

August 2023

# BeeEm

Magazine of the BMW Motorcycle Club of Victoria

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MOTORRAD**

BMW Motorcycle Club  
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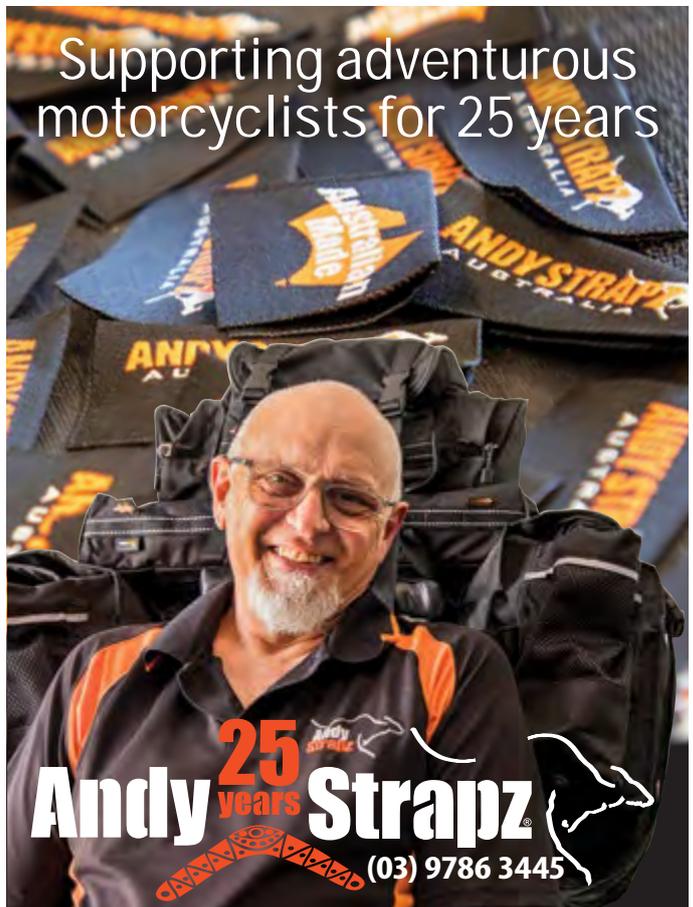
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## CLUB MISSION STATEMENT

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](mailto: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:  
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**Our cover: BMW MOTORRAD 100 YEARS**

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## President's Message

**A**nother club year has come to an end. We started off this year with some difficulty as I was away sick for the very first meeting. Some months later our Club Captain, Ian, was out of action suffering some minor injuries after a collision with a dog, luckily two members stood up to fill the gap until Ian was ready to resume duties. Many thanks to Chris Seabrook and David Yee for their assistance.

We commenced the year with 832 members and finished with 852. The Club Permit Scheme continued strongly, finishing with 278 members, holding ground against the previous year's 269, this is a third of all club members.

We had 32 rides over the past year, with a total of 416 people attending, an average of 13 per event. The most popular being the President's lunch at the Flowerdale Hotel with, amazingly, 46 members attending.

Other popular rides were, the Xmas camp lunch at Yea, where 43 were in attendance with many members coming up from Melbourne and others from country areas. We had lunch in Mooropna with 26 members there despite the heat and torrential downpour on the way back. Also, lunch at the Axedale hotel was another popular ride with 22 attending with quite a few locals from the Bendigo area. Of interest was the Black Dog ride, a charity event to aid the sufferers of depression, led by Chris Seabrook, where some of our members helped with marshalling duties.

Of note is the return of the Christmas-in-Winter event, not held for two years because of Covid, this year in Albury NSW, where 18 of our members turned up and a further 12 from the Canberra club. Also of note, another event, last held in 2019, was the Service Day. This time it was held at a member's property near Ballarat, where two R90s were brought back to life; 38 attended there. Highlights of the year, must certainly be the introduction of the GS Riders Group, which got off to a flying start with the first four events in a series of training and skills weekends at the Touratech premises near Wangaratta. But most notable was the first of a series of events to celebrate the 100th anniversary of BMW Motorcycles, being a ride to Wilson's Promontory and dinner at the Fish Creek Hotel; 22 attended. Congratulations go to all who have put in so much time and effort to arrange the 100th Centenary series of events.

Congratulations also, go to the Committee and all of the Support Team members who selflessly put in so much of their time to make the club operate so smoothly and efficiently.

**Bob Leggatt**



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# “ Editor's Message

**A**ugust here we are, by the time this issue goes to print and gets delivered to your door, the AGM on 24th July has most likely taken place, yes another year has flown by. Now we have a new committee sitting in their seats and will be looking towards the commencement for another great year. Many thanks go to the past and present committee members and all the support staff.

It's been a funny year with a few mishaps along the way but the club has rallied on and continued to move forward. This year we're in the midst of celebrating BMW's 100th Centenary Year from its humble beginning of the R 32 to BMW opening many doors to many different style bikes with the GS bikes being BMW's major seller. With that, this year was the formation of the GS Riders Group held by Touratech providing training courses to develop rider's off-road riding skills.

This year we are celebrating BMW Motorrad's 100th Year Celebration. Many varied events have been arranged such as the Historic Winton Motorcycle display and the Wilson's Prom week-ends in May. Still to come are the Grampians weekend ride from 18th – 21st August and the main event to be held on Sunday 27th August at Calder Park Raceway, so do attend and represent our club with your pride and joy, be it an everyday ride or one for that special occasion. And there's more events still scheduled for September and October. Keep your eyes peeled in the *BeeEm* issue calendar as well as on our website for all the information.

June presented a few good rides, so read on and check out what adventures our members have been up to such as the Powelltown Hotel ride, Mid-week ride to North Eastern, Sunday Thommo's Pub ride to Cobden and the Christmas in Winter at Albury.

**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.

## Thomas takes over the Classifieds

Woohoo! We are very happy to announce that Thomas Kuen is now the new club Classifieds administrator and we thank him sincerely for stepping into the role.

Thanks to Thomas putting up his hand, the Classifieds will continue. We're so pleased to welcome him to the Support Team. It's the team of 'givers' who work very hard in the background month after month to make sure you, as members, can enjoy your membership with the services and perks you've come to expect. We don't thank them enough but here is a big 'Thank you' to each one of the Support Team.

We're taking this opportunity to move to a different Classifieds email address to bring consistency to the club email addresses. Thomas will be using the new email address:

**[classifieds@bmwmccvic.org.au](mailto:classifieds@bmwmccvic.org.au)**

Thomas will be happy to assist you with whatever you wish to sell or items you might want to list as 'Wanted'. Classifieds are visible to members only and you must be logged in to see them.

Once again, a huge thanks to Thomas for taking over this role. He'll be an asset to the team.

**Lynne Rosenthal**

# 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.

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Andy Strapz	Club discount on panniers, straps, boots, parts and all good things.
Bike Logistics Australia	Club discount on motorcycle transport
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D2D Accessories	10% discount. disc. code 'bmwmccvic' ( <a href="http://d2daccessoriesshop.com/">http://d2daccessoriesshop.com/</a> )
Doncaster BMW Motorrad	Club discount on apparel, servicing and parts
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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
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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

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# BMW's R 1250 GS is the world's most popular adventure bike. The R80 G/S is the original and commands special collector status

Courtesy of AllMoto



## Everything you need to know about the BMW R80 G/S

Every so often a motorcycle creates a niche and changes the marketplace forever. While BMW hasn't produced landmark models in the vein of Triumph's Speed Twin or Honda's CB750-Four, the BMW R80 G/S did initiate a new category: large-displacement dual-purpose motorcycles.

