

October 2023

BeeEm

Magazine of the BMW Motorcycle Club of Victoria

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BMW Motorrad
100th Anniversary



BMW Motorcycle Club
Victoria Australia



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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: Celebrating BMW's 100th Anniversary R 32 model of 1923 on loan from Dr Dugal James of Bendigo - original and still going.

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President's Message

What a wonderful day we had at Calder Park (Aug 27th) to celebrate one hundred years of BMW motorcycles. The weather was kind to us, a cool and overcast day soon gave way to a warm and sunny afternoon – jackets and beanies to t-shirts and sunglasses.

We joined in with our sibling Victorian club, the BMW Drivers Club of Melbourne who were holding the German Auto Show (GAS) and along with VWs, Mercedes and Porsches, we erected our marquees and prepared our exhibition. Our theme for one hundred years was the evolution of boxer motorcycles, to feature the differing engines and frames over this period.

We were very lucky to get a R 32 model of 1923 on loan from Dr Dugal James of Bendigo - original and still going, and the latest model R nineT 2023 model from Doncaster BMW, to bookend our line-up. Most of the other models came from club members. We had from 1934 a R 17 and sidecar (courtesy of Dr James), a R 5 from 1937, Phil Irvine's R 75 wermacht- 1941, a R 69s from 1963, a R 75/5 1970, an iconic R 90s 1975, a 1985 R 80 mono, a R 1100 1992, a R 1200 R 2007, a R 1250 R 2020, a R 18 2021. On the other side of our marquee were a line of custom bikes, including several racers (from Dr James & Gyro) a copy of a 1930s based on a K bike, a R60 with a 750 engine and many others. Brian Rix brought 'Big Red' and put up a marquee to show his world travels and the books he had written. Members lined their bikes up on the other side of the road, a varied selection of almost every model, I don't know just how many members and guests visited our stand – but it was a lot.

It is estimated that \$25K was collected for charity – Beyond Blue. GAS has a different award system to what we normally use and only one motorcycle award being 'Best of Marque – Motorcycle' which was won by Phil Irvine for his R 75. A bit light-on we thought, so we made 3 awards of our own. Following the GAS lines, we had 'President's Choice Award' which went to Peter Mathews for his R 69s and Tilbrook sidecar (I have always had a soft spot for outfits). The 'People's Choice Award' to Ken Gallagher for his 1937 R 5. The 'Best of Marque Award' went to Noel Gilliland, who brought his R 1100 GS & sidecar towing his R 90s on a trailer, then went back to get his R 65 LS, the most bikes brought by a single member.



Of course, there were many motorcycles of special interest, Andrew Novak's Wulf JPS, a K1 (red), a R 100 RS-JPS to mention just a few. Members came out of the woodwork for this special occasion and many an old friendship was renewed.

The coffee van did a roaring trade, a queue a mile long. We did a brisk trade with our special 100th merchandise, which is still available from the club website.

Many thanks go to all who agreed to exhibit their bikes and thanks also goes to all the volunteers who helped make the day run smoothly, especially Warrick and the Service Day team who set up the site, and Lynne, Kerrie and Lea who looked after registration and merchandise. Without all of your help the day would not have been such a success.

Bob Leggatt



German Auto Show - BMW 1923 model 500cc R32



“ Editor's Message

August has gone and we've celebrated BMW's major 100th Anniversary event held at the Calder Park Raceway with a great turn out from our members with bikes of all categories. Also, the presentation was in collaboration with BMW car club for the German Motor Show where manufacturers from Germany having their vehicles displayed with other clubs such as the Volkswagen, Porsche, Mercedes and Audi.

It was a huge turn out to the German Auto Show and the weather didn't let us down. Having stalls and food vendors added that extra touch to the event. The proceeds from the event was a success with approx. over \$20,000. This money was donated to Beyond Blue. Great effort by all !

The month of August brought a few good rides to read about; the CRL to Old Jetty Café Tooradin, Holgate Brewhouse, 100Years BMW Grampians Tour, Foster Ride and our ever favourite girl R 26 with her article on the Emerald Gathering Saturday morning coffee, what would we do without her.

Don't forget to check the calendar for coming event as we still have a couple more 100 year celebration events to compete with the 100 Years BMW Ride for the Girls and Let's Go For A Ride – 100 years of BMW Motorrad.

Now don't forget, if you get to venture out and about and have something of interest....put pen to paper or tap away on the keyboard and send me your article (photos please too, as pictures paint a thousand words), so come forth and present an article a few words will do with main details of the topic as the picture well tell the rest.

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

Henry McLaughlin	R 1250 GSA
Gregory Falkiner	R 1200 GS
Anthony White	R 1100 GS
Grant McDonald	R 1200 RT
Karen McDonald	Family
Oliver Sims	K100 RS
Adam Bronts	F 850 GSA
Abbas Kudrati	R 18, C 650 Sport
Ric Butler	R 50/2
Chris Howlett	R 65

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

Max Torque Cans - Hand Made Exhausts

Torque it Up - Servicing and Repairs

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

ARTICLE UPDATE

from August BeeEm Issue

RE: “Everything You Need To Know About The BMW R 80 G/S.

In the ‘August BeeEm Issue’ there are some things printed there that were incorrect and some details omitted. Firstly, the GS does not have a “/”. That was dropped very early on. It is simply GS.

Much more importantly the early history is wrong. There were two people hugely involved in the early development of the first GS, German Herbert Schek and Australian Lindsay Urquhart. The issue I have is the total non-mention of Lindsay Urquhart. With permission from Old Bike Australasia, I have included the pertinent information here. OBA issue #88 has a well-researched article on exactly this subject and I reproduce the salient part of it here.

Story Jim Scaysbrook Photos OBA archives, Bob Rosenthal, Lothar Mildebrath, Procycles Collection.

On 1st September, 1980, BMW nervously prepared to lift the covers from the motorcycle on which the company’s very future hung. Assembled in Avignon, France, members of the European motorcycle media shuffled impatiently as the pre-ambles unfolded. What greeted them was unlike any previous BMW; at least any production BMW. For what was officially termed the R80 G/S (G standing for Gelände ‘terrain’ and S for Strasse ‘road’) had in fact been around for quite a while, unofficially of course.

BMW at this point was staring at the very real possibility of abandoning motorcycle production. The division was unprofitable, and although the models were of unquestionably high quality, they were staid in comparison

to many of their rivals and demand was on the decline. Decades earlier, specially prepared BMW flat twins had been successful in major competitions such as the International Six Days Trials, but more recently had claimed a series of European Enduro titles from 1970 in the hands of Herbert Schek on a heavily modified R75/5. The BMW factory officially got into the act in 1979 with a full team effort that netted the German Cross Country Championship, using the R80 as the basis. Typically, the factory bikes were built at considerable expense, and although some of the wealthier enduro types expressed a desire to buy one, that didn’t happen. At the time, there was something of a revolution brewing as the old concept of ‘street scramblers’ – basically road bikes with a few bits like high pipes and lighter mudguards bolted on – gave way to models that adhered more rigidly to the dual-purpose mantra. In other words, motorcycles that could literally go anywhere, but still operate satisfactorily on the street. Of course, the early attempts from European and Japanese manufacturers tended to be small.

Who came first? While there is considerable evidence of off-road flat twins from BMW preceding the launch of the R80 G/S in 1980, down in Melbourne one was constructed well prior to that. Champion sidecar rider and constructor Lindsay Urquhart was with BMW at the time, and had visited the factory in Germany as part of his role as Service Manager for the Australian operation. “I met Herbert Schek while I was there,” says Lindsay. “He was a huge bloke, about six foot seven – and that was across the shoulders! Anyway, a bit later I decided to build a play bike for myself and started with an R90S engine into which I put the crankshaft and rods from the R65 with shorter barrels, so it was



quite narrow with a capacity of around 800cc. I made the frame – virtually a copy of Maico geometry with a splayed tube arrangement and the good Marzocchi forks with magnesium sliders. It had a Suzuki DR tank and seat and it worked out pretty well. Around this time the BMW Service manager came out from Germany and saw the bike and he was quite impressed. He asked if he could send it back to the factory so they could have a look at it so off it went to Germany. As an aside to that, I went to Darwin with the German Service Manager and took him out to some cattle stations so he could see the conditions. The farmers there used to buy old BMWs and strip them to use for herding cattle. They loved them because when you had to stop quickly to grab a steer, they would just drop the bike on one of the cylinder heads! My ‘play bike’ did eventually come back from Germany to Melbourne and my son raced it in a desert race in Mildura, but it would destroy the rear tyre after an hour’s running. Eventually I sold it – I wish I hadn’t – and I believe it is still somewhere in New South Wales. If anyone knows where it is, I’d be keen to buy it back!”

