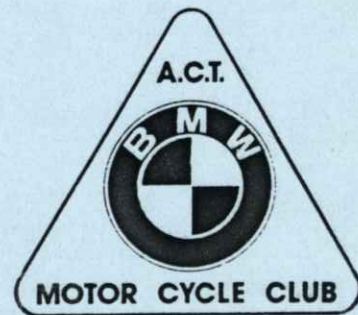




MONTHLY  
JOURNAL

OF THE



P.O. BOX 1042,  
WODEN  
A.C.T. 2606

COMMITTEE

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\*\*\*\*\*

LIBRARIAN / IMPROMPTU RUNS / TOOLS OFFICER :- FRANK MILLWOOD

\*\*\*\*\*

CLUB ACTIVITIES

GENERAL MEETINGS SECOND MONDAY OF THE MONTH FROM 7.45PM.  
 ROYALS RUGBY FOOTBALL CLUB, WESTON.  
 (CNR BRIERLY STREET & LIARDET STREET)

RUNS FIRST WEEKEND OF THE MONTH (SAT. OR SUN.).  
 MEET AT WESTON MOTOR CYCLES, WESTON.  
 SEE WHAT'S ON PAGE OF JOURNAL.

SOCIAL EVENTS AS ARRANGED. WATCH MINUTES AND WHAT'S ON PAGE.

KOSCIUSKO RALLY FIRST WEEKEND IN OCTOBER,  
 KOSCIUSKO NATIONAL PARK, GEEHI HUT CAMPSITE.

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MEMBERSHIP FEES : SINGLE -\$10 JOINT -\$12 ASSOCIATE -\$10 OR \$12

\*\*\*\*\*

DISCOUNTS

WESTON MOTOR CYCLES  
49 BRIERLY STREET  
WESTON. 888747

GENGE MOTOR CYCLES  
7 LONSDALE STREET  
BRADDON. 497923

PADDY PALLIN  
46 NORTHBOURNE AVE  
CANBERRA CITY. 478949

(DISCOUNT AVAILABLE ON  
PURCHASES TOTALLING  
OVER \$300)

\*\*\*\*\* PLEASE SHOW YOUR MEMBERSHIP CARD \*\*\*\*\*



- JUL 6 - 7 CLUB RUN, Kangaroo Valley, via Batemans Bay.  
Meet at 9.30am.
- JULY 8 GENERAL MEETING, - ROYALS Rugby Football Club, Weston. 7.45pm
- JUL 13 - 14 Winter Rally, near Nerriga via Braidwood.
- JUL 21 SOCIAL SIP and Volley Ball Game at Cotter.  
(Lunchtime BBQ from 12 noon). (see page 6)
- JUL 27 - 28 BIKE Rally, Genoa near VIC / NSW border.
- AUG 4 CLUB RUN, Corin Dam.  
Meet at 10.30am.
- AUG 24 - 25 Sidecar & Enthusiasts Rally, near Hill End via Bathurst.
- AUG 24 - 25 Thor Rally, Central VIC.
- AUG 31 - 1 Puma Rally, near Balmoral, VIC.
- SEP 7 - 8 Dorgo High Plains Rally, near Dorgo, VIC.
- OCT 5 - 7 KOSCIUSKO RALLY
- OCT 5 - 7 Outfit Rally, VIC.
- OCT 5 - 7 World's End Rally, Qourn, SA.
- NOV 2 - 4 100th Anniversary Rally, Phillip Island, VIC.



ACT BMW MCC MEETINGS  
 NOW HELD AT  
 ROYALS RUGBY  
 FOOTBALL CLUB

cnr brierly & liardet streets,  
 WESTON

(mezzanine  
 room)

7.45pm

2ND MONDAY OF THE MONTH

## MINUTES OF GENERAL MEETING

10 JUNE 1985

Meeting opened at 8.20 pm at the Austrian-Australian Club with 14 members present. Apologies were received from Liz & Mark Coghlan.

MINUTES of May General Meeting accepted as published.  
Moved by Bob Rumsey and seconded by Mike Houston.

