglake and pause at Alexandra where lunch will be taken. Following lunch it will be on to Marysville for second lunch (afternoon tea) before returning to Healesville. where the ride will conclude and rider can start to make their way home. Contact Frank Cachia - ph 0499 844 000

16th December – Saturday – Central Coffee Mornings

17th December - SUNDAY RIDE – POOWONG - TBA (South East – Gippsland)

18th December – Monday - Monthly Club Meeting

The DECEMBER general meeting will be held at 7.30pm at Lynden Park, 64A Through Road, Camberwell.

23rd December – Saturday – Emerald Gathering Coffee Morning

**Check website for full details.*

Melbourne ride departure points

NORTHERN DEP. POINT EPPING

BP Service Centre Cnr Scanlon Dr & Cooper St Epping. Melway ref map 181 D11

LYNDHURST DEP. POINT

BP Service Station, Cnr Dandenong-Hastings Rd and Thompsons Rd. Melway ref map 128 K8

LILYDALE DEP. POINT

Shell Service Station, Maroondah Hwy (1 km east Lilydale), Lilydale. Melway ref map 38 H3

LITTLE RIVER DEP. POINT

BP Service Station, Princes Freeway (Geelong bound) just before the Avalon Airport turnoff. Melway ref key map p11 D12.*

OFFICER DEP. POINT

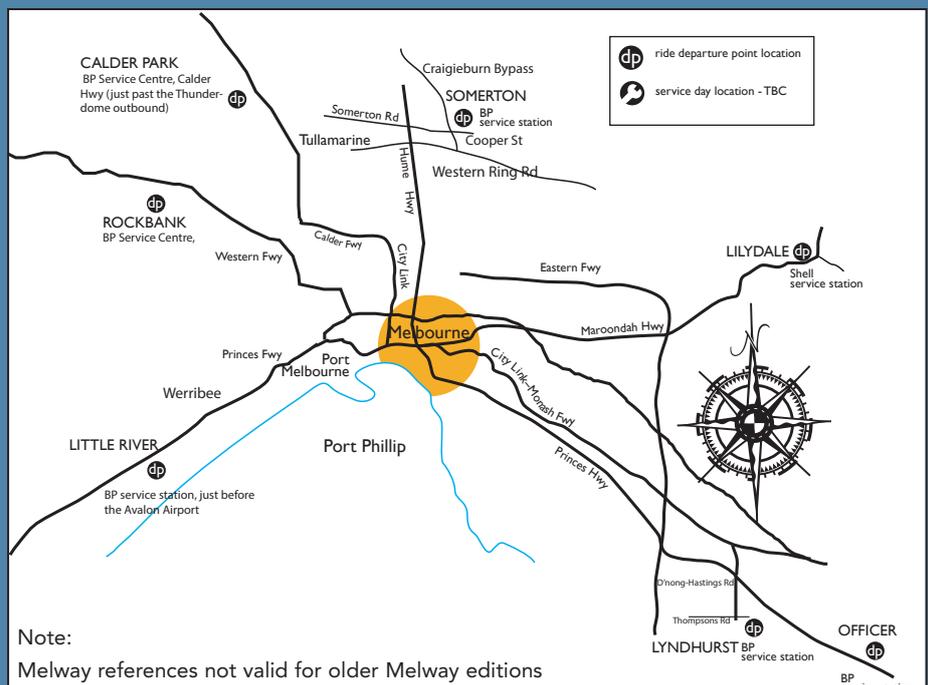
BP Service Centre - Officer Outbound 65 Princes Fwy, (M1) Officer. 2 km South East of Beaconsfield Exit on M1

ROCKBANK DEP. POINT

BP Rockbank Outbound Truckstop, 1789 Western Freeway, between Hopkins Rd and Troups Rd Nth. Melway ref 355 D11* (Not the other BP SS)

CALDER PARK DEP. POINT

BP Service Centre, Calder Highway (just past the Thunderdome outbound) . Melway ref map 354 J3.*



Classifieds

Please see Classifieds at <https://bmwmotorcycleclubofvictoria.wildapricot.org> for more information and photos.