Over the past 40-odd years, BMW's R80 G/S has evolved into the current R 1250 GS adventure bike and spawned dozens of competitors. The R 1250 GS is now the backbone of BMW's line-up and the adventure motorcycle is one of the most popular worldwide. And it all began here.



## BMW R80 G/S FROM SMALL BEGINNINGS

Back in 1980, the largest dual-purpose motorcycles were 500cc four-stroke singles, but their appeal was limited as they were hard to start, very tall and blessed with intolerable vibration.

BMW had a long history of off-road involvement with its boxer twins and rewrote the rules with the R80 G/S. Continuing BMW's usual path of evolutionary development, the R80 G/S put the R80/7 air-cooled boxer in the smaller R65 chassis. It then mixed a few ingredients and the result was an innovative machine that excelled at its intended role.

G/S stood for Gelände/Strasse, or woods/street, and the R80 G/S pioneered a new class of motorcycle – the all-purpose, large-capacity leisure machine. Aimed at the



explorer or adventure rider, it began a path that still serves BMW well today. For a dirt bike, the R80 G/S was big and heavy, but for a street motorcycle, its weight and size were moderate. BMW figured most riders would use the G/S mainly for street duties, and it was right. Owners liked the off-road look but didn't necessarily test the bike's limits in the rough stuff.

Except for its high-rise 2-into-1 exhaust system, the R80 G/S's engine specs were similar to the R80/7's. Developments extended to Nikasil cylinders, Bosch electronic ignition, a 4.5kg-lighter clutch and flywheel, and a plastic airbox with a flat air filter. The 84.4 x 70.6mm overhead-valve boxer displaced 797.5cc. The claimed power was a moderate 50hp (37kW) at 6500rpm with a mild 8.2:1 compression ratio and a pair of Bing 32mm constant-velocity carburetors.



The frame was similar to the R65, but the bolted-on subframe and Monolever single-sided swingarm were new. Also incorporating the driveshaft, the Monolever was claimed to provide 50 per cent more torsional rigidity, despite being 2kg lighter than the normal double-sided type. Three 12mm bolts secured the rear wheel, and the 1.85 x 21-inch front and 2.15 x 18-inch rear wheels were similar to the factory ISDT machines.

### BMW-Rolf-Witthoft-GS-900-1980

Metzeler developed universal tyres specifically for a large and powerful dual-purpose motorcycle, and were the first to be rated at speeds up to 170km/h. The front brake was also unusual for an enduro machine, with a single disc and Brembo caliper.



### ALL-ROUND APPEAL

Although it was marketed as an enduro motorcycle, the R80 G/S quickly found favour as a competent all-rounder. With less weight, superior ground clearance and a more rigid chassis, the R80 G/S was widely accepted as the finest-handling boxer ever.

The 173kg weight may have compromised off-road performance, but the R80 G/S provided exceptional street capability. Even with the universal Metzeler tyres, the R80 G/S was so good on the street that it outshone many supposedly more-sporty models. And it could embarrass a more powerful motorcycle on a twisting mountain road.

Responding to the G/S's success in the Paris-Dakar Rally, a special Paris-Dakar version of the R80 G/S became available in 1984. While its engine and chassis were unchanged, setting the Paris-Dakar apart was a solo seat and a large, 32-litre steel fuel tank with the signature of Paris-Dakar Rally winner Gaston Rahier.

Also featured were red and blue Motorsport decals, rubber kneepads and enough fuel capacity to allow for around 480 kilometres between stops.



The R80 G/S was a brilliantly conceived motorcycle and its timing was perfect. BMW made 21,864 of them in 1987, buoyed by success in the Paris-Dakar Rally.

The company had found a unique formula that suited adventure riders around the world. Although the replacement Paralever R100 GS was also hugely popular, the lighter and smaller R80 G/S set the scene.

It is now considered the classic BMW Gelände Strasse motorcycle and commands special collector status.



### Five facts about the BMW R80 G/S

- BMW has a long history of building off-road motorcycles, and the impetus for the R80 G/S was Herbert Schek's three over-500cc German off-road championships between 1970 and 1972 on a modified R75/5.
- The introduction of a 750cc-and-above class in 1978 saw the creation of a specialised works competition model, the GS80, for 1979. This provided BMW with German and European enduro championships in 1979 and 1980.
- The introduction of the R80 G/S coincided with BMW's participation in the Paris-Dakar Rally. For the 1981 event, HPN Motorradtechnik, a small tuning firm in southern Bavaria, prepared the machines and Hubert Auriol rode to an easy victory, three hours in front of the second-placed Yamaha.
- After a disappointing showing in 1982, Auriol won again in 1983. That year, the engines displaced 1015cc and produced 75hp.
- The boxer twin's final victory in the Paris-Dakar was in 1984. Three-time world motocross champion Gaston Rahier rode the machine to victory from Auriol, despite being unable to touch the ground while astride it.

## The Flying Brick 40 years on

Courtesy Wikipedia

The BMW K100 is a family of four-cylinder 987 cc motorcycles that were manufactured by BMW from 1983 to 1992.



### Background:

As the 1970s came to an end, BMW faced three problems from developing its flat-twin boxer engine further:

Emissions regulations being developed in the United States and the European Union meant that more control was needed over the amount of fuel entering the combustion chamber. From an engineering standpoint, this was easier to achieve with more cylinders at an overall smaller displacement.

The market-led development of bikes was leading to the Japanese factories developing smoother and quicker machines based around a four-cylinder format. Bike comparison in the media at the time was based around top speed, and a four-cylinder when fully developed created more power. In combination, this meant that BMW's marketing to users of a superior bike, allowing them to price at a premium, was being quickly lost, resulting in a loss of sales and market share.

At the time, BMW, Moto Guzzi, and Harley-Davidson were the only major "high end" manufacturers that did not offer liquid-cooled engines. Competing brands, notably of Japanese manufacture, were touting the superiority of their liquid-cooled engines and had introduced low maintenance shaft-drive technology in a growing number of their models.

### Concept:

BMW needed to develop a clean-burning four-cylinder engine quickly. While a flat-four engine would have been suited to their boxer tradition and experience, it would also give the appearance that they were copying Honda's GL1000 Gold Wing.



In 1977, Josef Fritzenwenger presented a prototype using a PSA-Renault X-Type engine from a Peugeot 104. The engine, which was installed in the 104 at a 72° angle, was laid flat in the frame with the crankshaft on the right, running parallel to the centre line of the frame. This layout, for which BMW submitted a patent application, was well suited to BMW's traditional shaft drive, needing only one 90° bevel drive to transmit power to the rear wheel. Using shaft drive with the near-vertical transverse engine preferred by the Japanese manufacturers at the time would have needed two 90° bevel drives, doubling the power lost to the inefficiency of these units. The new layout also kept the bike's centre of gravity low, which improved the bike's handling, and made space behind the front wheel available for the radiator.

Fritzenwenger's concept was developed by a team led by Stefan Pachernegg based on criteria set out by R. P. Michel and K. V. Gevert. Martin Probst, who had earlier worked with the development of BMW's Formula Two engine, was responsible for engine testing and development.

As an automobile manufacturer, BMW had about twenty years of experience with liquid-cooled overhead camshaft inline engines. This was carried over to the K100 engine, which used a Bosch LE-Jetronic fuel injection similar to that being introduced on their second generation 3 Series cars. Replacing the Bing carburettors traditionally used on BMW motorcycles, the fuel injection system increased power, broadened and smoothed the powerband, and reduced fuel consumption, partly by shutting off fuel under deceleration to 2000 rpm. The engine also featured a breaker-less electronic ignition system.