### CORRESPONDENCE

OUT : Letters to BMW Australia and other BMW Clubs re: stolen BMW deterrant.

IN : Letter from Michael Bachmann  
Postcard from Gary Colcott  
Club magazines from Qld, VIC, NSW, WA and Sydney Tourers.

### BUSINESS

- . Incorporation - vote postponed to July General Meeting.
- . Venue for future meetings - Mike Houston reported on several alternatives available. Possibility of next meeting at Royals Rugby Club, Weston, subject to inspection by Committee. Decision will be publicised in press.
- . Proposal for Motor Cycle Council formation - preliminary meeting held on 22 May by Bikers Ltd and MRA with 4 Owners, 4 B's, Canberra Road Racing, Veteran Vintage and Classic, BMW Clubs represented. Agreed to ask each Club's members if interested in forming a Council - for better communication, discuss problems, combine functions and recommend political action to MRA. Next meeting July sometime (tba).
- . Suggestion by Chris Fulker that if Club interested in becoming involved in MC Council, to elect one or two representatives at our next meeting. Seconded by Mike Houston.

### GENERAL BUSINESS

- . First anniversary of Margaret Wilde-Browne's death on 3 August. Jeanette Hahn suggested note in paper. Agreed by Werner Strotmann.
- . Casualty : Michael Bachmann - still in hospital at RAAF Laverton (Vic). Suggestion by Bob Rumsey to visit him on return to Wagga Wagga. Werner to inquire.
- . Journal Cover discussed - propose to experiment on ACT border theme with different picture within border. Generally supported.
- . Stay Upright Course - Jeanette Hahn still looking for 2 people to complete group of 12. Contact her if definitely interested.
- . Kosciusko Rally forms available - quantity sent to various Clubs as usual.

NEXT MEETING : 8 July

NEXT RUN : Saturday 6 July - Kangaroo Valley

Meeting closed with supper at 9.20 pm.

Current membership (all financial) is : 52

JENNI C

Please note : The Committee has booked the mezzanine room at the Royals Rugby Club, Weston for the next six months.  
No change to meeting night or time.

## A NOTE FROM THE PREZ

GREETINGS !

There is a little change coming up for our Club meetings. We will be having future meetings at the Royals Rugby Football Club in Weston. After an inspection we agreed that the facilities were much better than our previous venue. No charge, a big TV screen, quiet and if someone wants a drink, all he has to do is fall down the three steps to the bar. Sounds Good !

On Saturday the 15th the club visited the Police Motorcycle Workshop at Weston. Taffy Williams did his best to show us as much as possible of the Police bikes. There were no stripped engines or such as most of the K100 have done below 12,000 km. He explained that he had much more to do with the bikes before the Ks, such as re-bores at 8,000 kms. Poor Taffy must be getting really frustrated with just changing tyres and doing little bits and pieces. Anyway, thank you very much Taffy for letting the members have a look through ~~the Workshop~~ and for all the information you gave us.

That is all I have for now, have fun and ride carefully.

Werner.



'The Elephant Rally'  
GERMANY

## SOCIAL SIP

The second Social Sip for this year was held on Friday 31 May at the Rose Cottage Inn. Again it was well attended by Bob R, Frank M, Graeme & Lesli, Ian & Jeanette H, Warren & Fran G, Werner & Ursula S, Mark & Liz C plus Moff.

Although the evening was chilly, the conversation and kerosene fuelled blast heaters kept everybody warm. The occasional throat coolant ensured that no-one became hoarse from too much talking.

# CLASSIFIEDS

## FOR SALE

1960 BMW R60 WITH R69S MOTOR,  
957403 \$2,500  
(THIS IS FRANK'S BIKE, BEEN WITH  
HIM FOR 15 YEARS)

NEW KRAUSER CRASH BARS FOR R  
SERIES. \$ 85  
319314 (IAN)

PANNIERS AND RACK TO SUIT R100RS  
MICHAEL BACHMANN.  
CONTACT WERNER IF INTERESTED.