I know Lindsay and it does not sit well with me that the AllMoto article ignored his contribution to the R 80 GS entirely. Lindsay Urquhart is highly respected by all of us privileged to know him and his contributions to motorcycling are well documented and known.

**Bob Rosenthal
Life Member
BMWCCV**

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For the love of motorcycles

BY: FRANK CACHIA

At the start of 1940, Frank Grima, a 15yo Maltese teenager, wanted to ride a motorcycle. He knew he had no hope of owning one. Coming from a very poor family all he could do was just dream about them. He looked at every passing bike with envious eyes.

That same year, thanks to Hitler's European tour, war came to Malta. Whilst women and kids ran for shelter and men took up arms, Frank, alongside other teenagers would spend time watching the aerial dog fights or going down to

the docks to watch British warships' activities.

It was on one of these high activity days that he came up with the idea of joining the army. It wasn't a case of patriotism; no, this was the opportunity of a lifetime; volunteer to take on the "hazardous duty" of a motorcycle dispatch rider. There, that should make his dream come true. Much to his parents and sister's horror, within hours of lying about his age he was wearing an ill-fitting army uniform.

His desire to ride a motorcycle was put on hold as he was transferred to, of all places, the anti-aircraft batteries surrounding the Harbour. The enthusiasm of youth saw him take home the first 2 rounds of two types of anti-aircraft shells he fired; whether he hit anything is another story. Considering that the Grand Harbour was a priority target, he was very fortunate to walk away unscathed.

At the end of the war, just after he collected his discharge papers, he also bought a very used ex-army despatcher motorcycle. You should have seen the smile on his face when instead of catching the local bus, he rode the bike home. He had finally followed his dream and become a motorcyclist.

In a war torn land, he found employment as a storeman in a shipping company, his father too was re-employed, his sister started teaching dressmaking whilst his mother carried on doing home duties.

A year later he died, after contracting Tuberculosis.

At the start of 1950, his sister changed her name when she married. In her brother's honour, she named her first born, me, after him.

Twenty years later whilst wearing an army uniform I was introduced to military police motorcycles. That did it; within a month I went for my bike licence and officially rode one a few days later. Much to my mum's horror, history was repeating itself.

Returning back to civilian life I worked in a number of jobs, one being a storeman in a shipping company.

In 2005, 65 years after Frank fired those 4 shells, I became their custodian. Two men, who never met, yet had parallel lives, parallel loves – the motorcycle.

So, what is this love of motorcycles? Another way of looking at it is; what is a motorcyclist?

A Motorcyclist is a very human being. Though frequently a source of wonderment to his fellow man, he is easily understood if only it can be remembered that he eats, sleeps, thinks, talks and on every occasion rides motorcycles.

He comes from every walk of life and you will find him among the ranks of engineers, clerks, plumbers, junior and executive. Whatever his job and however it may control his way of life, he is never happier than when wearing an old jacket and a disgraceful pair of jeans crouched by, lying beneath, hanging over, tinkering with or just plain cleaning the apple of his eye - the motor that is currently the pride of his stable. Sportsmen the world over admire him, wives are often affected with his enthusiasm, the public tolerates him and small boys worship him.

He likes accessory shops, motorcycle showrooms, racing motorcycles, collecting catalogues, club nights, talking shop, arguing technicalities, in fact anything to do with bikes. He doesn't go much for the more popular past times favoured by his fellow man such as dancing, the theatre or football and he usually finds his own sport so all absorbing, the other sports either don't exist for him or a very poor second. His overcoat pockets are usually filled to overflowing and will probably contain a few assorted nuts and bolts, washers of various sizes, a spark plug (could be a new one, but is more often a completely worn out specimen that has given such good service he simply can't bear to part with it), some string and wire, a small pair of pliers, a screwdriver and a large wad of cloth used for wiping down the tank after pump attendants have finished squirting petrol in and on it.

Members of the other sex, incidentally, he often treats so casually that he ends up by marrying the most angelic and understanding of the species, one blessed with limitless



patience. Early in the association with the motorcyclist, they learn they must be content with a share of their man's first love.

He is a man of pretty conservative tastes where motorcycles are concerned and very decided likes and dislikes. He does not take too kindly to revolutionary ideas and he likes progress to come in small and gradual stages. His enthusiasm and loyalty, once won, border on the fanatical and frequently, having given his support to the products of one particular manufacturer, wild horses will not change his opinions, use whatever arguments you may.

He is the man who turns his head at the approaching beat of a bike and follows its progress with critical eyes until it disappears from view.

Together with what seems to be a one-track mind, he has a heart of gold. He will spend literally hours explaining to a novice the ways and means of tackling a tricky little job - and then go and thoroughly enjoy doing the whole thing for him. He will happily give up his spare time to such good causes as the instruction of learner riders. He considers his time never so well spent as when furthering the cause of motorcycling. A composite creature. Few ever regret their initiation into this proud brotherhood.



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

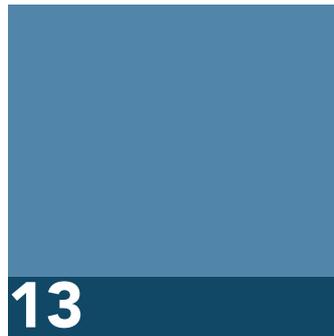
Emerald Gathering:

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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CRL to Old Jetty Cafe Tooradin



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Midweek ride to Holgate Brewhouse



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Emerald coffee run



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100 Years of BMW German Auto Show

CRL to Old Jetty Cafe Tooradin

BY IAN MCKENNA

7 AUGUST 2023

Starting at Peppers Paddock General Store in Wattle Glen on a brilliant morning we had 5 riders on 5 bikes including Max Parfett, Ian Wright and Paul Davis. Neville Borgelt joined us for breakfast.

With Ian McKenna leading riding his K 75 S and Gerhard John R 1200 GSA we headed north to St Andrews. Turning off to Panton Hill we took Alma Road and rode to Yarra Glen and Yering. Victoria Road took us to Mooroolbark and the Mount Dandenong Tourist Road.

We stopped at Sherbrooke Picnic Ground near Kallista where Max Parfett left us. Rolling on we went south to Belgrave and Harkaway to Berwick. Clyde Road took us to Five Ways and the South Gippsland Highway to Tooradin.

Reaching the Old Jetty Cafe we found four riders waiting for us. Geoff and Steve Riddle, Ian Troughton and Ken Wright joined us for lunch. After a good hour or so we dispersed for home after a good half day of riding.

Participants:

Paul Davis	R 18
Gerhard John	R 1200 GSA
Ian McKenna	K 75 S
Max Parfett	R 1250 RT
Ian Wright	S 1000 R
Geoff Riddle	R 1100 RT
Steve Riddle	R 1200 GSA
Ian Troughton	R nineT
Ken Wright	F 800 GT

BMW Motorcycle Club Christmas Camp 26 December 2023 to 1 January 2024 (6 nights)

Shared cabin accommodation opportunity

Needed: 2 mates to share cabin accommodation between 26/12/23 and 1/1/24.

Costs will be shared.

The cabin has 1 queen bed and 2 single bunk beds.

If interested, call Laszlo, mob: 0451 146 665.



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



Midweek ride to Holgate Brewhouse

BY IAN MCKENNA

16 AUGUST 2023

Starting at the Shell Lilydale Service Station we had 11 riders on 11 bikes including Armando Mercuri R 1250 RS. Ian McKenna led the ride with John Owe Young as tail rider. The weather looked great at Lilydale but we soon rode through miles of freezing fog.

We went up the Melba Highway to Glenburn, then Break O'Day and Flowerdale to Strath Creek. We stopped for a while here to thaw out before rolling into Broadford for coffee at Stuty's Bakehouse. Several riders slowly joined us here with Peter Howell, Les Watt, Darren Alexander, Mal Balnaves and Mark Phelon.