The engine was positioned with the crankshaft on the right-hand side of the motorcycle and the cylinder head, camshafts, injectors and spark plugs on the left-hand side. This improved access to the engine over that of a conventional design, where the crankshaft would be at the bottom and the cylinder head and associated parts would be between the engine block and the upper frame. Design and development



### K75

The BMW K75 is a standard motorcycle produced by BMW Motorrad from 1985 to 1995.

The three-cylinder BMW K75 was developed alongside the K100, but was introduced a year after the K100 as a marketing strategy. The K75 engine had the same bore and stroke as the K100, yielding a displacement of 740 cc. Its crankshaft had 120° between the throws and was counterbalanced by balance weights added to the water pump accessory shaft, which ran at engine speed as is correct for a 120° straight-three engine. The balance shaft made the K75's engine smoother than the K100's engine.

To increase the smaller engine's power, the K75's engine was given longer valve timing, the compression ratio was increased to 11.0:1 from the K100's 10.2:1, the combustion chambers were redesigned, the intake manifold was shortened, and the exhaust system was retuned. The US market engine, specified to meet Environmental Protection Agency (EPA) requirements, produced 68 hp (51 kW); engines for all other markets produced 75 hp (56 kW).

### K75 valve cover

The front engine mounts on the K75 frame are placed further back than in the K100 frame and the downtubes are at a different angle; otherwise, the frames are identical. The K75 had the same wheelbase, seat height, and steering geometry as the K100. According to BMW, 80 percent of the K75's parts are interchangeable with the K100's. The K75's radiator and fuel tank were smaller than those on the K100.

### Specifications

A single-sided hollow swingarm enclosing the drive shaft provides the right-side drive through the gearbox and to the rear wheel. The 4-into-1 all stainless steel exhaust exits on the left-hand side.

Brakes are two-piston Brembo callipers onto undrilled discs. Two different fork manufactures are used: Showa

with an outer upper tube diameter of 1.612 in (40.9 mm) and Fichtel and Sachs measuring 1.627 in (41.3 mm).

### K100 models

- K100RT
- K100, with no fairing
- K100C with a small cockpit fairing mounted to the handlebar
- K100RS, with sports fixed fairing and lower handlebars
- K100RT, with full touring fairing
- K100LT, with higher screen and additional standard equipment for 'Luxury Touring'

K100TIC, developed as an Authorities vehicle to support a variety of emergency services configurations including Police, Ambulance, Fire, and Military, this model designation only existed until the end of the 1985 model year. It was equipped with a high output alternator, taller first gearing, and supplementary wiring harnesses to support a variety of equipment options

All K100 models have dual front and single rear disk brakes. The RS model has taller gearing than other models. The K-series has additional refinements including aluminium fuel tanks, adjustable headlights, high capacity 460 watt alternators, Hella accessory plug-in, and self-cancelling turn signal lights.

### K75 models

- Red BMW K75S with top box and panniers, parked on a city street
- K75S with belly pan and touring bags
- K75, a naked bike with no fairing
- K75T, a US-only touring model with a windscreen, touring bags, engine crash bars, and a rear top case[citation needed]
- K75C, with a small cockpit fairing mounted to the handlebar
- K75S, with sport fairing, stiffer suspension, and lower and narrower handlebars
- K75RT, with full touring fairing

The S and RT versions have a rear disc brake and 17" rear wheels, whereas the others have a single leading shoe drum brake and 18" rear wheels. A stiffer "anti-dive" front suspension was added to the S and RT models. The later RT versions had an adjustable windshield that could be raised and lowered. Some taller riders complained of wind buffeting with the smaller S model stock windscreens.

### Later developments

The same team later developed an improved four-valve-per-cylinder head for the aerodynamic K1. In later models, the standard swingarm was replaced with a Paralever as on the K1. The LE Jetronic fuel injection system with separate ignition management was replaced by Motronic engine

management with the introduction of four-valve cylinder heads with the 1990 K1 and the 1991 K100RS.

Anti-lock brakes (ABS) were developed for K100 and K75 motorcycles and were installed on later models, which were among the first production motorcycles with this feature.

In 1993, the fork used on the K75S was replaced by a 41 mm (1.6 in) Showa fork. In 1994, the electrical system was given a larger 700 watt alternator and a smaller 19 Ah battery. For 1995 anti-lock braking was standard on the K75S. Two different forks manufacturers were used: Showa with an outer upper tube diameter of 1.612 in (41 mm) and Fichtel and Sachs measuring 1.627 in (41 mm).



## K&R

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*BMW factory trained mechanic*

# R 90/6 CARBURETTOR SERVICE

BY: FERGUS O'LUANAIGH

I'm a relatively new member following an unexpected offer of my first BMW a 1974 R 90/6 that a friend of a friend had for sale following the death of her husband (its previous owner).

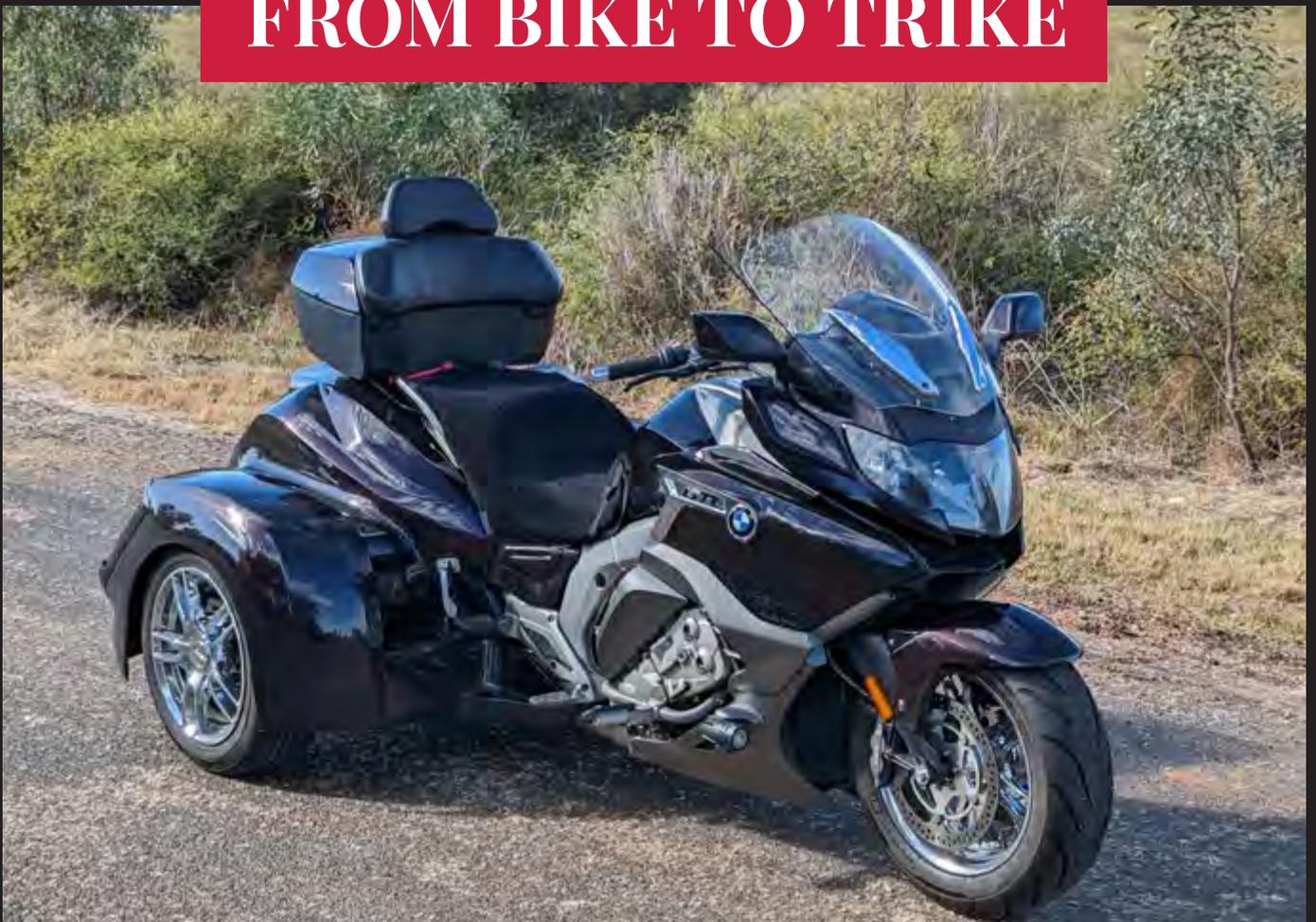
I own mainly vintage Japanese bikes with the occasional smattering of English and Italian (a '97 Triumph Speed Triple, a dalliance with a new Street Triple 765 which lasted about 18 months and more recently a 2007 Moto Guzzi Bellagio).

