

**BMW Touring Club
of New South Wales**



**Member of the International Council
of BMW Clubs**



March 2021 NEWSLETTER



BMW Touring Club of New South Wales



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president@bmwtcnsw.org.au

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NEWSLETTER DISTRIBUTION

Tony Conliffe
Tony Wilton
Alison Ashby (during COVID 19 period)

Club Website:



www.bmwtcnsw.org.au

Club Yahoo groups site

<http://groups.yahoo.com/group/bmwtcnsw>

CLASSIC REGISTRARS

South Coast	Steve Treloar	0439 739 876 sthcoastregister@bmwtcnsw.org.au
North Coast	Damien O'Toole	0419 296 939 nthcoastregister@bmwtcnsw.org.au
Central West	No Current Officer	Please contact the committee if interested in taking this role.
Sydney North	Craig Hancock	0419 557 014 sydneynthregister@bmwtcnsw.org.au
Sydney South	Graham Johns	0419 281 875 sydneysthregister@bmwtcnsw.org.au
Sydney West	Perry Gilsonan	0418 978 781 sydneywestregister@bmwtcnsw.org.au

REGIONAL RIDE CO-ORDINATORS

ACT	Dave Ramsay	02 6278 3895 actcoordinator@bmwtcnsw.org.au
Hunter	Rob Tiedeman	0425 777 461 huntercoordinator@bmwtcnsw.org.au
South Coast	Tony Schmidt	0407 494 229 sthcoastcoordinator@bmwtcnsw.org.au
Central West	No Current	centralwestcoordinator@bmwtcnsw.org.au

MEETINGS

Monthly Club Meetings	Held at 7:30pm at the Andrew Cook Hall, Toongabbie (corner Targo and Toongabbie Roads) on the last Wednesday of each month (except for December)
Sydney Social Sip	Held at 6:00pm on the last Wednesday of each month. Members gather at the Toongabbie Hotel for a chat and something to eat before crossing the road to attend the club meeting.
South Coast Social Sip	Held anytime after 6.30pm on the 2nd Friday of the month. Members gather at the Great Southern Hotel, 95 Queen St, Berry, for a chat and something to eat.
Newcastle Social Sip	Members gather anytime after 6pm on the last Thursday of the month. At the Hexham Bowling Club for a chat and something to eat.

CLUB POINT SCORE

<i>Organise a Ride or Event</i>	2
<i>Attend a Social Sip</i>	2
<i>Attend a Social night (Restaurant night, party, etc)</i>	3
<i>Attend a Maintenance Day</i>	2
<i>Attend a Day Ride</i>	6
<i>Attend a Weekend Run or Rally</i>	10
<i>Attend a Long Weekend Run or Rally</i>	12
<i>Self-written Newsletter article</i>	4
<i>Attend a Club Meeting – City Member</i>	4
<i>Attend a Club Meeting – Country Member</i>	6
<i>Attend a Night Run</i>	6



Ride & Events Calendar

ALL COVID 19 RESTRICIONS WILL APPLY TO ANY RUN PROPOSED. PLEASE CHECK IF YOU ARE CONSIDERING ATTENDING ANY FUNCTION

Wed Weekly Meet at Jerry's Kulnura every Wednesday @ 10am Henning 0457 034 488

Febuary Events

1 st Feb to 5 th March	VIRTUAL KARUAH RIVER RALLY	Rob Lovett 0417267425	10
11th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
24th	Club Meeting 7.30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 04128588880	4/6
25th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425777461	2
26,27,28 th	Farm Camping Weekend: Piallamore on the Peel river, Near Tamworth. Ride up Friday and have a meal at local Hotel (Dongowan) Sat road ride 400km mapped by Gary McCarthy, dirt ride mapped by Trevor Hooker. Night BBQ and bonfire at Piallamore farm. BYO GROG. Home Sunday	Contact Stuart 0427767129 Before 19/2/21	10

March Events

28 th Nov to 26 th April	THE MOTORCYCLE, DESIGN, ART, DESIRE Gallery OF Modern Art Stanley PI South Brisbane.QLD.100 innovative and influential motorcycles. A must if you are up that way		
6th	RSVP DATE Candelo Camping Weekend	Steve Treloar 0439739876	
6 th ,7th	35th Cold Flame Rally. Location Change. Native Dog Flat, off the Limestone rd. Between Barry way and Benambra Cobberas Vic Monarch MC	Steve Treloar 0439739876	10
11th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
21 st ,22nd	Candelo Camping Far South Coast. Dirt/Road Travel options, camping basic in the sports Ground Dinner at Pub, Breakfast Ava. Across the road.	Steve Treloar 0439739876	10
24 th	Club Meeting 7.30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 04128588880	4/6
25th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425777461	2
27 th	Movie Night, International Gray Gums Cafe, Putty Rd. Details in this newsletter	Marie 0428393093	10