We headed to Glenaroua, Pyalong, Lancefield, and the Burke & Wills Track to Baynton. I joined the freeway at Kyneton, where a regroup revealed we had some riders missing. A ring around at Woodend found that several riders had missed a corner and got lost. Two of these arrived just as we finished lunch and we found one of them had run out of fuel.

Lunch was at the Holgate Brewhouse in Woodend, and a few more riders joined us with Rob Byrnes, Andy Davenport, Wendy & Pat Bajraszewski and Simon McCall. The dining room had some stylish art glass windows and we enjoyed a good feed in fairly good time.

Participants:

Mathew Gale	F 650 GS
John Hammond	R 1250 R
Melinda Hindson	F 700 GS
John Inton	G 650 X Moto
Gerhard John	R 1200 GSA
Ian McKenna	K 75 C
Armando Mercuri	R 1250 RS
Chris Renwick	K 1600 GTL
David Yee	K 75 C
Paul Yee	F 800 GS
John Owe Young	R 1200 RS
Darren Alexander	F 700 GS
Mal Balnaves	R 1200 GS
Peter Howell	R 1100 S
Les Watt	R 1200 GS
Rob Byrnes	R 1200 GS
Wendy & Pat Bajraszewski	

John Inton and John Owe Young arrived just as we were coming out. I fuelled up in town and then led five riders through Macedon, Gisborne and Melton. We finished the ride at a petrol station in Keilor. I then followed Chris Renwick and Melinda Hindson to a cafe in St Kilda for a final coffee to finish off a great day of riding.



Group photo at the Shell Lilydale Service Station



Short stop at Strath Creek with most of the riders regrouped



John Owe Young the tail rider, and John Inton riding his G 650 X Moto



Short stop at Strath Creek with riders arriving in foggy conditions



Armando Mercuri riding his R 1250 RS



Morning Coffee in Broadford with John Owe Young riding his R 1200 RS

Rides, Rallies & Events



Morning coffee in Broadford with Peter Howell R 1100 S & John Hammond R 1250 R



Holgate Brewhouse



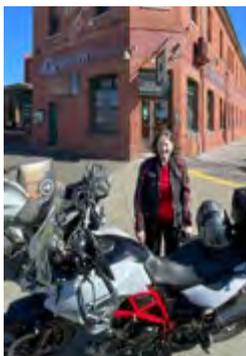
Lunch at Holgate Brewhouse in Woodend with most of the ride group



Departing Holgate Brewhouse with John Hammond and his R 1250 R



Finishing the ride on the Western Ring Road in Keilor East



Melinda Hindson



Peter Howell departing and John Owe Young arriving



Final coffee in St Kilda East at Acland Cakes



Coffee at Acland Cakes with Chris Renwick, Ian McKenna and Melinda Hindson

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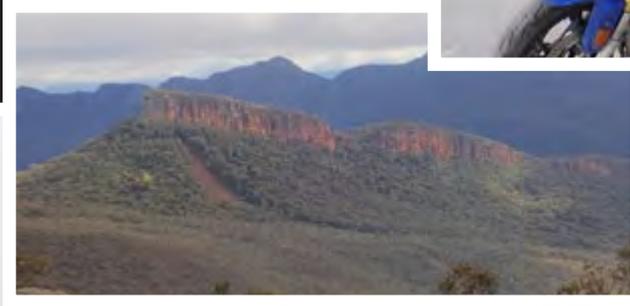
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BMW MOTORRAD 100 YEARS



100 Years of BMW Grampians Tour



BY IAN MCKENNA
18-21 AUGUST 2023

Friday 18th August, Starting off at the BP Rockbank Service Centre in overcast weather which would intermittently rain throughout the day, we had 6 riders on 5 bikes and one car, including Michael Abberfield, Pat Bajraszewski and Duncan Heard, with Neville Borgelt driving his Ford Ranger.

With Ian McKenna leading we rode on to Greigs Road and Glenmore Road. Climbing out of Glenmore Gorge Armando Mercuri fell over, having stalled his R 1250 RS. After a long delay we regrouped in Ballan, and then rode the freeway to Ballarat. We had a late coffee at the Beechworth Bakery where David Robertson joined us riding his F 800 GS.

More back roads to Carngham and Mount Emu before joining the Glenelg Highway near Streatham. We stopped at Lake Bolac and refuelled at Glenthompson. At Dunkeld we arrived too late for the Old Bakery which was closing as we arrived, so we took lunch at Izzys Cafe in the main street.

Being late we rode straight to Halls Gap and booked in to the Kookaburra Motor Lodge Motel, while Pat and Michael entered the caravan park across the road. Dinner was at the Halls Gap Hotel about 2.4 km from town, two riders chose to walk the distance, and came back after dark when it was much colder.

Saturday 19th August, Starting off at the Ampol Service Station in Halls Gap we were joined by Chris Hutchison riding his R 1150 RS. We started with a rainbow, and spent much of the morning looking at and riding through fog. We lost Chris early in the ride and didn't find him until morning coffee.



Visit to Mount William with David Robertson riding his F 800 GS

Visited Boroka Lookout with no view of Halls Gap, and Lake Wartook where we couldn't find the other shore. We had better luck seeing Mackenzie Falls although foreground greenery is starting to make it difficult to see. With the Wander Inn Cafe closed, we settled for a coffee and cake at the Happy Wanderer Wartook General Store where we rejoined Chris Hutchison.

At Reid's Lookout poor visibility was again the rule, and no attempt was made to find the Balconies overlooking Halls Gap, but the walk to Silverband Falls was decently rewarded. We enjoyed lunch at the Halls Gap Tavern in town, a second choice when the first option in town was found to be closed.

After Lunch Chris Hutchison left us, while the rest of us visited Mount William south of Halls Gap with views of the neighbouring ridge, and a long view out to Moyston and Ararat. Lake Bellfield was found to have a new viewing platform. We didn't bother to visit the Brambuk Visitors Centre so we returned to the hotel for a good rest.



Lunch at Izzys Cafe in Dunkeld

Dinner was at the Kookaburra Hotel, where we teased Pat about worms, firstly in kangaroo meat which was on the menu, then in cheese, followed by any other foods we could think of. We returned to the motel after a good night.

Sunday 20th August, another start at the servo in town. Riding south we then took the Victoria Pass where we stopped at a rather sus lookout, then to Victoria Valley where we got a decent view of the west side of the Grampians. Arriving at Dunkeld we enjoyed coffee at Izzys Cafe and were joined by Robyn and David McNabb.

After coffee we retraced the route to Victoria Pass, and took the Yarram Park road to Willaura riding through a nice avenue of trees and passing the old home of Duncan Heard. At Willaura we turned northward and enjoyed more views of the Grampians before stopping for lunch at Moyston General Store.

A short journey to Stawell and then the main road to Halls Gap finished our day's riding. Finding the flame Restaurant to be closed we instead



enjoyed dinner at the Halls Gap Tavern, which we left well after dark.

Monday 21st August, Leaving the Halls Gap servo for the final time, Neville Borgelt and David Robertson had already left earlier, so five of us took off past Moyston and Willaura to the Delacombe Way which cut cross country to Streatham. In Skipton we found the Deli Cafe which has been a favourite spot for years is now gone, so we instead had our morning coffee at the BP Roadhouse.

We made a bee-line through Rokewood and Shelford to Bannockburn where we fuelled up. Finding it too early for lunch, Pat Bajraszewski then led us to Maude, Anakie and behind the You Yangs to Werribee. Approaching Werribee on Bulban Road was confusing, as a new suburb has sprung up and the road route has been changed to get through it.

We finished in Werribee at the Racecourse Hotel just north of the railway; three riders kept going while Duncan Heard and Ian McKenna enjoyed a final lunch before riding off to Melbourne at the end of a great weekend of riding.