Anyway, this lovely, original R 90/6 found me and we're getting to know each other. Currently working on the carbies.





**FROM BIKE TO TRIKE**



## BY: BOB BENNETT

In 1982, at the age of 24, I found myself in need of a transportation solution as my wife required the car to take care of our children and for her work. So, I made the decision to purchase a 250cc Yamaha Road bike. It quickly became a daily companion for my commute to work, and on weekends, I would take it out for joyrides, revelling in the sheer joy of riding. Over the years, as my children grew up, they developed a fondness for hopping on the back of Dad's bike, which made our rides even more enjoyable. As time passed, I went through a few different bikes, exploring various brands such as Honda, Suzuki, and Ducati, constantly seeking the perfect fit for my riding preferences.

Then, in 2005, I had my first encounter with a BMW. It was a K 1200 LT, and I instantly fell in love with it. The performance, handling, and the technological advancements were simply captivating. It was a game-changer for me. However, as years went by, my desire for an upgrade grew stronger, leading me to sell the K 1200 LT. In 2016, I finally acquired a second-hand BMW K 1600 GTL. The moment I took it for a ride, I was blown away by the sheer power, superior handling, and advanced technology it offered. It was a significant upgrade from my previous bike, and I was thrilled with my purchase. However, my infatuation with BMW didn't stop there. In 2018, the new model of the K 1600G TL was released, and I couldn't resist the temptation. I made the decision to sell my current bike and be the proud owner of the first imported K 1600 GTL in Australia. The excitement was palpable as I eagerly awaited the arrival of my new bike.

But life has a way of throwing unexpected curve balls. In 2020, I underwent a medical procedure that didn't go

as planned. A cortisone injection in my neck resulted in Myelomalacia c5-c7, causing incomplete paraplegia and a host of other complications. It was a challenging time, and my ability to ride without stability issues was compromised. To ensure I could continue to enjoy the thrill of riding, I had to explore alternative options. I considered a Can-Am Spyder, but my attachment to the BMW brand was too strong to part ways with it. A sidecar was also a possibility, but it didn't quite align with what I envisioned.

Ultimately, I found myself drawn to the idea of a trike. After extensive research, I kept coming back to a Hannigan trike kit as the perfect solution. I decided to import the kit from the USA, while the bike itself was sent to Sydney for the conversion process. Two months later, I was finally able to pick up my transformed trike, but there were still some hurdles to overcome before I could fully enjoy it. To get the trike registered for riding in Victoria, I needed a VASS (Vehicle Assessment Signatory Scheme) report and a roadworthy certificate. Fortunately, BM Motors in Ringwood came to the rescue. They diligently worked to clear all the fault codes and prepare the trike for the required assessments. During their inspection, they discovered several wiring issues that needed attention because the installers of the kit did not understand the BMW canbus system wiring harness. After completing the necessary procedures for the VASS, roadworthy and Registration, I finally hit the road with my registered trike. The exhilaration of riding once again coursed through my veins. However, to ensure everything was in perfect order, I took the trike back to BM Motors, where James spent two days fixing the wiring problems that had been identified.





### 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 Laughing Fox Cafe, 3/13 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](http://bmwmotorcycleclubofvictoria.wildapricot.org)

## Featured rides



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CRL to Powelltown



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Midweek ride to North Eastern Hotel



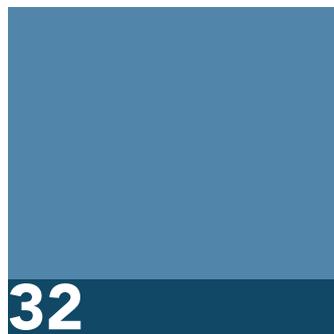
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Sunday ride to Thommo's Pub Cobden



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Christmas in Winter Albury



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Solo Saturday ride



34

Emerald coffee run

# CRL TO POWELLTOWN

BY MAX PARFETT

5 JUNE 2023

The email headline read - meet at Lilydale, but the body said "Peppers". A quick call to Ian for clarification and Wild apricot took the blame, hopefully no one went to Lilydale!

Seven of us departed Peppers heading east, using among others, Alma Rd to Watsons Creek, Yarra Glen, Coldstream and Beenak roads to Yellingbo, for an 'old man stop'. Then two of my favorite local roads being Sheep station Creek to Hoddles Ck and then Gembrook Launch Rd to the mongrel hairpin at Parkinsons Rd, which caught Bill out having a 'seniors' moment. Milners Rd is also pretty good.

The Powelly Pub saw us regrouping and a local recommendation to by-pass the pub meal!

The next 'leg' to the Ada Tree turn-off is also a favorite, probably the only twisty, half reasonable surface in Victoria that you can't speed on, it has a 100 kph limit!

The 'Little Red Duck' replenished the exerted calories and



also fed a couple of Southern Gippsland riders who joined us briefly.

We saddled up for a couple of k's, and then, just to get some off-roading in for the adventure riders, being the 100-metre track to the majestic 'Trestle Bridge'. Some members who had calories and energy to burn did the climb up to the deck to get a wonderful view of those that didn't.

## Rides, Rallies & Events



### Participants:

Ian McKenna	K 100
James Bonner	R 1200 C
Peter Walsh	KTM 790 Adv
Bill Pattie	Honda VFR 800
Graham Sangster	R 1200 RS
Marc Tracy	R 1250 R

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# BMW GS SAFARI 2023 - RIDERS

# Thank you

BY NIELS HOLM

From near and far riders rode, all in a hurry,  
To be at the twenty twenty three, GS Safari,  
Mick from Albury and Jack from Sydney  
Max from Melbourne and Paul from Goldie,

Bikes prepared, and tyres checked, Tank bags tight  
Dinner's here and drinks are served, it will be quite a night  
Luggage in the room, each morning on the truck  
Make sure you start on time, or you'll be out of luck

The rider training, was great to be had, over bumps and through the sand  
All preparing to travel across, this great land  
Miles showing what could be done, and calling the shot  
It was time to listen, so end up in the ditch, you will not

Of roads and tracks, narrow and windy, with some rivers  
Up hill and down dale, this gave us the shivers!  
BMW's we did see, from baby GS three ten, to mighty GSA twelve fifty  
Here and there and in between, many with riders well over fifty....