April Events

8th	South Coast Social Sip: 2nd Thursday of the month & the location is The North Nowra Tavern 182 Illaroo Road North Nowra at 6pm	Tony Schmidt 0407 494 229	2
17 th 18 th	Maldon Rally, Celebrating 45years BMW Motorcycle Club Victoria Maldon Vic See Add.		10
24 th ,25th	Autumn Leaf Rally. Tomorrana Hall. Tumut Valley Riders. Must pre enter, first 150. TBA on booking site, due to go live march. keep an eye on FB and Aust. Rally sites	Steve Treloar 0439739876	10
28 th	Club Meeting 7.30pm. Last Wednesday of the month. TBC if online or in person	Jason Boyd 04128588880	4/6
29th	Hunter Social Sip: Dinner meeting at Hexham Mossie Club (Bowling Club) Drinks from 5pm, limited numbers due to COVID. (last Thurs of the month)	Rob Tiedeman 0425777461	2
15 th 16 th ,17 th OCTOBER	BMW /5 & riders Tribute Gathering Blayney. See Add	Henning 0457034488	10

Newly & updated items are highlighted ORANGE.

4/6* City members attending a club meeting receive 4 points, country members receive 6 points.

If you have been to an event & wish to have your attendance considered for the Clubman Point score, or have suggestions for a club ride or event, please email: vicepresident@bmwtcnsw.org.au

Please also feel free to contact your local Ride Coordinator (details inside cover of newsletter)



The BMWTCSW follows all official COVID19 guidance from the government regarding travel or social events. Social distancing at all events is mandatory; masks and hand sanitiser are encouraged.

Well... hopefully everyone has received their badges and patches from the FCR? If there are still any not received, please contact me and I will close the loop. (Glad to have closed this before the KRR finishes!)

At time of writing, the Karuah River Rally event is coming to an end. Of course, the weekend that DaveP and I chose thumped down rain. A late Friday departure, dinner at the Settler's Arms, a rather drizzly damp camp up the road and then it REALLY started raining... As usual! After a great Saturday morning breakfast at Down Town Happy Grillmores Singleton we left for Dungog. Unfortunately, it did not take long for me to lose my sense of humour in the rain and with a complete wet weather gear failure. With the thought of another wet night in a tent, in a caravan park not appealing to me. My thoughts shifted to a pub room. Unfortunately, word on the street was that all accommodation was booked between KRR supporters and a local group supporting a fallen rider. So, after refreshments and a quick chat I parted ways with Dave and rode home to Sydney. From the number of people I saw it looked to be a success for the event and for Dungog. Once again well done to Rob Lovett and the entire Executive for making this happen.



Al Pennykid and I got a late request from Perry Gilsean OAM for an event that he is putting on. For those that don't know Pezz, he is a hell of a great bloke and is the guy behind the annual SCRAPHEAP RIDE. With COVID delaying scrapheap this year, Pezz has been looking for a way to look after our riding interests and he has come out on top.

As we have pushed Scrapheap back to October everyone needs a ride. As a result I'm organising a ride for World Down Syndrome Day March 21. We are off to Canowindra arriving Saturday, leaving Sunday. Ride departing March 20 from Wisemans Ferry – 8.30am <https://goo.gl/maps/cczMLzjMQm2GGc6E8> OR Find your own way there. Camping at the Showground, which has facilities and camping for up to 150 people, and a camp kitchen etc. \$10 entry and there will be a raffle. All funds raised will go to Down Syndrome NSW. It's likely the Lions Club will be catering and doing breakfast. For More information Contact: Perry Gilsean 0418 978 781

Ride to Canowindra

20th & 21st March 2021



Down Syndrome
Australia



21
MARCH
WORLD
DOWN
SYNDROME DAY



Dont forget the Scrapheap Adventure Ride 2021

Don't forget to have a look at the events calendar. It's starting to look pretty busy with Stuarts Farm Camp Weekend 26-29Feb, Cold Flame Rally 6-7th March, Steve T's Candelo Camping 20-21st March and Maries movie night 27th March at Grey Gums.

Just remember that if there is another outbreak, all these events may go out the window. Please maintain social distancing at all events and at home. Keep an eye on Facebook for any last minute changes

Cheers,
Jason,
President, BMWTCSW
Contact Email: president@bmwtcsw.org.au



CITY COAST MOTORCYCLES

262 Keira St, Wollongong
4228 7392

MAKE LIFE A RIDE

M INUTES

27/1/2021

Please find below the minutes of the last general meeting, held virtually via Webex, on 27th January 2021.

- Chairperson – Steve Treloar
- Meeting Opened – 7.25pm
- Apologies – Marg Barlow
- Visitors – None
- Attendees present :

Dave Beers, Colin Walkins, Warren Buffet, Alan Pennykid, Justin Dorward, Michael Sarah, Steve Treloar, Stan Kuchera, Paul Iokamidis, Trevor Dean, Marie Pennykid, Mal Cattermole, Tony Conliffe, Amy Lisse, Bob Madell, Alison Ashby.

Previous Minutes –

- Accepted: Justin Dorward
- Seconded: Alan Pennykid

Correspondence - Bank statements received by Alison.

President's Report - No report. As per the recent newsletter.

Secretary's Report – Any correspondence received has been electronically communicated.