AS NEW BMW PANNIERS WITH RACK,  
SUIT R75/5, BEST OFFER  
886895 (MOFF)

LEATHERWORK - MADE TO ORDER,  
BELTS, WALLETS, KEYRINGS,  
STUBBIE / TINNIE COOLERS.  
SAMPLES AT NEXT MEETING.  
816559 (JENNI)

NEW CLUB JUMPERS, (NAVY STYLE), \$ 30 INCLUDING CLUB PATCH,  
ORDERS TAKEN - CONTACT URSULA 864057 ALSO -  
METAL BADGES - \$ 3, CLOTH PATCHES - \$2.00, STICKERS (4) - 60CENTS

# WANTED

## FOR THE JOURNAL

ARTICLES, STORIES (TALL & SHORT), POEMS, CARTOONS, JOKES, PHOTOS,  
CROSSWORDS, SUGGESTIONS, UNFORTUNATE MAINTENANCE EXPERIENCES,  
'FAVOURITE' INTERSECTIONS OR TRAFFIC HAZARDS.

THE JOURNAL SHOULD BE A REFLECTION OF MEMBERSHIP INPUT, NOT JUST  
THE COMMITTEE'S EFFORT.

SO, HOW ABOUT IT FOLKS, ANYTHING YOU THINK WILL BE OF INTEREST TO  
THE REST OF THE CLUB?

# TOURING, by Bob Rumsey

A number of members have asked me recently why I haven't been writing accounts of the Club's travelling activities. Well, I've decided to leave that up to you in order to get some input to the Journal from the general membership. So go to it !!

A few weeks ago I attended the Victorian BMW Club's 10th Anniversary Rally in Melbourne, as did a number of club members. However, being unable to procure a Friday off work, I had to leave my departure until Saturday morning.

"At two o'clock in Canberra it's zero degrees" - the radio announcer says. What the hell is he doing awake at this time of day anyway? I'm not interested in breakfast this early (late?), so I have just a cup of coffee while donning the thermal underwear and such like.

All my gear is already packed and at around 2.30 I make a concerted effort to wake the neighbours with the starter motor. After about two minutes of cranking the beast finally fires, (a kick starter would have been very handy, thank you Mr BMW) and we're off to see whether the servo at Kambah really is open 24 hrs.

After fuelling and backtracking to the Monaro Hwy everything is warmed up and I hit the driving lights and open 'er up. The only likely problems at this time of day (?) are a surprise meeting with a representative of the local fauna or becoming totally disoriented in thick fog. So I decide to make some time before the fog sets in and we're soon at Bredbo, that well known speed trap. Over the level crossing and the right doesn't roll back at all. I've always wanted to shoot the main street of Bredbo at 140.

The fog sets in and I become lost, things like the Numeralla Bridge appear suddenly when I think we're somewhere else. We narrowly miss a huge fox right in the main street of Cooma and then turn off towards Nimmitabel and more pea soup.

Reaching the Bombala turnoff at around 4.30, the fog is almost solid and I stop to dry the inside of my visor. It doesn't make much difference as visibility is down to about one white post anyway. The driving lights are useless in these conditions so we take it pretty easy through to Bombala, especially over the frozen wooden bridges.

At 5am in Bombala there are actually people awake - it must be a tough life in the country. The 30km of dirt on the Cann Valley Hwy is a bit messy after the past few days of rain but theres no fog and the lights are very handy here, reflecting back off the frozen trees making them look like tinsel.

Crossing the Victorian border, back onto the tar, it's very cold and still dark so we maintain an easy pace down to Cann River, arriving at 6.15. The 24 hour roadhouse here is useful for this sort of trip, although it's just as cold in there as outside, rather disappointing.

A bit of breakfast takes up the time until sunrise and then we're off towards Melbourne.

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UPDATE UPDATE UPDATE UPDATE UPDATE UPDATE UPDATE UPDATE UPDATE  
OF THE CLUB MEMBERSHIP LIST DATED 14 MAY.