FOR SALE

BMW R1200RS 2016 \$11,500

White. 54,735 kms, excellent condition, fully optioned except for luggage. Front Michelin Road 6 fitted at 48,468 km and rear at 52,732 km. Reg till 30/1/24 and with RWC.
Contact: Jeff Dobell, Ballarat
Mobile: 0491 759 383
Email: jeffdobell0@gmail.com



BMW R1200RT 2013 (Ex-Police)

\$5,000 ONO. A 2013 BMW R1200RT bike is for sale. The bike runs well at 215,000 kms. It has 3 months rego (no RWC). It is an Ex-police bike with a single seat and electric screen.
Contact: Laszlo Papp
Mobile: 0451 146 665
Email: laszlo1234@hotmail.com



BMW R 1200 ST \$6,500 Black.

Great fun bike. 74,000 km, Staintune pipe, unique paint. New Michelin Pilot Road 6 on back, near new Pilot Road 5 on front. In Jan Juc but can bring to view.
Contact: Victor, Jan Juc
Mobile: 0419 883 780
Email: vr.de.koster@gmail.com



1968 BMW R60/2 \$27,000 Has Schorsch Meier Sports petrol tank and pillion seat. Close to concours condition with negligible mileage since restoration. Engine, gearbox and Kardan drive rebuilt. New pistons, valves, bearings, seals etc. New clutch, stainless exhaust, wheels rebuilt, etc. See website for further details.
Contact: Lawrie Bradly
Mobile: 0400 764 043
Email: lawriebradly@a1.com.au



BMW R1250GS Adventure (Triple Black) - \$30,000 Schorsch Meier Sports petrol tank and pillion seat. Close to concours condition with negligible mileage since restoration. Engine, gearbox and Kardan drive rebuilt. New pistons, valves, bearings, seals etc. New clutch, stainless exhaust, wheels rebuilt, etc. See website for further details.
Contact: Steve Barnett, Wonthaggi
Mobile: 0455 519 198
Email: steven.barnett1@bigpond.com



Sena 10c evo communications and camera \$250
With headset and speakers. Shoei modular helmet \$350 Size L
Contact: John Tighe
Mobile: 0411 458 314
Email: johntie131@gmail.com

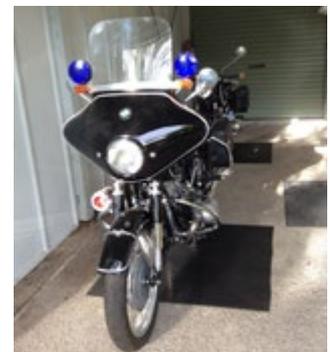


New Tyres \$450 ONO

Motoz Tractionator Adventure tyres, brand new, to fit BMW F 800 GS. Front 90/90 21", rear 150/70 17"
Contact: David Robertson
Mobile: 0429 134 136
Email: quilrobe@bigpond.com



1958 BMW R50 \$24,000 Replica Victoria Police mobile traffic section solo. Near concours condition with negligible mileage since restoration. Engine, gearbox and Kardan drive rebuilt, new pistons, valves, bearings, seals, etc. Original Vic' Police fairing, emergency lights, new wiring harness and switches. Full details on website.
Contact: Lawrie Bradly
Mobile: 0400 764 043
Email: lawriebradly@a1.com.au



BMW R100GS 1992 (red) - \$10,000

12 months red plate registration
RWC provided - 48,000 kms

- 12 months red plate registration
- Roadworthy certificate provided
- 48,000 kms

Contact: Peter Near, Bacchus Marsh
Mobile: 0417 335 908
Email: nearallyse@gmail.com



KLIM Artemis Riding Pants \$400 ONO

As new black and dark grey Gore-tex KLIM Artemis riding pants. Waterproof and Windproof. Gorgeous pants, comfortable to ride in. American size 6 (38 or AU 10) Cost over \$800. Hardly worn.



Contact: Melinda Hindson
Mobile: 0407 367 279
Email: melhindson@bigpond.com

BMW R 100 R 1992 (Black) \$7,500

Very good condition (134k kms), but not original. Club registration (to Feb-24), with RWC. Always garaged. New tyres. Owner retiring. Complete with custom saddle bags, top box, tank bag and 3 custom screens. Custom dash. Led driving lights.

Contact: Dietmar Brisker, SE Suburbs
Mobile: 0419 567 542
Email: dbrisker@bigpond.com



BMW R100R 1983 (Classic Series 500) \$10,000

A very well presented two tone blue and silver Classic Series 500 model (Bike # 374) - only a small number came to Australia. 131k kms, registered (to Dec-23) on Club Plates, RWC. Comes with BMW panniers. The fairing, tank, panels and mudguards have been repainted and the screen replaced. A tank top bag with extensions and a weatherproof cover is included. Lots more information on the website.