Treasurer's Report –

- Saving Account: \$32,223.65
- Regular Account: \$520.61
- Total Income – \$4,869.37
- Total Expenses - \$8,710.37
- Interest Earned - \$1.37
- Total in bank - \$32,744.26

Membership Secretary Report – 327 financial members to date.

Editor's Report - Two or three articles are on hold due to large length. Articles that are not time sensi-

tive offer greater publishing flexibility. Justin mentioned interest in writing a review of the television documentary Long Way Up by Charlie Boorman and Ewan McGregor.

Public Officer's Report – No report.

Regalia – No requests received.

Assets & Archives – No report. Rob Edgar has a list of tools owned by the club. The clubroom may have mugs. Advised to consult with Alison.

Clubs Australia – The new logo is progressing and has been submitted to BMW Clubs Australia.

Webmaster – Routine content updating.

Motorcycle Council of NSW Delegate Report – Bob Madell reports the dirt bike subcommittee is progressing well with notable momentum.

Past Events – Steve reported the gathering at Mick-leham Creek went well and the various Christmas parties and New Year events were well attended.

Coming Events –

Steve Treloar reporting. All events are subject to the COVID restrictions as at the time of the event.

1. The 44th Karuah River Rally is virtual in 2021 and the event details have been published in the recent newsletter, emphasising COVID restrictions apply and all instructions must be followed.

2. South Coast social sips have been planned and published.

Camping Weekend by the Peel River will occur on the 26th, 27th, and 28th of February.

3. Candelo Camping Weekend will occur on the 20th and 21st March. On and off-road route options have been prepared. RSVP to Steve by 6th March. Justin questioned non-camping accommodation options. The nearest hotel / motel options may be 15-20min away at Bega but it is believed an AirBnb is closer.

4. BMWTCNSW Movie Night will occur on the 27th March at Grey Gums Cafe, Putty Rd. BYO chairs and camping gear. RSVP to Marie by 19th March. 6pm dinner for 7pm movie. Bring a motorcycle

themed DVD if you wish. Raffles.

5. Henning's /5 tribute ride organised for 15th October 2021. Details published in the recent newsletter.

General Business -

1. Flowers have been sent to Marg Barlow following her incident.

2. Perry Gilsean received a Medal of the Order of Australia on the 25th Jan 2021. Chris Huddy's daughter also received an award.

3. Discussion regarding the Red Cross Blood Challenge and BMWTCNSW's previous involvement. Some interstate counterparts still run their challenge. Donations are made individually, to the team contribution tally. Warren's question to Justin asking if the Motorcycle Council of NSW is aware of the donations. Answered in the negative and confirmed by Steve as this is a BMWTCNSW group collection effort. Action item: Steve to follow-up.

4. Everyday Hero has closed and left the Motorcycle Pudding Log's account in limbo. The pudding is somewhere in Western Australia at this time, reports Steve. GoFundMe recommended by Justin.

5. Discussion to consider returning meetings to the clubhouse. Attendees from outside Sydney experience the convenience of being able to attend virtually during this period of Webex meetings and support the continuation and integration of the remote technology into the in-person meetings, whenever they return. Alan mentioned the Webex attendees can be projected onto the projector screen. Alan also mentioned the accurate square metre COVID require-

ment at the time of the meeting, of 2 square metres per person. The clubhouse fits 16 people at 2 square metres each. Justin mentioned Webex attendees are able to "raise their hand" to manage interaction with an in-person meeting. Justin raised any limitation of which 16 people attended would need to be managed since it was estimated the average approximate attendance rate was 30 people. Justin Dorward proposed a motion to defer the matter to the Executive Committee to present a recommendation at the next general meeting. Seconded Warren Buffet. No vote taken.

Meeting Closed - 8.25pm

Justin Dorward
Secretary

Welcome to the new members:

- Brett Thompson (St Ives)
- Bill Wilkin (Gunnedah)
- Huw Davies (Hunters Hill)
- Philip Riddert (Katoomba)



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Financial Report

ACCOUNT BALANCES

Regular bank balance at end of January	\$ 1,100.43
Savings Account balance at end of January	\$30,724.68
TOTAL IN BANK	\$31,825.11

Summary

Total Income	\$ 1,811.03
Total Expenses	\$ 2,730.18
 Total Interest earned	 \$ 1.03

Please remember when depositing into the club account to put your name in the description of what the deposit it for ie Name Membership FCR/KRR etc

Any questions or a full report please email treasurer@bmwtcnsw.org.au

Secretarys Report

- Email correspondence received from Victor Clonda regarding a role of *Club Solicitor*. Deferred to the Executive Committee for discussion.
- Email correspondence received from Greg Gaffney of the BMW Motorcycle Club Queensland of their latest journal (Feb '21 edn). This publication is available on Issuu, accessible via this website: http://bit.ly/BMWMCQ_Feb_21_Journal
- Question received by Ian Baird regarding listing the available tools owned by the BMWTCNSW. Deferred to Rob Edgar by email.
- The minutes for the 27th Jan 21 general meeting are available as per the latest newsletter.