Dinner on Friday at the Halls Gap Hotel



Halls Gap Hotel - Pat Bajraszewski, David Robertson, Duncan Heard, Michael Abberfield and Neville Borgelt



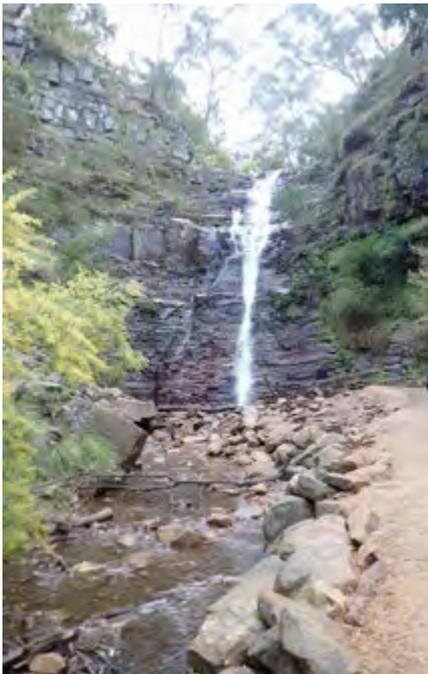
Starting in Halls Gap with a rainbow over Chris Hutchison's R 1150 RS



Visit to Boroka Lookout with a foggy view towards Halls Gap



Visit to Mackenzie Falls with a view of the middle falls and Mackenzie River



Visit to Silverband Falls with a view of the Falls



Lake Wartook

Participants:

Michael Abberfield	R 1100 RT
Pat Bajraszewski	R 100 RT
Neville Borgelt	Ford Ranger
Duncan Heard	R 1200 RT
Ian McKenna	K 75 C
Armando Mercuri	R 1250 RS
David Robertson	F 800 GS
Chris Hutchison	R 1150 RS
Robyn & David McNabb	



Morning Coffee at Wartook General Store with the ride group at the store



Lunch at Halls Gap Tavern with the ride group



Departing Halls Gap with Chris Hutchison and his R 1150 RS



Dinner at the Kookaburra Bar and Bistro in Halls Gap with Armando Mercuri



Stop at Victoria Pass Lookout which no longer offers much of a view



Izzys Cafe in Dunkeld with a view of Mount Abrupt behind



Memorial Gardens at Dunkeld



Dinner on Sunday at the Halls Gap Tavern with the ride group



Morning coffee at the Roadhouse in Skipton



Sunday Ride to Foster Exchange Hotel

(via the Potato Way)

BY MICHAEL DE VINK
20 AUGUST 2023

08.30hr Officer BP east bound on the M1

The 20th of August dawned cold and grey as August often does but dry enough, light winds with an outlook for some watery sun later in the day. Over 20 minutes or so the bikes rolled in until there was a starting group of eight riders keen for the pre-ride briefing and to make a start. Brendan Webb kindly volunteered to don the vest as TEC and keep the tail in order while Michael de Vink as ride leader delivered the safety briefing with alert for the four hazards common on Gippsland roads: farm gate mud, tractors, green slime and tree litter. The outlook for the route promised the best road riding with some deep forest, open farm lands and almost endless undulations and curves.

Right on 9am it was stands up and the rider group of Simon Cahoon, Chris Evans, Marc Tracey, Edgar van der Wissel, Scott Mortlock, and John Terry took to the M1 eastbound, but quickly exiting to head south onto the



Cardinia Rd, then turning left onto Ballarto Rd for the run east through the Koowerup swamp. Criss-crossed with canals and jump up bridges, Ballarto Rd provided a welcome opening blast with very little traffic and excellent visibility of the canals, wide lands of dairy and cropping with some sweepers through Bayles and onwards to Modella, where after a sharp right and another canal bridge the road runs north into Longwarry. Not far inside the 60kmh limit we were met by Paul and Sylvia Wenger waiting roadside astride their lovely tourer, they then joined the ride group. Crossing the railway line in the middle of Longwarry the ride pushed on northwards on Sand Rd over the M1 joining the old Princes Highway. Turning right and then left into Labertouche Rd the ride followed Jacksons Track up into the first hill country winding up the ridgeline with tall trees and farms until sweeping into Jindivick.

The nine bikes did not stop for the famous camembert cheese and passing the school, cricket grounds and delightful gardens continued into tighter corners winding down to the Tarago River and then up into Neerim South for the left turn onto the Main Neerim Rd towards Noojee. Main Neerim Rd is another beautiful ridge line run giving lots of pleasure with huge vistas of mountains and rolling farmland passing through nearly all the various rural Neerim suburbs. Neerim South was already well awake rising early to supply the early bird skiers heading to Mt Baw Baw with coffee, bakery items and snow chains. Passing the Tarago Cheese company heading towards middle Neerim, blue cheese was forgone until reaching Neerim Junction and the ominous 'last fuel' sign, as if this was the outback.

A few kilometres further and the road abruptly descends in a long snaking plunge of curves into the forested Latrobe River valley and becomes the Mt Baw Baw Tourist Rd. Immediately we came to the turn off to Yarra Glen and Scott Mortlock peeled off to run home, his domestic riding pass only valid for the morning. Eight bikes rolled on past the trout farm without sampling the smoked trout, until the ride leader pulled in briefly outside the Noojee Pub for a re-group. The pub was not open yet so there was plenty of space for the stop, it would be very different in two hours when the Sunday lunch crowd rolls in to enjoy the excellent menu by the open fire or in the fresh air on the wide back deck.

Leaving Noojee the road towards Mt Baw Baw is plenty wide and all curves although the surface is patchy wet under the fringing forest canopy but blissfully empty of skiers, tourists and 4WD vehicles. Six kilometres on at the bottom of a downhill straight is the right turn into Willow Grove Rd and very tall timber forest towards Fumina South. The asphalt is perfect but the very narrow road and tall trees to the shoulder make for a canyon like way for the first 8 kilometres with some very tight corners, patches of tree litter and the possibility of oncoming road centre hogging four wheelers.

Out of the forest at Fumina South the road and the curves widen to deliver 15 kms of perfect undulations and corners following a ridgeline spur south through Hill End past the saw mill with vistas to distract the eye to the left and right, of woods and fields, and then the lovely Blue Rock Dam on the left on the final approach into Willow Grove. The ride leader continued straight into Willow Grove, and then u-turned in front of the General Store for another rider pick up, Bruce Stringer R 1150 R, waiting on the other side chatting with his old riding mate Tony Horn. This pick up was also a little special as Tony Horn, a Willow Grove local and long time rider now wheel chairing while recovering from a medical condition, was keen to see the bikes, with a couple of others on the ride knowing him and giving a big wave. As the first group of now five bikes left Willow Grove towards Trafalgar the ride leader missed posting a

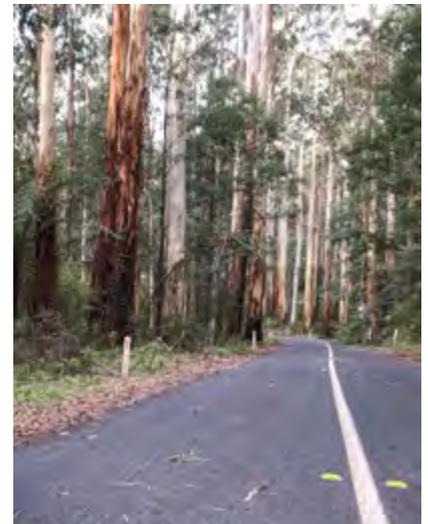


Brendan Steve Ed and Mark at Foster



Foster Exchange Hotel

corner marker, which laid a test for the lagging group of four including TEC. Would it all turn out alright, on the well signed road to Trafalgar for the morning pitstop and coffee? Or not? Rookie ride leader mistake, should have stopped for a re-group in Willow Grove.



Fumina South Road

After easier open rural riding and another jump up bridge over the Moe River the lead group arrived into Trafalgar from the north, with the riding order quickly unravelling as there were not sufficient riders to post all the corner markers to the car park behind the pub. Where was the second group of riders? Ten minutes passed, then three riders came in the pub car park via a different way, navigating themselves together with TEC. One by one the ride leader phoned the missing corner markers in, until finally only one rider was still missing - Edgar van der Wissel, who had become separated and was doing passes up and down the highway

in Trafalgar looking for a clue to find the coffee stop.

Fifty metres away in Contingent St, Geoff Riddle, Steve Riddle and Ken Wright were waiting to join the ride outside 'Sweet Treats' coffee shop, unaware of the ride chaos stretching out around the town. Eventually all riders found their way in, quickly making much needed visits to the various conveniences to drain down and top up again with a much needed coffee.