Contact: John Jarvis
Email: johnandraelene@gmail.com



BMW K100RS (1992) \$7,900

Transformed into a silver cafe racer style bike. Started during Covid as a home project - progress has been good, and there is not much more to do, but I have run out of time. When you look at the picture, also imagine the elegant Acewell speedo (in place of the lunchbox dashboard), and the stylish Remus exhaust, and the round Ducati headlight, and diamond indicator lights. All these are included in the sale! See the website for much more detail.

Contact: Russel Barnes
Mobile: 0409 090 448
Email: russelbarnes@gmail.com



BMW R Series GS (black) - \$6,500 A

- 1994 R100 reconfigured to GS format
- Genuine 54, 000 kms
- Bike is in roadworthy condition
- 1994 R100 cradle and rear drive
- 1984 R 65 engine

Perfect second bike for cruising on sealed and dirt roads.

Contact: Brendan Gidley, Ringwood
Mobile: 0408 554 542
Email: eurkea54@gmail.com



BlackRidge BRC120 Air Compressor \$100

Highly portable and suitable for many medium duty DIY projects and other jobs around the home or workshop. It is in as new condition as it has hardly been used.

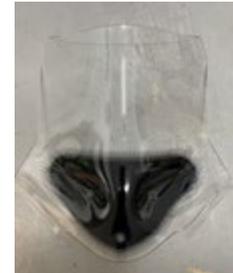
Contact: Thomas Kuen, Glen Waverley
Email: tkuen38@hotmail.com



WUNDERLICH TOURING SCREEN (BMW F800R 2017) - \$150

A clear winter/touring screen by Wunderlich from a BMW F800R (2017). It is in as new condition and was a perfect fit when on the bike.

Contact: John Hammond
Email: jfhammond@gmail.com



BMW R100RS 1983 (blue) - \$14,000

Very good condition.

- Club registration
- 113,000 kms
- Staintune exhaust
- Original panniers
- Tool kit and owners handbook

Contact: Dennis Garsed, Bendigo
Mobile: 0417 857 367
Email: dennisgarsed@gmail.com.au



BMW R1200GS 30 Year Anniversary Edition (2010) - \$11,000

Good condition, and has been meticulously maintained and serviced by BM Ringwood.

- 75,000 kms (MY2010). ESA
- Registered to Feb 2024 (RWC)
- Many, many additions come with the bike

Contact: Michael Greaves, Williamstown
Mobile: 0417 325 786
Email: migreaves@gmail.com





**BMW
MOTORRAD**

100 YEARS OF BMW MOTORRAD

#MAKELIFEARIDE

When the R 32 was presented as the first motorcycle from Bayerische Motoren Werke in Berlin 100 years ago in 1923, it was the beginning of an incredible story. It was the birth of BMW Motorrad and the "Make Life A Ride" spirit. A lot has happened since then. We have all made history together and above all, we have created so many more stories. **#100YearsBMW Motorrad**

Learn more → bmw-motorrad.com.au



Find out more at Doncaster BMW Motorrad, Melbourne BMW Motorcycles or Ringwood BMW Motorrad.

DONCASTER BMW MOTORRAD

812 Doncaster Road, Doncaster VIC 3108
Ph: (03) 8848 0000
Email: bikesales@doncasterbmw.com.au
bmw-motorrad.com.au/doncaster-motorcycles

Sales: Mon - Fri 8:30am - 5:30pm,
Sat 8:30am - 5:00pm

MELBOURNE BMW MOTORCYCLES

209 Kings Way, South Melbourne VIC 3205
Ph: (03) 9686 1999
Email: mcsales@southbankmotorcycles.com.au
bmw-motorrad.com.au/melbourne-motorcycles

Sales: Mon - Fri 8:30am - 5:30pm,
Sat 8:30am - 5:00pm

RINGWOOD BMW MOTORRAD

405 Maroondah Hwy, Ringwood VIC 3134
Ph: (03) 8848 0088
Email: sales@ringwoodmotorrad.com.au
bmw-motorrad.com.au/ringwood

Sales: Mon - Fri 8:30am - 5:30pm,
Sat 8:30am - 5:00pm

MAKE LIFE A RIDE