B MW R18 First Edition

– MY PERCEPTIONS

I read somewhere that the country outside of the United States that had the most Harley Davidsons was Germany.....this was more than likely an obvious sore point with Germany's biggest motorcycle producer and created an understandable target. So, what to do? Look into their archives/Corporate History and see what model they could resurrect to take them on.....clearly the classic BMW R5 sprang to mind and to which the BMW R 18 owed much of its aesthetic creativity. The R5 had been manufactured from 1936-37 and had the minimalistic no frills look that could take a lot of options and was just the base model that that could meet their requirements.

The R 18 strongly borrows from this classical example – particularly the teardrop tank and the double-loop steel tube frame. BMW cleverly double sided the swing arm and incorporated the centrally cantilevered rear suspension in such a way to make it appear to be a solid rear end and part of the whole main frame – a la the R5. The telescopic front forks, as in the R5, are enclosed in fork sleeves – believe originally intended in the R5 to protect the sensitive sliding surfaces of the fork tubes.

The main feature of the R 18 is the motor. BMW have pulled out all stops to come up with the most powerful 2-cylinder boxer block of an engine ever produced. It has a



displacement of 1802cc with a peak power output of 67kW (91hp) at 4750rpm and 158Nm (117lbs-ft) of torque, which mostly comes into play from 2,000-4,000rpm. A lot of this is very reminiscent to the power output (and price) of some of the motorbikes manufactured by its greatest nemesis.

Modern technology plays an integral part in this bike. Amongst other features, the brakes are linked ABS with twin discs up front and a single disc at the rear. The wheels like the original, are wire-spoked. To maintain the classic look, at least on this model, BMW retained pin-stripping on the tank. Another feature taken from the R5, and not found on their current models, and some who know me will agree, to retain the purest attitude of the bike is the solid looking open-running driveshaft with a visible universal joint.

Another styling issue they borrowed from the older style bikes (i.e. pre /5's) was the engines push rods/covers on

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the top of the motor, which I thought was a nice touch. As a note, I cut my teeth on /5's, and the side-ways surge of the motor, especially when started coupled with the deep-seated throb of the motor brought back fond memories.

For the soft-hearted, reverse is also available – luckily I didn't need it but at 345Kg's (wet) I could see where it might be useful, especially if parked downhill. It's activated by a lever on the side and using the starter button. The R 18 also offers three standard riding modes – Rain, Roll & Rock. I left it in Rock as it appealed to me the most.

There are heaps of technical features on this bike and I have only mentioned a few and if interested would direct you to a BMW Dealer or the web. BMW Motorrad also offer a massive range of Original Accessories so this bike can be personally optimised with a variety of customising items to suit anyone's taste – but beware these all come at additional costs. Far too many to mention – see your BMW Motorrad dealer for the full itemised list.



So much for the technicalities of the R 18 – now for some of its shortcomings – remember this is my perceptions on it and are my views only:

I found when changing gears the gearshift lever a bit too close to the side-stand and occasionally caught my foot.

Would have liked to see the following included:

- Fuel Gauge
- Distance to Empty
- Outside Air Temperature Gauge

Scrolling through auxiliary function elements – found this somewhat tedious and a distraction. Could possibly suggest a separate bar with all features pertaining to the bike on it as in, for example, the R1200RS.

Found the seat a bit hard after a while and would have liked to see a sprung seat as on the R5. Would note that there's probably a suitable alternative in the copious options catalogue – but not on the one I tested.

Found the braking to be somewhat wooden, but in

all fairness this could have something to do with weight and long low chassis, which means you don't get the same weight transfer as you would on a more conventional machine – found I had to use the rear brake more than what I am used to.

Now what I liked about the R18:

Overall, I liked the look of it - bit more later - and found the uncluttered look of the instruments, hydraulic lines and cable harness to be highly effective.

The gearbox would have to be the **best** I've ever encountered in any boxer, I've ridden.

'Keyless' ride – nice and uncluttered.

Phew.....now before I go any further I've got to admit I'm not a great fan of cruiser style motorbikes, so I approached the R18 with a bit of ingrained trepidation. Got to admit it looked great and when I kicked it over and felt the old feeling of it rocking side to side and the rumble of the big twin, things started to gel for me. Aside from the seat, I found it quite comfortable in an ergonomic way.

The motor is a gem – ensures strong acceleration and to my surprise when on the move it's exceptionally smooth – really picks up and goes, plus surprisingly for its size it handles, really well! It left me quite amazed on how well I could punt it around corners – still managed a few scrapes but keeping the power on was its strong point.

In short, the R 18 is an utterly amazing piece of machinery that can't help but be drawn to the eye. For a cruiser style motorbike, it doesn't really handle like one – anyway, that's my opinion. It likes to be ridden solidly and handles a lot better than I'd expected. The suspension, on the whole, is on the firm side, which I'd expected but for its weight and size was reasonably compliable. I might add that in all, it's a pretty basic bike lacking in some electronic type of sophistication, which I didn't mind at all.

Overall, I thought it to be a clean, minimalistic classic and characterful motorbike where simplicity was the keyword – low, sleek and black with a bit of chrome coupled with a big grunty versatile motor, what more could you ask for? But, at a huge cost, this one was quoted at \$34,800, on road. I can't comprehend what the final figure would be when fully farkled up. My only question now would be, what will this motor morph into?