11.45hrs Contingent St Trafalgar south bound

Refreshed and regrouped twelve Beemers were mounted and turned south down Contingent St on the 'potato way' towards Thorpdale. Climbing up out of Trafalgar the road quickly scales the Strezlecki Ranges in a series of curves and switch backs climbing 270m to top out at Trafalgar South in the rich red earth of the Thorpdale potato growing area. Spud farms abound with lots of gate ways from red fields leaving red soil trails on the roads to other gateways to packing sheds. Today it is dry, and no tractors are seen. Winding onwards and through the picturesque hamlet of Thorpdale the ride passed the turn off to McDonalds Track and the site of what was once claimed to be the Worlds Tallest Tree at 114.3m, until it was cut down to make way for potatoes in 1884.

A little further the flashing of oncoming headlights alerted the ride to a Highway Patrol car tucked off the road side on the exit of a sweeper, as eleven beemers passed by at exactly 79km/h, not a boy racer among them. By now the riders were thinking about lunch and the ride continued another few kilometres of rural sweepers to an abrupt tee junction with the Strezlecki Hwy. Turning right towards Mirboo North the pace increased on the Strezlecki Way to whiz past the Cummaudo family potato farm and then down past the Darlimurla Regional Park through a magpie swooping right hander past the Lyre Bird Walk and up for the climb into Mirboo North, stopping to turn right at the Grand Ridge Brewery, where nobody stopped to try the Pale Ale or the Hatlifter Stout. Another day, perhaps.

After a couple of blocks the ride turned left on Brennan St to dog leg past the Old Age Home and join the Meeniyen Rd towards Dumbalk. As the road descends like a curly fry out of the potato soils dairying again becomes prominent with the road and curves opening and arriving at the Loves Lane junction and left turn to Dumbalk. Paul and Sylvia Wenger waved off, continuing on the Mardan Road and turning towards home for another engagement. Eleven bikes continued on through Dumbalk then turned left off the Meeniyen Rd to the Stony Creek Rd before joining the South Gippsland Highway for the 18km final run into Foster. Reliably on time, like the quartz clock in the dash of an R100, the ride pulled up at 12.45hr opposite the Foster Exchange Hotel in Main St to be met by Steve Baszak who had motored over to join the lunch.

Foster Exchange Hotel Lunch



Prom view approaching Foster

The Foster Exchange Hotel was first built in 1871 only 35 years after the founding of Melbourne but as happens with old pubs, it burned down in 1905 to be rebuilt in its current form in 1907. The new pub was built almost entirely from Jarrah imported from Western Australia, and the enduring quality of that wood is still evident. The riders were hungry and ordered pizza's parma's and quite a few calamari's washed down with a thoughtful ale, splash of wine and in many cases a glass of water. No one ordered a cheese board.

Conversation was wide ranging and no surprise it was found there were some divergent views on the Voice, and not talking about the singing show. While some collars got hot, most remained cool and another topic was added to politics, religion and sex as subjects best discussed respectfully if approached in mixed company.

14.30hrs Foster to Korumburra via Walkerville

After Lunch Steve Riddle and Ken Wright headed north to home while nine bikes headed south down the Foster-Promontory Rd bypassing the Fish Creek Road which is the home of Berry Creek Gourmet Cheese. Why would we mention this? Only because two days earlier on 18 August this small South Gippsland Cheese Maker won 'Supreme Artisan' award at the 2023 International Cheese and Dairy Awards in Staffordshire UK, ahead of 5500 entrants around the globe. It also took out four gold medals for its Tarwin Blue, Oak Blue, Mossvale Blue, and Riverine Buffalo Blue.

That's a very special cheese maker, unfortunately the dairy doesn't do farm gate sales, so we couldn't drop in for a tasting. Just after the junction with the Meeniyen - Promontory Road the ride cut right onto Soldiers Rd cutting across to the Sandy Point Rd then right back towards Fish Creek until the junction with Waratah Road. At the north end of Waratah Rd the ride turned left for the run to Walkerville and up onto the Cape Liptrap headland. Warning signs on this stretch show that Koalas, Kangaroos, Wombats, Echidna's, Rhino's and Dino's may be crossing. Over the Liptrap top the road sweeps majestically right over the crest revealing the Liptrap coast stretching all the way to Cape Paterson and views over the coastal plain and Bald Hills Wind Farm on the right.

Lunging down the hill the road follows the coast through

grazing country to Tarwin Lower, where the ride turned right to track up the Venus Bay road back to Inverloch. This section was a re-run of Paul Koedijk's Fish Creek Sunday ride of the 7th May. This Sunday afternoon stretch was completed riding into brightening wintery afternoon with almost no traffic by virtue of it being winter. While there is a natural attraction to want to ride these coastal roads in the warmth of summer the same makes them busy with beach goers and tourists equally eager to take in the magic country, breaking the zen of gliding weightless above a beautiful road on ones singing beemer. After a quick regroup on the roadside in Inverloch nine bikes turned up the Korumburra road looking forward to the rolling coaster ride up past Kongwak and onwards to arrive in Korumburra for the pitstop in the car park opposite Kelly's Bakery.

15.30hrs Northwards Korumburra to Longwarry and ride end

Once stopped in Korumburra discussion followed on the best ways home and Bruce Stringer headed off east towards Leongatha while Edgar van der Wissel went west towards Melbourne. After all legs were stretched ride leader Michael de Vink led the group up the alley behind Burra Brewing to loop around two left turns onto Station Street past the old Railway Station and the Burra Foods Milk Factory before turning right onto the Warragul Road to wind up some beautifully smooth new asphalt to emerge on another ridgeline to roll and weave past the golf course in glorious afternoon sun lighting the Leongatha Strezlecki's on the right and the Bena foothills on left rolling off towards Westernport Bay in the west.

Twelve kilometres out of Korumburra the ride turned left at Ranceby for 8km's of further Gippsland rural road goodness to pop out in Poowong. Just before the round about Marc Tracey waved the ride off as he turned west towards Lang Lang and the South Gippsland Highway to home. The Poowong Hotel on the corner was the next way point with the six remaining riders turning right in the fading sun towards Athlone with ridgelines and sweeping curves on easy rural roads and no traffic through to the Lang Lang Road at Drouin South, turning right to Drouin crossing the railway line, turning left and regrouping briefly in the Main Street before following the old highway west past the red flowering gums before entering the M1 west bound down the hill to the Ampol Foodary service station on Sand Road and the end of the ride at about 16.30hrs.

Riders that completed the whole 380km loop were Chris Evans, Simon Cahoon, Geoff Riddle, John Terry, TEC Brendan Webb and ride leader Michael de Vink. There were fifteen participants on the day in total. Would I do that circuit again, absolutely and it would be equally fun ridden in reverse show casing all the good riding that South and West Gippsland can offer. Some planned stops for cheese would also be a good inclusion.

Post Ride Observations

Club rides are publicized widely and open to any club member and their guest(s). But what happens when a club member (or lapsed club member) who hasn't been riding regularly wants to recapture a bit of their youthfulness with a club ride on their dusty sports beemer? No one wants to spoil anyone's fun, but some once experienced riders are unaware (or in denial) that they have lost capability, situational awareness, flexibility to turn, look behind, strength, balance or combinations of these. These riders are a risk to themselves and other club members.

Our code of conduct puts the onus on the individual: *'Safety begins and ends with each member and is the fundamental responsibility of each member'*.

'Safety' however is not a word that is confined to the singular, there is an inference that we are also responsible for the safety of each other.

It's generally expected that sports clubs will self-regulate participation of members considering their experience and current capability to keep individuals and members safe. Is this the case for our club?

I would suggest Ride Leaders and Tail End Charlies need to have planned what they will do if a rider who has lost capability presents and intends to join a ride. Are you prepared to tell someone that for the sake of their safety, and the safety of others, they should go home and not ride? I didn't do it on this ride but I should have. After thinking about it this is what I will do next time.



Riders 2 at Trafalgar coffee

Participants:

Geoff Riddle	R 1100 RT
Paul & Sylvia Wenger	R 1200 RT
Simon Cahoon	S 1000 XR
Chris Evans	R 1100 RS
Bruce Stringer	R 1150 R
Marc Tracy	R 1250 R
Ken Wright	F 800 GT
Edgar van der Wissel	R 1200 GSA
Scott Mortlock	Ducati 1200 Multistrada
John Terry	K 1200 S
Steve Riddle	R 1200 GS
Brendan Webb	F 850 GS
Michael de Vink	R 100 LS
Steve Baszak	Joined for Lunch



Emerald coffee run

BY R 26 AKA, FRANK CACHIA
26 AUGUST 2023

Hello girls!
I tell you, having Frank check out my running gear was nice, but seeing a reddish twilight from the opened garage door was better. Come tomorrow and it's the Emerald gathering, more so it's the last winter's run. Finally, we've survived another unwelcomed season.