MIKE HOUSTON (VICE PRESIDENT) WORK PHONE NR. - 724262  
BILL SEARL (ADD ON TO LIST) OWNS R75/5 PHONE NR.S 486692 486056  
(H) (W)

A VIEW FROM A HOSPITAL BED

by Michael Bachmann

It was a bright sunny day, and I had just left Ouyen after a break for lunch. I left at just before 1pm. At approx. 1.35pm, little did I know that I would be involved in an accident with a tintop in a matter of minutes, with the end result of a written off bike (R100RS), a written off car ('74 HQ Holden) and a badly injured person, namely me.

The injuries that I suffered amounted up to a broken left (femur) leg, completely ruptured ligament in the right ankle and several broken bones in the left hand, (with a badly disabled 4th finger i.e. a joint had to be fused), and one hell of a lot of pain. I ended up at Swan Hill hospital about 45 minutes later. I then had X-rays taken, some blood pumped into me as well as some painkillers. I was then later transported to the Royal Melbourne Hospital by plane. After that I lost track of things and I remember a few days later at RMH. After a total of 3 operations (with approx. 2 more to come) and 5 weeks stay at RMH, I was then transferred to the RAAF hospital at Laverton for reasons of costs. Today, for the first time, I was able to get out of bed after 7 weeks of traction on my left leg. It shouldn't be much longer before I am able to limp around on crutches.

I am partly at fault for the accident, but it has not yet been established properly yet. The underlying message is "Be Bloody Careful". It was not a nice experience, hopefully it won't happen to anyone else.

(former R100RS owner)

Thank you Michael for your contribution to the Journal. I'm only sorry that you've had to go through all the above. Anyway, the Club members and myself wish you a speedy recovery.

Jenni

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SOCIAL SIP and VOLLEY BALL  
GAME

BBQ LUNCH at Cotter  
21st July (sunday)

there's the possibility of the single lane bridge near Casurina Sands being closed, so keep an eye + ear out, but access to Cotter can still be made via Point Hut Crossing or Uriarra Crossing.

SEE YOU THERE !!



### 3 MILE DAM RUN

I was so excited at the prospect of riding Paul Brogan's K100RS thru the mountains I was determined to go in spite of anything the heavens may throw at us.

My K100 was in the workshop suffering a pin hole leak in the tank after 44,000 kms and Paul, the new owner of Doug Bryant's shop now known as Weston Motorcycles, offered me his RS, saying that it needed a good run to free it up.

On the Sunday morning the sky changed many times from clear to threatening before we met at Paul's shop at the Weston Service Station at 9am.

Given the prevailing weather possibilities, the roll up wasn't too bad, Werner on his red K100, (without Ursula) Graham & Leslie on their gunmetal grey R80ST, Warren & Fran on their new second hand R100RT and a couple of my mates on unmentionables (actually Blue Warnes on his very fast GPZ900 and Brian Coomber on his VF750) that's a Kawasaki and a Honda respectively for those who don't understand Japanese.

I don't know whether our members realised it on the day, but they were riding in illustrious company. Brian, or B.C. as he is affectionately known to his friends, is an ex A grade road racer from Sydney, record holder at most major circuits on the east coast, competitor at the Isle of Man and builder of the only Triumph ever to win Bathurst.

The run down was uneventful until the Cooma-Adaminaby leg when Blue gave the GPZ its head. I thought the K100 was good at speed, but the RS was fabulous, although the Kawasaki with its 6 gears and horsepower advantage had a much stronger topend, the RS compensated with its brilliant high speed stability, braking and wind protection. These unique advantages of both machines resulted in us being still locked together at the Adaminaby sign, after the quickest trip ever, over the beautiful piece of high speed pleasure.

After warming ourselves at the ever popular Adaminaby Snowgoose we all (except Warren & Fran who had to turn back at Cooma) headed off through the twisties towards Kiandra and 3 Mile Dam under a mantle of ominous black clouds. It never happened ! We got to the dam without a drop.