As always, I would like to thank Tim & Paul of City Coast Motorcycles, Wollongong for making the BMW R 18 First Edition available to me.

Gerry Bloemen



Purchasing my K1300S

Justin Dorward



The Lead-up

My ninth motorcycle was a Honda CBR1100XX Super Blackbird (2005). The 'bird and I were a pair. No one knew me without it. Seven years together and we'd travelled over 100,000kms. Two laps of Tasmania. Numerous Queensland trips. I've been adding upgrades and farkles the whole time. Heated grips, LED headlights & brake lights, panniers, smaller front sprocket, Bagster tank cover and Speedohealer, just to name a few. Over the years, friends and family have joined me for some fun on the 'bird.

While confidently riding the 'bird, a nagging feeling developed over the last year or so of ownership and as I paid for each service, one 6,000km interval at a time, it continued to grow.

That cringe everytime I pay for the service, repair or invest in new tyres. I'm spending the vehicle's value on maintenance and running costs each year. It's not that it's expensive to run, but it's just not worth much anymore. A vehicle's annual expenses should not equate to 100% of its value, in my mind.



I can hear some readers now, asking why, oh why, don't I service it myself. And many 'bird owners do. The premise of each of our motorcycle interests is based on exactly what we like doing with our bikes. Some like to tinker, others like to rebuild, collect and more. I like to ride and tour.

But when it comes to upgrading the 'bird, there is a complication.

Three years earlier, I purchased a Yamaha Stryker in anticipation of selling the Blackbird. But I couldn't bring myself to list the 'bird for sale. I wasn't ready. So barely five months after buying the Yamaha, I sold it, knowing I'd need to be serious with myself and honest with the missus when it actu-



ally came time to move on.

Decision already made

So in winter 2019, it came time to perform some casual research to answer the question, "What could replace the 'bird?" The failed Stryker purchase also represented my apprehension to move away from the sports tourer category.

I had seen these BMW motorbikes around and they caught my eye. Similarities to the 'bird subconsciously drew me in and explained a trend for former 'bird owners to buy these K1300S's. Solo seat and single headlight arrangement tend to be mainstay features of sport tourer motorcycles of the era. I began researching the K1300S online to get a gauge for features, budget, reputation, servicing, comfort, power, range and more. In my typical fashion, I throw myself into studying this BMW at the cost of all others.

A BMW! What am I getting myself into?

Where to start? User reviews on Youtube tend to offer a lot of bluster without much fact. But there is a lot to see between the lines. Owners are passionate and there are plenty of them. I see how they are using their K1300S's and I'm paying attention to the type of common K1300S rider demographics, too. For many of them, this is not their first BMW. And then I heard a vlogger say the K1300S is a "gentleman's sports tourer". I'm on the right track, but I need to remember I'm not looking for a newer 'bird (which ceased production in 2006). Now is the time to upgrade as well. So apart from almost ten years of development and moving up the food chain in terms of manufacturer, what are the cold, hard facts between the two?

Numbers look good and I'm the type of person to seek knowledge from these numbers. But how does it feel to ride, and do I like the look of it in the flesh?

The test ride

A K1300S is for sale at Procycles, so a friend and I went down there to eyeball and test ride the bike. I quickly determined that I genuinely don't like the look of the two-tone upper and lower fairings. Later use of Google Images determined my taste for the black version where the colour disparity between the two fairings is barely noticeable. Actually, the textural difference from the lower matte black to the upper glossy paint does look good. Once I'm on it, I like the overall posture and sitting position. Slightly more upright than the 'bird, but I'm also seven years older and hoping to keep the K1300S into my 40s. All of the features I've added to the 'bird come stock on the K1300S (and more!).

I signed the waiver and head-off. I didn't know the area well so I don't want to stray too far. I knew I wouldn't really have an opportunity to "open her up", but at this stage I'm happy to just poke around the 60km/hr zone and feel the bike at slow speed. There is no doubt it's fast and handles well at quicker speed.

Criteria	BMW K1300S	Honda CBR1100XX
Power	175HP @ 9250RPM	137HP @ 9500RPM
Weight (Wet)	254KG	255KG
Fuel Capacity	19L	23L
Mileage	5.5L/100km	7.0L/100km
Engine	Inline 4 cylinder, 16-valve DOHC	Inline 4 cylinder, 16-valve DOHC
Compression ratio	13:1 (ULP required)	11:01
Final drive	Shaft	#530 O-ring Chain
Suspension	Front: Motorrad Duolever, paralever, central spring strut	Front: 43mm HMAS fork
	Rear: Single side swing arm with Motorrad electronic pre-tension & hydraulic adjustment	Rear: Pro-Link HMAS, gas-charged cartridge with manual pre-dampener adjustment
	ESA	
	Electronic pre-dampening	
	Stability control	
Brakes	Combined braking & switchable ABS	Combined braking
	Front: Four-piston caliper with dual 320 mm discs	Front: Three-piston caliper with dual 310 mm discs
	Rear: Dual-piston caliper with 265mm disc	Rear: Three-piston caliper with single 256 mm disc
Tyres	Front: 120/70ZR17	Front: 120/70ZR17
	Rear: 190/55ZR17	Rear: 180/55ZR17
	Michelin Pilot Road 5	Michelin Pilot Road 5
Features	Quick Shift Assist	Immobiliser
	Tyre pressure monitoring	Trip computer
	Heated grips	
	On-board computer	