Now Markers, Orange is the one, upon which to stick  
But if Green is out, it's an alternative, and may be the one to pick  
Yellow is "caution", there's a warning or hazard on the route  
So don't be a goose, take heed, and don't come off the chosen route

Tools in hand and Torx at the ready,  
Who do we see, it's Benno and Turbo, we know they're always steady  
Look there's Terry from Woodend, it appears he's now on a GS Three Ten  
And here's Peter from Bacchus, hope he doesn't veer into the Marsh

There's a 1200 GS for sale in Boronia, and we see it's from Dave  
And look there's Adrian and Ben, they've got two cylinders end on end,  
Warren couldn't make it, another Safari he will have to do  
But there's no doubt, other riders are out and about, taking a photo or two

So we heard our engines roar  
For across the high country, we did soar  
Up the hills, through the rivers and around the bend  
All of us hope, the GS Safari, would never end

And so to the team from Moto-Development  
For the work they do, we must compliment  
Anthea and Remy, lots of skill, finesse and care,  
We thank them for the passion and commitment they share,  
Chris and Shane, out and about, a recce they took in their stride  
They picked the route, a journey we were proud to ride.

On behalf of all the Participants,  
Yarra Valley to Bathurst 2023  
BMW GS Safari

Thank you and Safe Travels,  
Niels Holm,  
R1250GSA Trophy





Short stop at Strathbogie with Mark Tracy R 1250 R and Michael Stoltenberg R 1200 S

## Midweek ride to North Eastern Hotel

**BY IAN MCKENNA**

14 JUNE 2023

Starting at the Shell Lilydale Service Station we had 4 riders on 4 bikes. Taking the Melba Highway to Yea with periods of light drizzle, we found the road between Castella and Glenburn has seriously deteriorated.

Rocking up at the Giddy Goat in Yarck we joined 6 more riders on 6 bikes and Christine Young who paid us a visit. Rolling on to Strathbogie, Rob Byrnes led us from Merton via Polly McQuinn. After a short rest in Starthbogie, Rob Byrnes led us to Boho South, Violet Town and Baddaginnie to Benalla on good back roads.

Lunch was at the North Eastern Hotel as the Farmers Arms Hotel nearby was closed. This pub gave us a good lunch and good service. After lunch the ride collapsed, but three of us took the Midland Highway to Yea where we took a coffee at the servo which seemed to be the only place open.

Pat Bajraszewski took off for Seymour, and Melinda Hindson accompanied me to the Eastlink Toll road near Dandenong. This ended a good day of riding.



Morning coffee in Yarck with a group photo including Ian McKenna

### Participants:

Melinda Hindson	F 700 GS
Ian McKenna	K 75 S
Michael Stoltenberg	R 1200 S
Marc Tracy	R 1250 R
Pat Bajraszewski	R 100 RT
Rob Byrnes	R 1200 GS
Mark Doherty	R 1200 R
Clint Hayes	F 700 GS
Les Watt	R 1200 GS
Christine Young	R 1250 GS



Morning Coffee in Yarck with Michael Stoltenberg



Short stop at Strathbogrie with Rob Byrnes R 1200 GS ready to lead to Benalla



Strathbogrie with Clint Hayes and his F 700 GS



Lunch at the North Eastern Hotel in Benalla with a view of the pub



Finishing the ride in Yea with Melinda Hindson and Pat Bajraszewski



## Sunday Ride to Thommo's Pub Cobden

BY CHRIS SEABROOK

18 JUNE 2023

Winter is upon us, so it is always a concern as to what the weather will be like for a ride. Cold you can certainly guarantee, but will it rain or not. Today, unbelievably there was clear skies with the temperature hovering around 6 degrees at the start.

With 5 layers on and the heated hand grips fired up it was off to Geelong to meet up with other brave souls. Today we started at BP Corio, just a little bit further down the road, but easier for those who live in the local area to get to. Then it was onto Modewarre, Bambra, Deans March, Forrest and then up to Colac for morning tea at Routley's.

After a welcome stop it was down south again towards Carlisle River, Kennedys Creek then looping north through Simpson towards Cobden, which seemed almost deserted. At Thomo's Hotel we were met by Robyn & David McNabb and a pleasant lunch was had by all.

Lunch over and a quick fuel stop we headed north through Camperdown, and the Lakes near Fox How before heading up to Rokewood. And turning East towards Geelong where we finished at the BP on the Melbourne side of the Geelong Bypass.

### Participants:

Robyn McNabb	Subaru Forester
David McNabb	Subaru Forester
Nicolas Watson	R 1100 GS
Ian McKenna	K 75 S
Chris Seabrook	K 1600 GT
Andrew Weller	R 1200 GSA
Paul Liistro	Rnine T Urban GS
James Bonner	R 1200 C
Edgar van der Wissel	R 1200 GSA
Sheryl Townsend	F 650 GS



## Rides, Rallies & Events



## 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

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# Christmas in Winter Albury

BY LYNNE ROSENTHAL

24 JUNE 2023

Rain, wind and cold didn't stop most of us from riding to Albury on Saturday, 24 June but we certainly appreciated the warmth and hospitality of our various motels when we arrived. Luke Pescarini's group of annual attendees decided to make a real weekend of it and left Melbourne a day earlier, staying in Yackandandah on the Friday night. It was great to see other Beemers already in the carpark when our little group of 3 arrived in Albury. There were happy greetings exchanged before we all freshened up for the Christmas in Winter event on Saturday night.

At 6.15pm we settled into the Banksia Room at the Commercial Club with our free drink on arrival. Tables were set with white tablecloths, napkins, bonbons and Christmas decorations, which looked beautiful. Our manager for the night, Brett, and the super chef looking after us, very graciously catered for 2 extras joining our group, helping us all to enjoy a relaxed and entertaining night together. The main meal of roast meat and vegetables and the plum pudding dessert with custard and ice-cream were plentiful and delicious. Tea and brewed coffee were also available after our meal, accompanied by the plate of sweet treats on our tables. I thank the staff at the Commercial Club Albury for making us so welcome and providing such excellent food and service for our event.

Our traditional Christmas in Winter event can't go ahead without a few games so we began with a few word games. Max Horvarth instantly recognised the first word jumble and came up with the answer in 2 seconds flat so he was banned from answering any more. Other people needed a chance! Our 3 word-game winners, Max, Kevin Cooper and Winfried Hessling, were quickly 'volunteered' to be the patsies to play 'Celebrity Head'. It was very entertaining and with plenty of humour and a bit of luck, the boys duly guessed the identity of their celebrity to cheers and applause. It was fun, well it was for us spectators anyway.

This combined Christmas in Winter event for Victorian and ACT Club members fell off the list for a few years when COVID and busy lives interrupted the flow for a while, but now it's back on the calendar. The attendance of 24 from Victoria and 8 from Canberra shows that numbers are back where they were when we left off, which is terrific. We organised this year's event so the Canberra Club members said they will pick up organising it next year. They warned us that we may need to travel a little further north to join them for the event next year but we'll be up for it – won't we! I hope so, it's a really nice gathering with a good vibe and I thank everyone who attended and supported this enjoyable gathering this year.







## Solo Saturday ride - She was right! (This time)

BY TOM COGHLAN

24 JUNE 2023

I work full time, so Saturday is my ride day, either a Club Ride or riding with my riding buddy, Rob Chapman. This Saturday morning was raining and miserable, so we decided to wait until lunch time. By early afternoon, the rain had stopped but unfortunately Rob was not up to riding. I felt like an adventure, so I decided to ride alone.

I departed from Wantirna, through Warrandyte and took the Skyline Road onto Catani Blvd, then Osborne Road. All dirt roads but nothing too exciting. Back on the Eltham-Yarra Glen Road, through Yarra Glen and onto Healesville, where I stopped at the Beechworth Bakery for a hot chocolate and a German donut (which I highly recommend).