Wheeled out onto the driveway, a single kick to wake me up, a minute running allowing the oil to circulate and warm up the old internals and once again we're off. I'm so looking forward to this event; I want to proudly show off my latest additions. But first is the back breaking run-up to Mt Evelyn. The surprise was getting the traffic lights on green half way up the hill just before the summit. Yep, I rode straight through. And with that hurdle behind me I settled down for another enjoyable run to Monbulk.

The weather was improving. Keeping in mind that it is the coldest month of the year, Frank's teeth failed to chatter;

as a matter of fact he didn't even switch on his heated gloves; and parting clouds resulted in my shadow silently following me into Monbulk.

If you think that was enjoyable, it got even better as I enthusiastically and wholeheartedly traversed the deserted 10 km winding road between Monbulk and Emerald. It was a dream; when you consider that on a Saturday morning with numerous vehicles out and about, all I encountered were a handful of cyclists and one car heading in the opposite direction.

Entering Emerald and heavy traffic caused Frank to throttle back. Excellent, it gave me the chance to catch my breath. I tell you, you've got to be on your toes and have eyes at the back of your head here. We managed to successfully make our way to the gathering whilst manoeuvring around pedestrians crossing the road without looking and car drivers doing the same at the roundabout.

Frank parked me at the end of a flock of GS's. Within a minute of placing me on my stand Frank closed my fuel tap, pulled out the ignition key and removed his helmet. Hardly had he finished saying his salutations when he was gathering those present to show off my new additions.



A piece of white foam was cut to size and inserted in my air filter holder. Although members approved, it was pointed out that it should be coloured to blend in with my paint scheme. I must confess that I found myself agreeing with the GS riders. Frank on the other hand pointed out that although he does in part agree with them, white, unlike black, is easier to replace once it starts to show its condition. He further pointed out that BMW policy is of "Function before Fashion". That stopped everyone in their tracks.

I was quite surprised. Was it the colour blending or the stating of BMW policy? Who would have guessed, that in that old drug-induced, alcohol-impaired brain a spark had actually fired, voicing logic?

But wait - there's more! If it were possible, there should have been a drum roll. An accessory, after going missing for quite a number of decades my available empty space was once again filled. A brand new, hand held air pump was back in its rightful place --- now do I look great or what?

You could see all the other GS's turning green with envy at not having such a valuable, practical item among all their GPS's, Dashcams and coffee cup holders.

I should have done a parade lap.

Among the regulars Tom Coghlan was missing due to a previous engagement. Mark Doherty once again returned back on his newly repaired R 1200 RT and Ian Craig, a new member arrived on a R 1200 GS. And let's not forget Paul Koedijk. Instead of showing up on his R 1200 GS he walked over on a three wheel drive -- a pair of crutches.

Once introductions were over, the gathering in time-honoured tradition once again sat down, stood, drank coffee and chatted about motorcycles. The only time conversation briefly stopped was when over the course of the morning a total of 8 near-new oriental bikes shared the car park.

Once again approaching high noon the group broke up,



firing up their bikes and heading out in all directions. After leaving Emerald I once more settled down for another traffic free run to Monbulk. Twice in one day, it just doesn't get any better. Even after leaving Monbulk traffic was light. It was here that a big black car passed me over double lines. Once he re-entered my lane, he briefly switched on his turn signals? A bit late mate, the passing manoeuvre is over; strange but true.

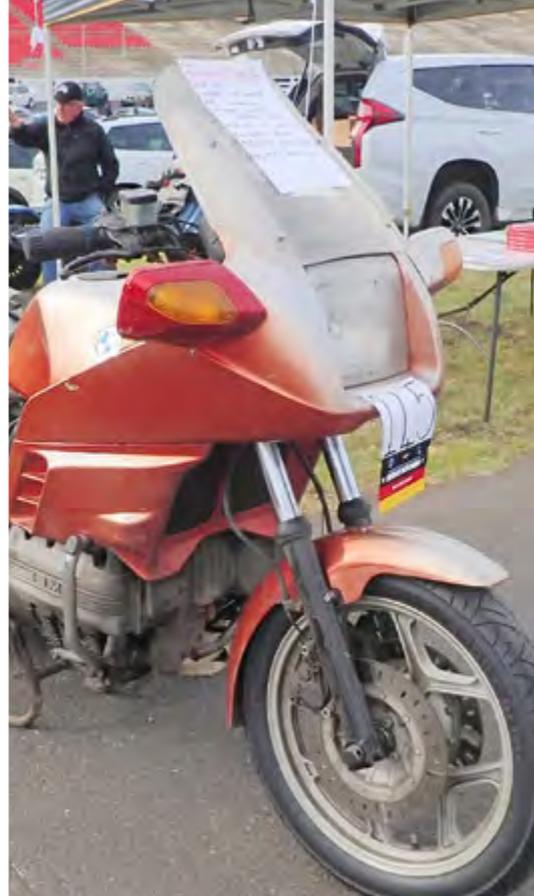
In Mt Evelyn I descended down to the lower plain, once again getting the green traffic light. Wow, again, twice in a few hours. It must be the new air pump! Base was only 10 minutes away. Oh yes, a most successful and enjoyable gathering.

Next month sees the start of spring and much more decent weather. I'm taking a sabbatical, I will not be attending next month's gathering. Frank will be taking the fancy coloured model to the R 90 S gathering in Llanelly.



Participants:

Paul and Sylvia Wenger on a R 1200 RT from long distant Longwarry
 Colin Mc Donald on his R 1250 GS Adventure Rallye X
 Mark Doherty on his R 1200 RT
 Ian Craig on a R 1200 GS
 Matt Gale on a F 650 GS
 Jerry John on his R1200GSA
 Steve Lord on a R 1200 GS
 Paul Koedijk on crutches
 Thomas was back on his bike, a F 650 F
 And your favourite 1956 R 26



BMW MOTORRAD 100 YEARS



German Auto Show at Calder Park



BY IAN MCKENNA

27 AUGUST 2023

Having set up the Marquees on the day before, we arrived early on Sunday and soon about 80 bikes and over a hundred Club Members were in attendance. Also arriving were members from Audi, BMW, Mercedes, Porsche and Volkswagen Clubs, car dealers and various food and accessory stands.

Our Stand had a small marquee with the 1923 model R 32 on a low pedestal, this being BMW's first Bike after making engines for several other Marques previously and engines for the German Air Force during World War One. Along side were 11 Boxer bikes showing development up to the present time with the 1800 cc R 18.

The BMW Car Club had over 30 cars including a tiny Isetta, a small BMW 700, the 2000 series, 7 series and a John Player Special.

About a dozen custom and racing BMW bikes were on show including

the Oastler Streamliner from Western Australia, one with a Volkswagen engine, the 500cc RS 54 Racing bike from the 1960's and the very recent HP-4 RR and S 1000 RR Sports and racing bikes.

Audi only had two or three cars on show including an Audi Sport and an Audi 80.

There were over a dozen BMW twin cylinder road bikes ranging from a 500cc R 51/2 United States model and a 600cc R 69 with sidecar, to the latest 1200cc R nineT, along with a 650cc R 65 LS, and a late model R 65, R 100 Rs & R 100 RT, and an R 1200 ST.

Mercedes Benz had an offering of about 30 cars from a 1950's sedan, many two door and convertible cars and an AMG Racing Car.

Over a dozen BMW GS Bikes were on show from, a 1980's R 80 Paris Dakar, to the R 100 GS and the R 1200 GS and R 1200 GSA. There were also a

number of single and Twin Cylinder F Series bikes and a few water cooled K Series bikes.

The Volkswagen Club had possibly the biggest number of cars including Beetles and Campervans and a couple of commercial vans, and the Golf and the Modern Beetle.

Bob Leggatt called us for our Club's Presentations where we found Phil Irvine received the German Auto Show Best Motorbike for his WW2 Wehrmacht Sidecar, Peter Mathews was Awarded for his R 69 S Sidecar, and Noel Gilliland who brought in three bikes.