The unique feel of the Motorrad duolever front end is immediately apparent. Hard to describe, except to say it doesn't take long to become familiar and if you miss the typical feedback from the traditional cartridge-type suspension, setting ESA to 'Sport' will help provide precise feedback (as well as stiffening the overall ride). My knees were further apart than on the 'bird, so I'm hugging the tank a lot more to ensure I have control. At first, I miss the lower, sportier position, but soon find the comfort in this relaxed posture. I settled with the fact that these types of bikes are often designed for taller riders many years ago. At 5'10", I feel I'm just tall enough to adequately control and feel comfortable on the K1300S, and this is why seat height was important earlier in my research.

I found some small round-a-bouts in a 40km zone and moved between them, back and forth, for a good ten minutes. The grips are too skinny, but I am used to the girth of Oxford heated grips. Some Grip Puppies with help with that, without getting in the way of the efficiency of the heated grips. I see this particular bike does not have ESA, which seems a dealbreaker for me. I'm happy with the test ride nonetheless. I like my farkles, so the on-board computer impresses me. Not only in its features, but also it's simple operation.

I spent some time staring and thinking at the parked bike back at the dealership. Time to leave, keep researching and read the owners manual from cover to cover. Upon doing this, I find much of the on-board computer's features - and indeed the whole K1300's features - are hidden. For in-

stance, an ice warning when the ambient temperature reaches three degrees or lower (which I later saw for myself one cold August morning in Bathurst).

I would have been very close to a purchase decision had I come across the right bike at the dealership, but I'm grateful to the salesman for his patience and I reward Procycles professionalism by getting my later privately purchased K1300S serviced at their establishment. Time to look at some other angles of changing bikes - financial!

Running Costs

OK, it's a great bike, but what is it going to cost me after the initial purchase? I almost fell off my seat to find insurance for a 2012 K1300S is the same as my 'bird! Try and get the best bike for the insurance category, clearly. While at Procycles, I spoke with a current K1300S owner and got some very good advice. He said each service is around \$1000. This seems like a lot, but I don't flinch as it is a BMW after all. And from my experience moments earlier (and subsequent research), there is a lot of motorcycle in this motorcycle to keep straight.

I take a step back to go forward and calculate what I've been paying to maintain the 'bird over all these years. Lloyd Penn at Artarmon is the best in my opinion. Trustworthy and professional. I'd been loyal to his business and services for around ten years and when I asked him to look at a private sale K1300S, he said he could check it's roadworth, but he doesn't service BMWs. I was too far into the K1300S to reconsider my purchase in favour of a Japanese manufacturer to keep patronising his business. So this also meant finding

a new mechanic, which I don't look forward to. Thankfully, Procycles have been accommodating and I think nothing more of it, seemingly having made the decision to stick with them.

Lloyd had been cycling the 'bird through a minor, 'mid' and major service each 6,000km interval. The 'mid' service was just the major service without valve clearances checked. One 18,000km cycle of the three services cost \$1,800, excluding unexpected repairs. At \$1,000 per 10,000km, the K1300S costs the same in regular maintenance as the 'bird, in a dollar to kilometer ratio rationale. But it's the unexpected repairs that may be an issue. Parts and labour on the Honda is much cheaper, but this hasn't scared me off. I've found a good mechanic and my online research hasn't given me the impression that these bikes are unreliable... as long as I buy a loved and reliable one.

On purchase, what to look out for?

I've purchased a few new and used cars and bikes by now most models have something buyers need to know before making the final purchase decision. The 2009-12 models were subject to a few recall items and each bike's VIN could be checked via <https://www.recall.bmw.com.au/>

I thought I was okay with buying one of these model years as long as the recall report checked out, but in the end I was targeting 2013 model years onwards, since the corrections had been made from manufacture. One was weakness in the left switchgear, another was a loose / poorly tensioned cam chain tensioner.

Since the K1300S came with all the features I'd added to the 'bird (and more), I wasn't too interested in extras that had been added save for the BMW (or Ventura) rack and started preferring bikes that weren't too modified. Not that I'm a purist, I tend to keep my bikes as stock as possible except for a few small comfort adjustments. By the end of my tenure with the 'bird, I was changing anything I'd care to, but still never touched the engine, intake, exhaust etc.

The Purchase

I enjoyed discussing prospective bikes with sellers, as much as I don't like the process. I was able to find a number for sale and since I was being patient, I found more were coming onboard. Decent owners tended to tell me about every little thing about their bike (good or bad) and I quickly learned BMW owners are particular.