So far, an easy run, so I went up the Black Spur as far as the Black Spur Roadhouse. I was looking for the Old Black Spur Road but did not find it. I took Monda Road (dirt road) and explored the pine plantations forest, which had recently been thinned out with cut logs on the side of the road, along with freshly cut foliage. I spotted two mobs of kangaroos and no one else in sight.

I then took the Racecourse Creek Road, which doubled back to Monda Road, where the bush started to close in a bit. As I rounded a corner I was faced with a descent and wet red clay. As I knew my skill level would not handle wet clay, I gently applied the brakes, as I came to a stop. This is where I “lost it”, with me and the bike parting company. It was a slow stop and I only had a sore shin and discovered later a little lost skin.

This is where the “real adventure” begins. I was OK, but the bike was down and I was alone. With a bike weighing over 200kg and myself a youngster at 69, weighing in at 85kg – I was unable to lift the bike. I bashed sticks in the ground to stop the wheels slipping, removed the seat and used a length of log as a lever. I was able to lift the bike but not enough.

It was late afternoon, getting dark and I was alone and feeling weary. I was about 4km off the main road and I started to panic, just a little. I called my brother Jim, explained my situation and he was on his way to rescue me and pick up the bike. Unfortunately, he was more than an hour away, so I sat and waited. By 6.00pm it was dark, when I heard and saw two 4 x 4's coming up the slippery track. I waved them down and they helped me get the bike up on 2 wheels, for which I was very thankful. I watched them drive off.

I phoned Jim and said I was OK and no longer required his help. I started the engine and tried to walk the bike out. My tyres are continental TKC70, great on bitumen, dirt and gravel but useless in mud. With the bike slipping everywhere and my feet slipping, I managed to push it 40 metres to solid ground. After a lot of huffing and puffing, I recovered and retrieved the seat and the rest of my gear (only slipping over once in the mud).

With the bike back in one piece, and red clay removed from the foot peg and brake pedal, I started her up and hopped on. I slowly rode back the way I had come in. Riding the bush track when it is dark is an interesting experience. During the day the bush was closing in, but at night it was a lot worse. Luckily, I have additional lights on the bike and I was glad to have them. I fully expected a monster or large animal to emerge from the bush.

When I am riding a gravel road the bike tends to wander a bit. You get used to it and let it happen. However, under these circumstances, I must have been anxious as every time it wandered, a little more panic set in.

After what seemed a very long time, I saw the lights of cars and pulled onto the highway. I stopped at the Black Spur Roadhouse to check the bike thoroughly under the lights and took a deep breath.

I phoned Kerrie, my wife of 42 years and told her I would be a little later than planned. When she enquired why, I gave her a watered-down version of events. If I was expecting sympathy, I was mistaken and received a lecture on not riding alone, instead. I headed on home.

I have ridden up and down the Black Spur a few times during the day, but this was the first time I have done it at night. With the moonlight obscured by the trees, the moisture in the air, the patches of mist and the mirrors fogging up, it was unlike any other time I have done this trip. I was again grateful for the extra lights on the bike, as my headlight is not very bright. The only problem was one out of ten cars would round a corner, with lights on high beam and take their time to dip them. It was quite blinding.

Once off the spur, I took the quickest way home and pulled into the driveway a little after 8.00pm. As I dismounted my steed, I felt exhilarated about the day's “adventure”, as it had turned out OK in the end. However, in saying that, I was very glad to be home safe.

With hindsight, I think in the future I will listen to my wife's sound advice and concern and not travel those roads alone. The outcome of this adventure could have been a very different story.

She was right, this time ...



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## Emerald coffee run

BY FRANK CACHIA AKA R 26

24 JUNE 2023

**A**chtung, another official announcement; this is your friendly R 26 calling bringing you the latest from Emerald.

Come the day before, and there's Frank checking out my oil, fuel and tyre pressure. Opening the garage door and being wheeled outside was something I always look forward too; seeing clouds and feeling a cold wind wasn't. Well it is an accepted fact; it's the first winter's run.

The run and climb to Mt Evelyn was taken with a noticeable drop in traffic, which explains why there were no speed cameras. You know, at times you have to question Frank's logic. Over breakfast he was in a heated house whereas now, as we're cruising towards Monbulk, his teeth once again left no doubt of the surrounding winter's temperature. If you had dentures Frank, you could have left them at home and be able to only listen as I happily purr along.

Monbulk was no different, at the local supermarket no vehicle or pedestrian movement, no hustle no bustle. Even the odd dog walkers were absent. This was the day the locals stayed inside to just eat and sleep.

Just as I left Monbulk behind and ready to enter race mode, a strip of blue sky appeared. Well that certainly helped lift up the spirit. It didn't last long. Hardly had I gotten into the spirit of things when patches of wet corners presented themselves. Well that definitely put a damper on enthusiasm. Playing it safe, Frank switched back to cruise mode. Why can't the wet patches be in the straights?

Emerald, too, showed a drop in traffic. Thanks to the strengthening wind, clouds moved along revealing a bluer outlook.

Only four bikes were present as I brought Frank to the gathering.

Oh wow look at that; there at the end of the line was a sparkingly clean single cylinder Honda. Aha, a distant cousin, an appropriately place to park alongside. Well something I didn't know; Frank's first motorbike was a 1972 Honda CB125S. So Frank has been a single cylinder rider from way back in his dark distant past. Yep, Singles

Rule, mate. After a quick hello, he did spend quite some time examining it, well that certainly helped bring back memories.

The place to be seen was in front of the bakery, the place bathed in winter's sun. Three layers of leather was doing its best to absorb some heat to warm up aging bodies. In between bouts of sunshine, passing clouds made their presence known by dropping their water reserve. It was also the place to see Tom Coghlan once again carry out the Emerald tradition of consuming a meat pie.

Conversation ranging from motorcycle technical matters, weather, rumours, scandals, to world events flowed whilst observing red plated vehicles, cyclists and the general public passing by. All conversation stopped to observe the brothers Riddle, Steve and Geoff arrival. As soon as they joined us, salutations were passed around and once again conversation flowed.

Just as Thomas departed on the Honda, Mark and Viv Doherty showed up. No surprise here, Mark is well known for always arriving last, the surprise or I should say shock was that they showed up in, wait for it, a car. I mean really, this is unforgivable. Actually, after demanding an explanation it turned out there was a reasonable excuse behind it. Mark and Viv were involved in a road accident.

A few days before, whilst slowing down approaching a roundabout, a car ran into the back of their R 1200 RT. Rider, pillion and bike were flung forward, crashing and thumping to the sound of bending steel and shattering glass. An ambulance and police were soon on the scene. The good news was there were no broken bones. Mark was taken back home, Vivian spent a night courtesy of the local hospital for observation, the bent and bruised bike taken to BM workshop and the rear number plate removed from the car radiator. Twenty-four hours later, Mark and Viv were re-united back home, both suffering aches and bruises. The bike isn't a write-off and with a few thousand dollars invested will soon be back on the road.

How many times have motorcyclists been told to be more visible yet here's the perfect example of a rider and pillion wearing Hi-Viz jackets looking more like a pair of Bananas in Pyjamas and it still didn't help from other inattentive road users.

By midday there wasn't a single cloud to be seen however the wind really started to blow. It was a lazy wind, didn't go around, but through you. Debris and foliage were quickly dispatched across the car park, an advertising stand was blown over, and the temperature took a dive. The next movements were our riders coming over and dressing up, yep time to depart.

Frank had trouble bringing me back to life. A number of kicks didn't produce any results. Ahem, you old fool, turning the fuel tap to ON would guarantee better results.