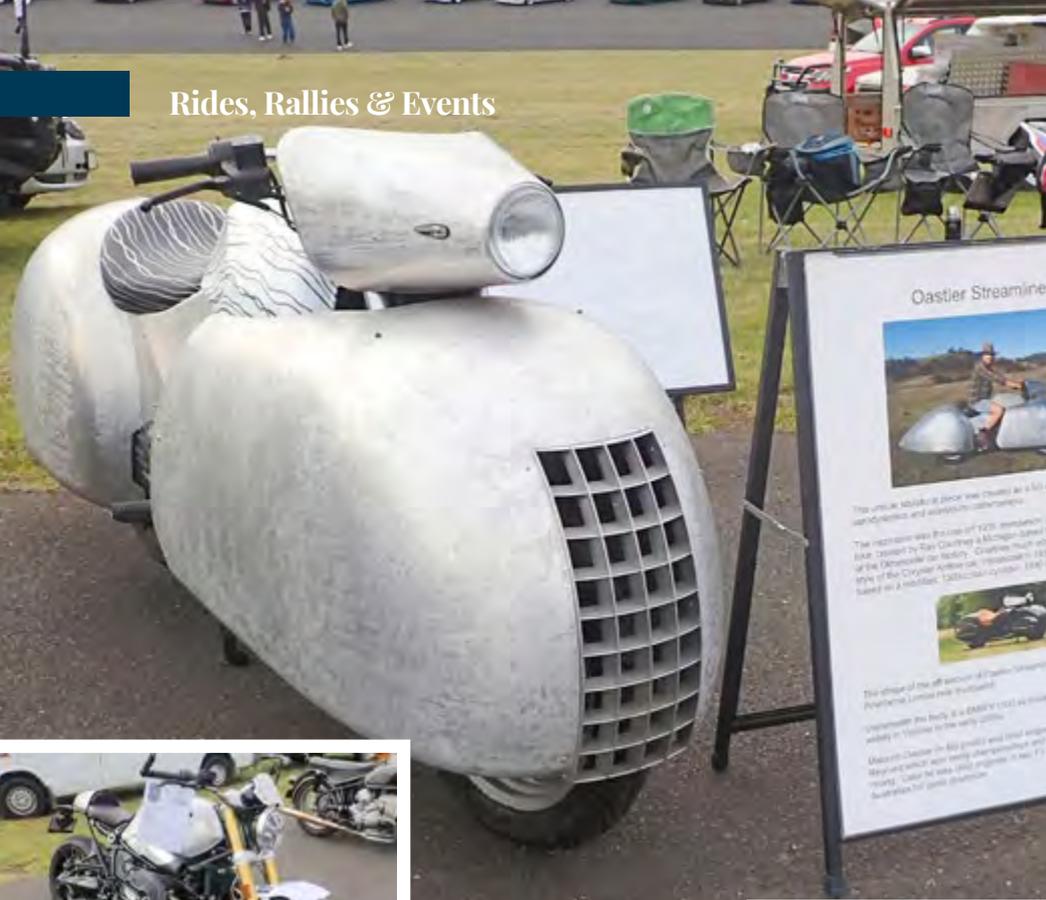
Vicky and Neil Williamson made an appearance after a recent illness, and Kerry and Winfried Hessling won prizes at the Auto Show Raffle. Packing up the show was done quickly with lots of help which brought an end to a great day.



Rides, Rallies & Events









Rides, Rallies & Events





BMW Motorcyclist Club
Canberra



BMW 40th Anniversary K Series Motorcycle Rally

- Start - 30 Sep 2023.... 12pm
- End - 02 Oct 2023..... 1 pm
- Location - Woodstock, NSW TS2

BMW 40th Anniversary K Series Rally – \$25.00

There is no need to pay when registering. you will receive an email reminder and request to pay in advance of the rally. We are still confirming some options.

The BMW MCC of Canberra is planning a celebration of BMW K series 'the brick' 40th anniversary at Woodstock Showground ([Google map](#)) NSW.

Register your attendance for automated emails, bookmark this page and place a hold in your calendar. You will then be invoiced for \$25.00 per attendee.

Woodstock Memorial Showground has plenty of grassed camping areas (including space for cars & vans), hot showers and toilets. The Woodstock Progress Association will support the rally with catering Saturday night and Sunday morning (@ cost) with the Royal Hotel (free courtesy bus) a short ride away.

The Royal Hotel has a range of room options available including shared/group single bed rooms.

We look forward to seeing you there.

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!



BMW Motorcyclist Club
Woodstock Australia



100 YEARS RIDE FOR THE GIRLS



October
7th & 8th
Mansfield



Here is your chance to spend a weekend away with girls who like riding motorbikes. Whether you ride your own bike, used to ride or ride as a pillion, we hope you will join us for this weekend away.

We'll be leaving from Lilydale at 9.00am on Saturday 7 October, riding to Avenel for lunch then to mansfield for dinner together and an overnight stay.

On Sunday morning we'll ride to Marysville for brekky and a browse of the Sunday morning market.

From there, you're free to make your own way home.

Of course if you're riding pillion, we welcome your trusty rider too - this is about gathering as many females together as possible and we're not excluding anyone.

If you no longer ride, please come in the car - we want you there!

We could create a record female participation rate here!

Please advise Lynne Rosenthal if you are planning to attend on 0415 286 855.

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.

OCTOBER 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

30th Sept 1st /2nd October – Sunday/Monday – continue K SERIES 40TH ANNIVERSARY RALLY

The 'FLYING BRICK 40th Anniversary 1983 -2023. The BMW Motorcycle Club Canberra invites you to Celebrate the 40th Anniversary of the BMW K series of motorcycles at Woodstock, NSW. Sept, 30th - 2nd. 2023 Register your interest and receive updates at www.BMWMCC.au

2nd October – Monday – CRL to Royal Hotel, Koo Wee Rup

Ride of 135 km to the Royal Hotel in Koo Wee Rup. Ride via Yarra Glen, Coldstream, Launching Place, Gembrook, Pakenham, Tynong and Bayles. Return via Pakenham, Upper Beaconsfield, to Emerald. Start at Peppers Paddock General Store in Wattle Glen at 10.00 am.

Stop at Gembrook and Bayles. Lunch at Royal Hotel in Koo Wee Rup at 12.30 pm. Final Coffee at Emerald Village Bakery at 3.00 pm.

Ride Leader Ian McKenna ph 0487 868 466.

7th October - Saturday - Western Coffee Morning – Ballarat

7th/8th October – Saturday/Sunday 100 Years BMW Ride for the Girls – Mansfield

Here is your chance to spend a weekend away with girls who like riding motorbikes. **See ad on page 35 for full details.**

This date needs to go in your diary! We could create a record female participation rate here! More details will follow on this site regarding the dinner on Saturday night in Mansfield. Stay tuned and plan to be there. Lynne Rosenthal 0415 286 855

11th October – Wednesday – Midweek Ride to Maffra Car Museum

Ride of 150 km to the Maffra Car Shed Museum, ride via Nar Nar Goon, Drouin and Traralgon to Maffra, for lunch at Hot Bake Bakery or McCallister hotel at 12.00 noon. Assemble at BP Officer Service Centre 8.30 for 9.00 departure. Coffee at Tyme out Cafe in Trafalgar at 10.00 am. Lunch at Hot Bake Bakery or McCallister Hotel in Maffra at 12.00 noon. Visit Maffra Car Shed Museum at 1.00 pm. Return via Princes Highway with Coffee in Yarragon at 4.00 pm and finish at BP Officer at about 6.00 pm for a total of 335 km.

Ride Leader Ian McKenna ph 0487 868 466.

14th October – Saturday – Gippsland Coffee Morning

15th October – Sunday - SUNDAY Ride To Cumberland Hotel, Castlemaine

Ride of 185 km to Cumberland Hotel in Castlemaine. Ride via Exford, Glenmore, Ballark, Mount Eggerton, Gordon, Springbank, Cfeswick and Newstead to Castlemaine. Return via Daylesford, Ballan and Western Freeway to M80 Ring Road for a total distance of 305 km.

Assemble at BP Rockbank Service Centre, Western Freeway 8.30 for 9.00 departure. Stop at Gordon, Castlemaine, Ballan and Melbourne.