Getting excited, I spoke with an owner in Adelaide and somehow thought buying a used bike so far from home and riding it home was a good idea. I made a small deposit and later learned from the seller that the bike needed a new left switchgear. Since this is a recall item, I let him know right away I'm no longer interested. We haggled over the return of the deposit and agreed for him to return the deposit minus the \$60 relisting fee on Bikesales. Lesson learned. Almost. A couple discussions with bikes nearer to home didn't eventuate, but then one came up at a BMW dealer in inner Brisbane. After some initial discussion and a few more pictures, I made a deposit, booked a flight, called a friend on the Gold Coast to arrange some accommodation, as well as



booked some accommodation at Port Macquarie for the return trip, then started packing.

Very excited on arrival, the bike is poised and positioned, smiling at me as I walk in the door. Service is wonderful and after an hour of paperwork and attempted accessory pitches, I head off. Grinning the whole way to Coffs Harbour before I feel confident to use the Quick Shift Assist up to the speed limit. Almost no traffic on the dual carriageway, I pull over to move off with gusto. I wish I had trusted my instinct right away. I did three times and each time, I noticed a slight clutch slip around 80km / hr. I figured it was something I was (or wasn't) doing. It wasn't until I got it home and rode it around for two more days that I felt compelled to call the Brisbane dealer. They suggested I take it to a local dealer, but after two weeks on their bench, I started questioning the whole situation to the Brisbane dealers' management. They refunded me the purchase price and I returned the keys and books to rejoin the bike at the Sydney dealership. As much as I was able to get out the purchase, I was still out the cost of collecting the bike, though I'm happy I got to see my Gold Coast friend.

Third time lucky. The weekend after the Brisbane bike was returned and refunded, a new K1300S listing appeared on Bikesales. Perfect timing! It looked good and genuine. I spoke with the seller the next morning at 8am and arranged to visit the Central Coast the next day. It was a decent price but had clearly been the seller's labour of love since he purchased it new.

Upon arrival at his house, I was impressed by what I saw. An FJR, Audi A4, jet ski and box trailer. I asked why he is selling and it was a short, three word answer: Redundancy. Fire Sale. I didn't even haggle the price because he was asking what it's worth. Low mileage, Remus exhaust, Ventura rack with bag. No damage. Garaged it whole life. I shared the Brisbane bike story and he agreed to let me go for an escorted ride. He mounted up the FJR and all I wanted to do was test the quick shifter to ensure it didn't clutch clip. As soon as it started, the bike excluded all the smooth sounds of a machine well maintained. Not only did it not clutch slip, but it got up and went with a nice note from the exhaust as well!

We returned to his house, drew up the paperwork and since I came with a bank cheque, things were done quickly and the keys were in my pocket. After a cup of tea and general bike chatter, I made a quick call to confirm the new insurance policy and left to ride the beast down the M1 to home. He said it came with the factory exhaust, which he'd drop off in Sydney on his next visit, but I never saw it and it doesn't necessarily bother me. Here's a photo of me on the K1300S at purchase, before leaving the sellers' house.



Post-purchase

My list of changes was surprisingly short. Most would think I was making the K1300S my own, but I never felt like I was customising it. Just adding bits and pieces it deserved.



Bagster tank cover

4x LED front headlight bulbs

Clear indicator lenses

RAM X-Grip with Lexin wireless charger for RAM X-Grip

New Michelin Pilot Road 5 tyres

EC5 cable to the battery for easy access to use with a lithium jump starter

Trickle charger port

BMW Small & Large Soft Bags

Number Plate restyle

The annual service was done a few months after purchase and had the dealer change the tyre pressure (EWS) from bar to PSI. I enquired about turning on the tyre temperature in the info menu but was told that feature was not added until later models, which I find interesting because the EWS is supposed to compensate for tyre temperature.

A year later, the K1300S now occupies the space the 'bird used to own well. Friends and family have come for spins on the bike and a number of overnight rides has seen me almost double the odometer in this time. I grin every time and remember the 'bird with fond memories. Visit <http://bit.ly/K1300STenMile> for a short video of fun on the Ten Mile.



One Sunny Afternoon in Downtown Canberra

I'd much rather be writing about one of the great rides I've had, but I never seem to have time to write them up and submit them. Instead, I'm writing about a not-so-great ride, having 'all the time in the world' now to write it up.

Another reason to submit this is because mis-information flies around quickly. Also, I've become even more aware of what a wonderful group of friends we have in our club and of their genuine concern for me.

So here's how my accident happened:

Dave's K1600 GT ('Bismark') needed a service, and I was just along for the ride, on my Kawasaki 300 Versys. We'd dropped his bike at Rolfe's and got the loaner – a 400cc scooter.

So, on 13th January 2021, we were riding along Tuggeranong Way to our usual accommodation in Canberra. I like to be able to see Dave, but the traffic had come between us. When the lights turned amber, it looked as though the car in front of me was going to go through them, so I followed. I must have been looking through the intersection, because I suddenly became aware that the car in front had stopped. I braked as hard as I could, but realised I was too close, and seeing that there was nothing in the lane to the right of the car, made a dive for it, but there wasn't quite enough room and my left side connected with the rear right side of the car. Apparently my foot peg popped the tyre off the rim of the car. The foot peg also got sheared right off.



The gear lever broke where it enters the gear box, and the engine mounts broke. Naturally there's a fair bit of plastic damage, too.