A goodbye wave was quickly returned before we eased into the afternoon traffic. Once again as soon as we turn off Main Street, the road practically becomes void of any vehicles. Excellent and sheltered from the wind the run to Monbulk would be a most enjoyable dash. It wasn't; once again debris and leaves now soaked presented a road hazard. Coupled with wet patches which always seem to be across bends, saw me once go back into cruise mode. What a way to spoil a run.

The run from Monbulk to Mt Evelyn was thankfully on a dry surface, however in the open areas, side winds became a hazard. It's not often that I carry Frank at an angle whilst travelling in a straight line.

Since leaving Emerald we only stopped at one set of traffic lights. It was here that a 350 Royal Enfield stopped next to us. As expected when two motorcyclists meet, talk quickly followed. Whilst I was enjoying hearing compliments being directed at me I had the opportunity to smell the other bike's oil burning capabilities.

Understandably once the lights showed green the bigger bike moved ahead. This was the perfect moment when Frank noticed that whilst the rider was properly attired in full leathers, his feet, minus socks were inside a pair of house hold slippers. That gave Frank an involuntary shiver.

No more than a few minutes later I was wheeled back into the garage. Only 28 days for the next dash.



#### Braving the weather were:

Tom Coghlan back on his F 650 GS Dakar  
 Geoff Riddell on a R 1100 RT and his  
 Brother Steve on a R 1200 GSA  
 Colin Mc Donald on his R 1250 GS Adventure Rallye X  
 Paul and Sylvia Wenger on a R 1200 RT from Longwarry  
 Thomas on his son's CB125F Honda  
 Mark and Viv Doherty in a .....car

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.

## AUGUST 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

**5th August – Saturday – Western Coffee Morning – Ballarat**

**7th August – Monday – CRL - COFFEE RIDE LUNCH TO OLD JETTY TEAROOMS TOORADIN**

Ride of 120 km to the Old Jetty Tearoom in Tooradin, ride via Yarra Glen, Lilydale, Belgrade, Berwick and Fiveways. Return via Cardinia, Pakenham, Emerald and Olinda to Montrose for a total distance of 185km. Start at Peppers Paddock General Store in Wattle Glen at 10am. Lunch at Tooradin about 12.30pm, final coffee at Montrose about 2.30pm. Ride leader Ian McKenna ph. 0487 868 466.

**8th August – Tuesday - VISIT TO RINGWOOD BMW**

Come and visit Ringwood BMW on Tuesday 8 August 2023. The BMW Drivers Club has kindly invited us to join them for the 'soft launch night' at Melbourne's newest BMW Dealership, Ringwood BMW. Ringwood BMW, 405 Maroondah Highway, Ringwood, 3134.

Come and see the great Motorrad space, upstairs, and the state of the art workshops. Registration is essential, via the BMW Drivers Club website (link below), for catering. All welcome, bring a friend. Light refreshments on the night, so registration is a must.

<https://bmwdcm.wildapricot.org/event-5321549>

**12th August – Saturday - Gippsland Coffee Mornings – Heyfield**

**16th August – Wednesday - MIDWEEK RIDE TO HOLGATE BREWHOUSE in WOODEND**

Ride of 180 km to the Holgate Brewhouse at Woodend. Ride via Glenburn, Flowerdale, Broadford, Pyalong and Baynton to Woodend.

Return via Riddle Creek, Wallan, Arthurs Creek, and Yarra Glen for a total distance of 310 km. Assemble 8.30 at Shell Lilydale Service Station for departure at 9.00 am. Stop at Broadford, Woodend, Wallan and Yarra Glen. Coffee at Stutus Bakehouse in Broadford at 10.30 am.

Lunch at Holgate Brewhouse at Woodend at 1.00 pm. Coffee at Pretty Sally Bakery in Wallan at 3.00 pm. Finish at Yarra Glen at 5.00 pm.

Ride leader Ian McKenna ph. 0487 868 466.

**19th / 20th August – 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](mailto:secretary@bmwmccvic.org.au) or send text to 0401 091 277. Please RSVP by cut off dates, to confirm numbers for training and catering

**19th August – Saturday – Central and South Gippsland/ Bass Coast Coffee Morning**

**18th/19th/20th/21st – 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 August. 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.

**20th August - SUNDAY RIDE - TBA (SOUTH EAST GIPPSLAND)**

T.B.A. - 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

**26th August – Saturday – Emerald Gathering Coffee Morning**

**27th August – Sunday - CELEBRATE 100 YEARS BMW, CENTENARY DISPLAY**

A Celebration of 100 years of BMW Motorcycles which will be held at the German Auto Show in conjunction with the BMW Drivers Club of Melbourne.

Calder Park Thunderdome. 377 Calder Fwy, Calder Park. Gates open to the public from 10am. Refer for further details on website.

This will not be a Concourse or Show and Shine, just clean up your daily ride and come along. Be there by 7.30 to 8am so we can set-up our stand and arrange the bike display before 9am. Or just park your pride and joy at the club stand for all to admire.

Register on the Club's calendar and pay. Pre-paid \$10 (bike or car load) registration includes a centenary badge. On the day \$20 or Public entry - gold coin donation. All proceeds from this event will be donated to charity, Beyond Blue We will need a few volunteers to help with the arrangements, marshalling, set-up of the stand, public relations with the spectators and so on.

All enquiries to Bob Leggatt 04747 858 96, Jacques van Niekerk 0401 091 277 or Bernard Schacher-Tayla 0403 899 374

**28th August - Monday – Monthly Club Meeting**

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

## SEPTEMBER 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

**2nd Sep – Saturday – Western Coffee Morning – Ballarat**

**4th September – Monday – CRL - RIDE LUNCH RIDE TO RAILWAY CLUB HOTEL, SEYMOUR**

Ride of 125 km to the Railway club Hotel in Seymour, ride via Yan Yean Road, Whittlesea, Flowerdale, Strath Creek, Broadford, Sugarloaf Creek and Hilldene. Return via Kerrisdale and Kinglake west to Pheasant creek for a total distance of 200 km. Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00 am. Lunch at the railway club hotel in Seymour at 1230 pm. Finish at flying Tarts Bakery in Pheasant Creek at 2,30 pm. Ride leader Ian McKenna ph. 0487 868 466.

**9th September – Saturday – Gippsland Coffee Mornings****13th September – Wednesday – MIDWEEK RIDE TO RAILWAY CLUB HOTEL, DUNOLLY**

Ride of 196 km to the Railway Hotel in Dunolly, ride via Myrmiong, Trentham, Kyneton, Castlemaine, and Maldon to Dunolly. Return via Maryborough, Clunes, Ballarat, Gordon, Ballan and freeway to Rockbank for a total distance of 370 km. Assemble 8.30 at BP Rockbank Service Centre on Western Freeway for departure at 10.00 am. Stop at Kyneton, Dunolly, Warrenheip and Rockbank. Coffee at Little Swallow Cafe in Kyneton at 10 .30 am. Lunch at Railway Hotel in Dunolly at 1.00 pm. Coffee at Warrenheip at 3.30 pm. Finish at Service Centre near Rockbank on Western Freeway at 6.00 pm. Ride leader Ian McKenna ph. 0487 868 466.