Coffee at Gordon at Gordon in Gordon at 10.00 am. Lunch at Cumberland Hotel in Castlemaine at 1.00 pm. Coffee at the Ballan Bakery in Ballan at 3.00 pm. Finish at Service Centre

on the M80 Ring Road Freeway. Ride Leader Ian McKenna ph 0487 868 466.

21st October – Saturday – Central and Sth Gippsland/Bass Coast Coffee Mornings

22nd October – Sunday - BREAKFAST IN TORQUAY - SELF NAVIGATION RIDE

Self Navigation ride to breakfast in Torquay Head to Torquay to the home of long time members Noel and Lea Gilliland at 11 Millenium Way, Torquay for this super event and enjoy the gastronomical delights of a scrumpious breakfast and the company of fellow club members. Followed by the viewing of the Australian MotoGP on the big screen. Please register on the club's website for this one, it will help with catering numbers. For further details call or text Noel 0419 355 953

23rd October - Monday – Monthly Club Meeting

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

28th October – Saturday – Emerald Gathering Coffee Morning

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 a.m. Benalla, Zeus Cafe, 123 Bridge Street, Benalla, 3672. **See ad on page 35 for full details.** 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 a.m. for stands up and departure at 10.15 a.m. 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 a.m. to link up with everyone from there. Enjoy the day, ladies. Questions: Contact club member Claire Carter 0433 178 703

18th/19th/20th/21st – November - Friday/Saturday/ Sunday/Monday - CELEBRATE 100 YEARS BMW - WESTERN REGION GRAMPIANS WEEKEND

Celebrate 100 years of great motorcycles by touring a great part of Victoria. Enjoy a four day tour with a ride starting from Melbourne to Halls Gap on Friday. On Each Day, all riders are welcome to join the ride at the Service Station in Halls Gap or the scheduled Coffee and lunch Stops or for dinner at venues in Halls Gap. Book your own Accommodation 3 nights Friday-Sunday 18/20th November. Kookaburra Motel, 26 Heath St Halls Gap behind the petrol station, ph. 5356 4395. Breeze Holiday Park Cabins, 26 Schools Rd, entry on main street, ph. 5356 4251 Register on this site; one day riders and meal only entries welcome. Ride leader: Ian McKenna ph. 0487 868 466.

19th November - SUNDAY RIDE - TBA (SOUTH West - Otways)

TBA - Keep an eye out for more details or do you have a special request (where would you like to go). Email me with suggestions

Ride Leader: Chris Seabrook 0417 330 586. Other Inquiries: Ian McKenna 0487 868 466

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.

*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

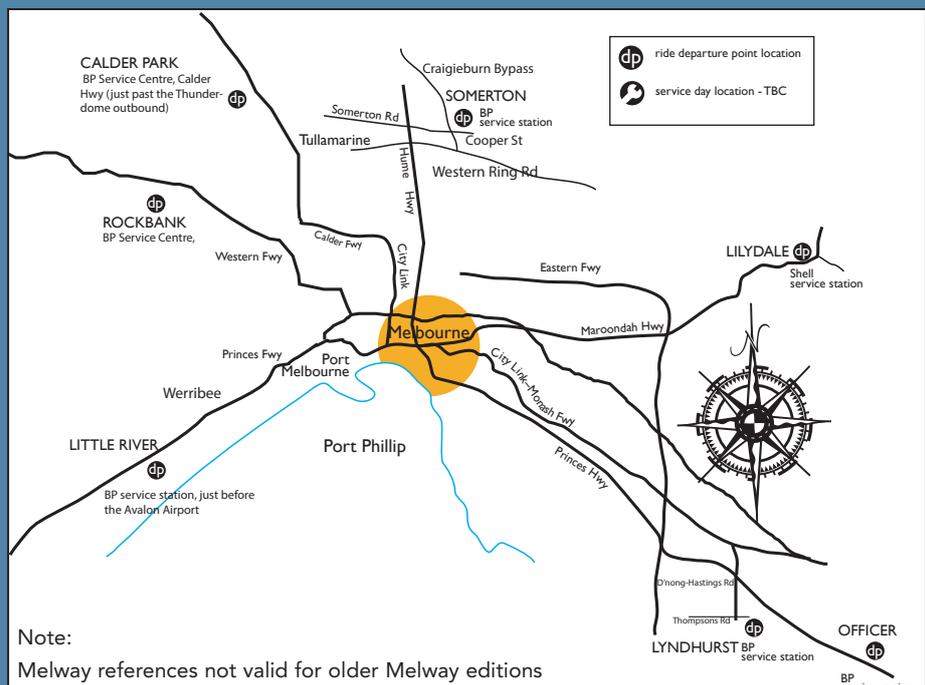
BP Service Centre - Officer Outbound 65 Princes Fwy, (M1) Officer. 2 km South East of Beaconsfield Exit on M1

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 \$13,000

White. 52,735 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 30/7/23.

Contact: Jeff Dobell, Ballarat
Mobile: 0491 759 383
Email: jeffdobell0@gmail.com



BMW R1250RS 2020 \$21,000 Black.

8,089 kms, immaculate condition, Akropovic muffler, fully optioned except for luggage. Reg to 29/10/23. Jeff Dobell has 2 bikes for sale.

Whichever sells first comes with BMW tank bag then other bike will be withdrawn from sale.

Contact: Jeff Dobell, Ballarat
Mobile: 0491 759 383
Email: jeffdobell0@gmail.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



SWAG, \$150 Saul of Tawonga brand, perfect size for rack carrying and use with a flow up mattress and sleeping bag. In excellent order.

Contact: Brendan Gidley
Mobile: 0408 554 542
Email: eurkea54@gmail.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 due to old age. Melbourne S.E suburbs. Complete with custom saddle bags, top box, tank bag and 3 custom screens. Custom dash. Led driving lights.

Contact: Dietmar Brisker
Mobile: 0419 567 542
Email: dbrisker@bigpond.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"

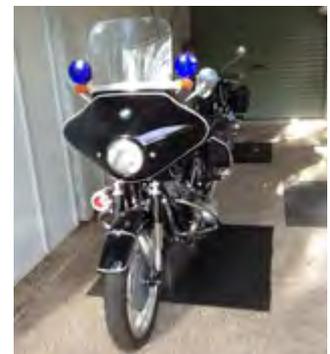
Contact: David Robertson
Mobile: 0429 134 136
Email: quilrobe@bigpond.com



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 R 1200 GS 2014 \$15,000

35,441 kms, full service history with books, NaviV, side vario cases with matching ignition locks, tyres new at last service. More info on website.

Contact: Xavier Delattre
Mobile: 0449 851 971
Email: xdelattre1971@gmail.com



PIUG Touring Screen for BMW R1200GS 2004 \$130 Clear. Brand new. Collect from Elsternwick
Contact: Gad Kolsky
Mobile: 0417 358 837
Email: gad@gklaw.com.au



BMW F700GS (2016) Red \$9,500
 A red 2016 BMW F700GS is for sale. Only 9,500 kms, and recently serviced. Registered to Feb-2024, with RWC. It's a beautiful bike, well looked after & loved. It has standard suspension & seat height. Never been off-road. Comes with 3 panniers (2 each side plus top box) all in good condition.
Contact: Laura Conti
Mobile: 0419 043 796



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 F 700 GS \$7,200 Excellent condition, looks like new. 28K trouble-free kms. Engine protection bars, radiator guard, headlight guard, luggage base plate, so much more, see website.
Contact: Gary Fisher
Mobile: 0403 472 050
Email: gl6fisher@gmail.com



BMW K100RS (1992) \$7,900 A K100RS which has been 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



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



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



Nitro Racing F317-VZ full-face flip helmet \$75 Size M, dark blue, used once.
C&R Sport Carbon Kevlar Gloves \$25 Size XS, as new.
ICON Super-Duty Men's Pants \$100 Aramid reinforced, cargo style, black, Size 38 regular length, VGC, worn once.
Contact: Axel Leonhardt
Mobile: 0411 125 275
Email: axelhleo@gmail.com

WANTED

Engine crash bars (L and R) for R65, dual shock 1981 model.
Contact: Gad, 0417 358 837.

Secondhand tools sold years ago by Brian Howden in Ballarat to a club member.
Contact: Greg Hobbs, 0419 208 811.



**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