I didn't realise how cold it was up there until we stopped at the dam site and that thousand dollar fairing could no longer protect me from the elements. A decision was immediately taken to get some photos by the 3 Mile Dam sign and hotfoot it back to the Snowgoose where we enjoyed the traditional bike riders brunch, a dog's eye, beer and bullshit in front of a big open fire.



continued next  
page

continuing

3 Mile Dam Run

I can't say too much about the trip back to Cooma, because Paul might hear, but suffice to say that we had a ball. The final leg home was quiet, out of respect for the ever present law, except for a short run with a 351 Ford and a fine italian stallion Moto Guzzi with the inevitable and satisfying result.

Well, all those that took part had a great day and those that piked out (Douglas) missed out badly.

Thanks for the RS experience Paul, and I look forward to seeing you all on the next run which is to Kangaroo Valley on July 6th and don't forget our next monthly meeting on 8th July is to be held at our new venue at Royals Rugby Football Club at Weston.

Regards to all, Mike Houston, Vice President.

SAMPLES OF BUREAUCRATIC NONSENSE

- FLEXTIME - YOU NAME IT WE GOT IT
- SICKLEAVE - EMERGENCY RECREATION LEAVE
- QUESTION - NOT TO BE IGNORED OR ANSWERED
- REVIEW - PLEASANT WORD FOR INDECISIVE ATTITUDE
- BRIEF - STORY TIME
- JUSTIFICATION - THE MOST PLAUSIBLE EXCUSE
- CONTACT OFFICER - OFFICER LEAST INFORMED OF SUBJECT
- STAFF MEETINGS - POSTPONE AT ALL COSTS
- OTHER MEETINGS - FLEXIBLE EXCURSIONS FOR DOMESTIC PURCHASES

G A M E S

P E O P L E

P L A Y

Answers to last month's Games People Play -

There were only four models listed that were not BMWs, they were the R9, R10, R35/3 and the R92.

The R9 and R10 were built by a German company called D-Rad. They were both 500cc singles built in the late 1920s. The bikes were developed by an ex BMW designer called Martin Stolle who designed a motor close to BMW owners hearts. (except maybe K owners)

The R35/3 was built in East Germany from about 1945 to 1956 in the former BMW car and motorcycle factory at Eisenach. So it is not surprising it looked very much like the pre-war R35 BMW.

The R92 was built in Japan by Lilac which later became Marusho and was a Japanese copy of the R50 BMW with a few updates.

Below I have had a little fun with the BMW name. But do you know how many are/were motorcycle companies ?

B.M.    D.M.W.    E.M.W.    H.M.W.    M.W.    R.M.W.    S.M.W.    S.W.M.    W.M.B.

Answers in next month's Journal.

Frank

VIC CLUB'S EXHIBITION - BERWICK - 25/26 MAY 1985

The weekend happening at Berwick near Melbourne being the Vic BMW Club's 10th Anniversary motorcycle exhibition was well attended by our Club. Ian and Jeanette and family Hahn were the advance party for us by arriving a day or so earlier.

Graeme Cameron and Moff tried to leave early on Friday morning only to be caught up with at Bombala by Werner & Ursula, Frank Millwood, Mike Houston plus Liz and myself. Bob Rumsey pressed his own way through the cool air later that evening.

It was a slow, cold (and sometimes damp) trip south. Some of us picked up some impurity in the go juice at Bombala which took its time burning out of the system. Moff's bike tried to throw in the towel, but it was really a smoke screen - literally. He crept?? into Sale at a frantic pace and met us at Berwick on Saturday. We were forced to stop frequently for fuel and other natural things.

Upon reaching Berwick, Frank and Graeme pulled into camp at the expo site. Mike, Werner & Ursula plus Liz and I made our separate ways to warmer beds at our respective hosts' homes in metropolitan Melbourne.

As the weekend event emphasised a casual experience, Liz and I showed our faces about midday Saturday, as did Werner and Ursula.