**16th September – Saturday – Central and Sth Gippsland/ Bass Coast Coffee Mornings****17th September - SUNDAY RIDE - TBA (NORTH EAST) T.B.A. - 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

**22nd/23rd/24th – Friday/Saturday/Sunday – CELEBRATE 100 YEARS AT LLANELLY 40 MINS FROM BENDIGO\***

Enjoy a weekend away or just Sunday to celebrate the birth of BMW motorbikes at the historic Llanelly School which has heaps of room for camping and caravans onsite, plus motels nearby. We have all facilities at the school site, including free cooking and a BBQ. We will have a traditional bonfire on Friday and Saturday nights (weather permitting). For a small fee of \$75 you get free camping, two cooked breakfasts, 2 course sit down dinner (Saturday), unlimited coffee and a very entertaining guest speaker in the evening talking about BMW motorbikes. Booking is essential - 100 member limit at the dinner. Friday dinner at the Newbridge pub (2 kms) or your own BBQ on the several BBQs at the site followed by outdoor camp fire to cook. Saturday after your cooked breakfast, a history/mystery background ride to Bendigo for lunch followed by a visit to a private motorcycle museum in the heart of Bendigo to see many early model BMW motorbikes including the first and original unrestored, working R32. choosing. Bring cash for a sausage sizzle lunch. Lock in 22-24 September for this super, good value, weekend with so much happening! Any queries to Les Watt 0429 990 148. (See website for full details)

**25th September - Monday – Monthly Club Meeting**

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

**30th September /2nd October – Saturday/Monday K SERIES 40TH ANNIVERSARY RALLY**

K 40 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. Register your interest and receive updates at [www.BMWMCC.au](http://www.BMWMCC.au)

\*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**

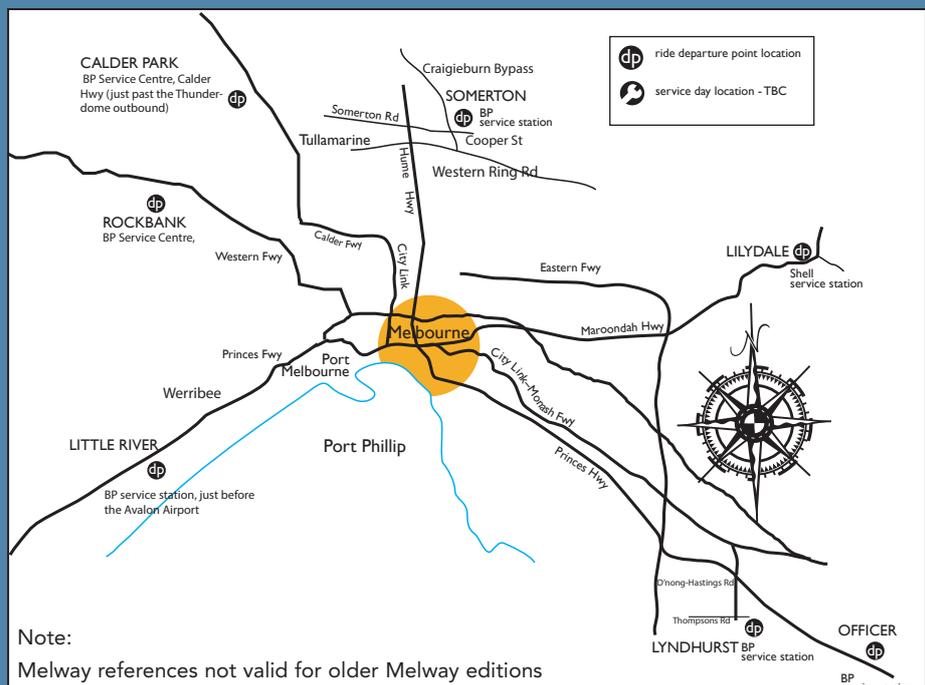
BP Service Centre - Officer Outbound 65 Princes Fwy, (M1) Officer. 2 km South East of Beaconsfield Exit on M1

**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  
**Phone:** 0408 554 542  
**Email:** eurkea54@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



#### New Tyres \$450 ONO

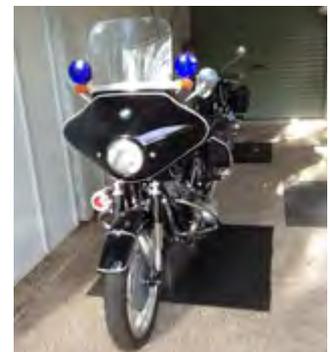
Motoz Tractionator Adventure tyres, brand new, to fit BMW F 800 GS. Front 90/90 21", rear 150/70 17"

**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



**BMW MOTORRAD WINTER GEAR FOR SALE (3 ITEMS)**  
**BMW Rallye 3 Heavy duty jacket** size 54. black/yellow panels, very good condition. Fits medium male. - \$300



**BMW Rallye 3** Wind- and water-proof inner jacket to accompany Rallye 3 jacket. Size 54. Little worn, can be worn separately - \$125



**BMW Tour Shell Cordura lined winter pants and braces** Size 56. Black/grey panels, bellows ankles, zips to Rallye 3 jacket. Fits medium male - \$75



**Contact:** Brian MacDonald  
**Mobile:** 0411 373 711  
**Email:** dunaber38@bigpond.com  
**OR Neville - 0429 438 161**

**Held Tropic 3 Mesh Jacket \$200**  
 Size EU44, brand new, never worn. German quality at a very good price.  
**Contact:** Duncan McGregor  
**Mobile:** 0411 156 484  
**Email:** mcduncan@bigpond.net.au



**BMW K 100 Crankcase cover \$65 ONO.**  
 Structurally sound, suit restoration project.



**Macna 'Impact Pro' Motorcycle Jacket \$249** A fully fledged All-Road All-Weather touring jacket. The direct laminated waterproof shell contains a detachable thermo lining and has plenty of adjustment to ensure a perfect fit.  
**Contact:** Niels Holm  
**Mobile:** 0400 873 619  
**Email:** nholm@netspace.net.au

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



**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

**BMW 1150 GS (2001, ABS) Spare Parts** My 1150GS has gone to heaven so my spare parts (many accumulated in preparation for overseas trip) need to go. Come and look or one page list available from Axel Leonhardt, 0411 125 275, alexhle@gmail.com

**DriRider Jacket \$75**  
 Size 48 (20,000km)



**TT Style Leather Jacket \$300** Size 50

**Walden Miller DNS style leather trousers \$250** About size 48, used for approx. 5,000 km. Room for jeans underneath, padded knees and kidney area  
**Contact:** Peter Rees  
**Mobile:** 0429 358 770



**BMW Touring Boots \$25** Size 42, may suit size 41. Plenty of use left, gear shift patch left boot needs repair.



**Contact:** Stanley Stork  
**Phone:** 9818 4320  
**Email:** swkrots@dodo.com.au

**Electric heavy duty motorcycle lift \$1,600** Cost \$2,800. (No photo) See all details on website. Bring trailer and 4 strong blokes to move it.  
**Contact:** Peter Rees  
**Mobile:** 0429 358 770

## WANTED

**BMW sidecar outfit. Classic airhead (series /6 and onwards) or 21st century GS.**  
**Contact:** Graeme Quin, 0408 587 964.

**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**

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## THE NEW BMW S 1000 RR

Limits are there to be broken. Experience uncompromising power with the new BMW S 1000 RR. Newly designed winglets and a formidable 210 hp make the engine a benchmark in the supersport segment. From the handlebar and seat down to the footrests, the whole design has been ergonomically optimised so you can surpass yourself in any race. Are you ready to challenge? **#MakeLifeARide**

Learn more → [bmw-motorrad.com.au](https://www.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](mailto:bikesales@doncasterbmw.com.au)  
[bmw-motorrad.com.au/doncaster-motorcycles](https://www.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](mailto:mcsales@southbankmotorcycles.com.au)  
[bmw-motorrad.com.au/melbourne-motorcycles](https://www.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](mailto:sales@ringwoodmotorrad.com.au)  
[bmw-motorrad.com.au/ringwood](https://www.bmw-motorrad.com.au/ringwood)

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

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