Dave heard me say "Sh*t" in the intercom and came back to find me lying in the middle of the intersection.

The ambulance didn't take long to come. They (and the fire brigade who arrived first) and police were very helpful, as was the driver of the car I hit, making sure no-one un-

qualified tried to take my helmet off.

Thankfully I was wearing all the right gear. My RJays boots are apparently totally intact, but it appears my left foot was crushed inside the boot, as there were multiple breaks to my metatarsals, some dislocation of smaller toes and bleeding.



X-ray of left foot with K wire through 5th toe

I also broke my clavicle, 3 ribs and ankle in a couple of places.

It could have been worse: There was virtually no damage to my knee, and my hip came out completely unscathed as did my head, spine and internal organs, thank God.

Dave rang George Scarfe who came immediately and got the bike back to his place.

My BMW jacket only had some puncture points and a scuffed shoulder. I was wearing light, summer pants, which were torn at the ankle, but the armour in them obviously saved my knee and hip. The helmet was deeply grazed, and, of course, it was relatively new.

Being fully insured with Shannons, the helmet, jacket and pants were replaced: similar RJays helmet and a Dainese suit.

No weight bearing on my left foot until some of the metal comes out on 9th March, 8 weeks after the accident, then more metal out around June - July, and when I'm not really needing my left arm, they'll operate to fix a nerve problem as I have loss of feeling in 3 fingers.



Before the stitches came out



18th February, but it's getting better every day now.

Lesson: be patient in traffic and don't make assumptions as to what another driver is going to do.

On the bright side – knee scooters are fantastic, allowing me to be able to do lots of things and I can even still be useful, ironing with my foot in a CAM boot stretched out on the garden seat, (which I also use when showering).



Doing the ironing

Meanwhile Dave is doing all the cooking and shopping and washing and many other things for me.

Thanks to all of you: I've had so many well wishes, phone calls and visitors – all much appreciated.

A special shout out to George and Gwennie Scarfe who looked after Dave so well for the 12 days I was in Canberra hospital. Their hospitality was superb!!

Margaret Barlow

FOR SALE

1 mismatched reconditioned pair of early BMW carbies numbers 1/24/46 & 1/24/95

-contact Henning



BMW Motorcycle Club
Victoria Australia



45th year Celebrations and Re – union

NEW DATE 17-18 APRIL 2021 (as a result of coronavirus)

ALL BMW RIDERS from near and far are invited to join current and ex- members of the BMW MCC of Vic, to a Rally being held at Maldon, (near Castlemaine), on the 17th – 18th of April 2021 to celebrate the clubs 45th year. A return to the seventies. A chance to catch up on old friends and re-live some nostalgia. Bring your old bike or your new one. This could be the biggest gathering of BMW's in the southern hemisphere.

In addition to our own club members, we would like to re-acquaint ourselves with old friends, and make some new ones from interstate clubs. This is also an opportunity for riders that have perhaps never considered joining a club like ours to come along and see what we are all about. The club is family friendly and everyone is welcome. Cost of entry \$25 includes badge. There will be a Gymkhana, old movies of club events and other activities. Touratech will be on site along with other displays. **Don't regret not coming.**

Due to the age and condition of some of our older members, cars are welcome. There is also accommodation in nearby Maldon.

Those people that have already registered, their registration is still valid. Should they not be able to attend new date then a refund will be available.

Usual rally trophies along with. Best restored. Best pre 70's. Youngest rider. Best 70's/80's. Les Duffield oldest rider. Most travelled. Longest distance + age of bike. Best campsite (carried by bike). Best club attendance (Be sure to bring your flag). Longest distance sidecar. Etc.

This rally is a BYO everything camp in a bush setting.

There will be some on site catering.

Decide at the last minute to come and haven't booked. What the heck, come anyway you will be most welcome.

Further details and online registration and payments: \$25 per person covers badge etc.
www.bmwmotorcycleclubofvictoria.wildapricot.org/events

Direct deposit BMW Motorcycle Club Victoria. BSB: 063000 A/C No: 00804344 Reference 45yrs (add your name). Otherwise send cheque money order to 45yr Rally, P.O. Box 2298 Richmond 3121

Or Phil Irvine 0456391173 (North east Vic). Neil Williamson 0429359484 (Ballarat).

Noel Gilliland 0419355953 (Geelong). Warrick Tovey 0418994647 (Melbourne).

BMW MCC VIC Inc. P.O. Box 2298 Richmond 3121. ABN 81 284 958 707

COVID 19 PROTOCOL IN PLACE IF NEEDED

If undeliverable return to :

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PO Box 549
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AUSTRALIA

Watch out for these upcoming events
(check for current Covid19 restrictions before going) :

Wednesdays

**Wednesday weekly rides
(historic and fully registered)**

1st Feb to 5th March

Virtual Karuah River Rally

16th-29th Feb

Farm Camping Weekend

6th- 7th March

Cold Flame Rally

20th-21st March

Candelo Camping Weekend

27th March

Grey Gums movie night/camp

17th-18th April

Maldon Rally

24th-25th April

Autumn Leaf Rally