The motorcycle display was under cover and quite well presented. It was interesting to see the many immaculately restored BMW's. There was a good cross section of models including the more modern looking mud/insect/stone attacked machines with rather unique adaptations for touring. There were no K series bikes in this part of the covered display - but there was a cross-cut motor on display. Reading past the common spelling mistakes there were very interesting histories of the respective machines as presented by their owners.

The "on-site" catering by Apex was pretty convenient and the food was good. When it came to a tyre changing competition, ACT, NSW Qld and 2 Vic teams had a go. Two teams were disqualified because they (Vic & ACT respectively) left a washer and a wheel bearing dust cap out. One very kind Vic member lent his bike for all teams to tackle for the challenge.

Only complaint was that on Sunday, a concourse of excellence took too long to decide, with no consideration for interstate visitors' need to get a good start for home. A K100RT won the open touring class selection and all it had was stock equipment with a sheepskin seat cover - big deal. All bikes and encouragement prizes went to Vic riders. Wait until we have an event of a similar nature.

We made our respective ways home at different days and times. Werner and Ursula plus Liz and I had a fast trip home through everything via Healesville, Alexandra, Benalla and along the Hume. It was a good trip and well worthwhile really.

I have yet to wash my brown bike which should be blue.

**A**nybody who knows much about World War II will agree that Field Marshal Erwin "Desert Fox" Rommel did more damage with less equipment than any other general. Short of food, fuel, ammo, men, and machines, the Afrika Korps nonetheless managed to kick ass all over the desert. Rommel was one reason—the BMW R75 was another.

While desert warfare was nothing new, 1941-44 saw the first large-scale mechanized war conducted in the harsh extremes of North Africa. Both sides were ill-equipped and poorly trained. These raw troops received a rude awakening when they arrived in the land of endless sand and powder dust, rock-strewn plains, burning days, and freezing nights. Forget about Lawrence of Arabia and all that crap—in Africa, thousands of troops on both sides died without ever seeing the enemy.

Maps were worthless, vehicles broke down or ran out of gas, water could be found only by the Arabs, and a man on foot was dead in 48 hours. In the words of one poet, "Allah's judgment comes swiftly to those whose heads are of camel dung."

The ideal vehicle for such conditions would be air-cooled, economical on gas, capable of operating for long periods with minimal maintenance, able to scramble over loose sand, and lightweight but stronger than a pack camel. In short, the BMW R75. Herr Rudolph Schleicher's military motorcycle needed only minor modifications to render it perfectly suited to the challenge, and it proved to be the finest piece of machinery that moved under its own power in Africa during the war. (The dreaded 8.8cm Flak 18 anti-tank gun was not self-propelled.)

Extracted from a 1979 Easyriders - who had in turn "ripped it off" from a book Die BMW Krader R12/R75 Im Zweiten Weltkrieg, by Janusz Piekalkiewicz, from Motorbuch Verlag. Stuttgart 7 Stuttgart 1 Postfach 1-70.

#### Specifications

##### Engine

745cc  
Horizontally opposed twin  
4-stroke  
Pushrod OHV  
5.8:1 compression  
24mm Amal carbs  
Max bhp: 24 @ 4400 rpm

##### Transmission

Single dry-disc clutch  
4 forward + 1 reverse, with high/low range  
Drive shaft  
Power takeoff to sidecar drive with engage/disengage gearing

##### Electrical

Norris type ZG 2A magneto w/auto. spark advance  
50-watt generator  
6-volt battery—7 amp. hr.

##### General

Dry weight: 880 lbs.  
Max operational weight: 1900 lbs.  
Length: 8 ft. 4 in.  
Width: 5 ft. 10 in. with sidecar  
Height: 3 ft. 4 in.  
Ground clearance: 6 in.  
Tire size: 4.50 x 16  
Fording depth: 13 in.  
Gas capacity: 6 1/3 U.S. gal. (w/1/2-gal. reserve)  
Hydraulic brakes rear & sidecar (mechanical front brake)  
Hydraulic forks  
Rigid rear frame with sprung seats  
Sidecar has 1/4 leaf springs

