

July 2023

BeeEm

Magazine of the BMW Motorcycle Club of Victoria

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BMW Motorrad
100th Anniversary

1923 2023 

BMW Motorcycle Club
Victoria Australia



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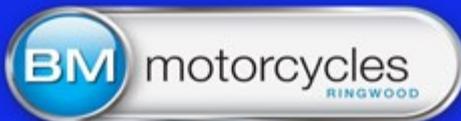
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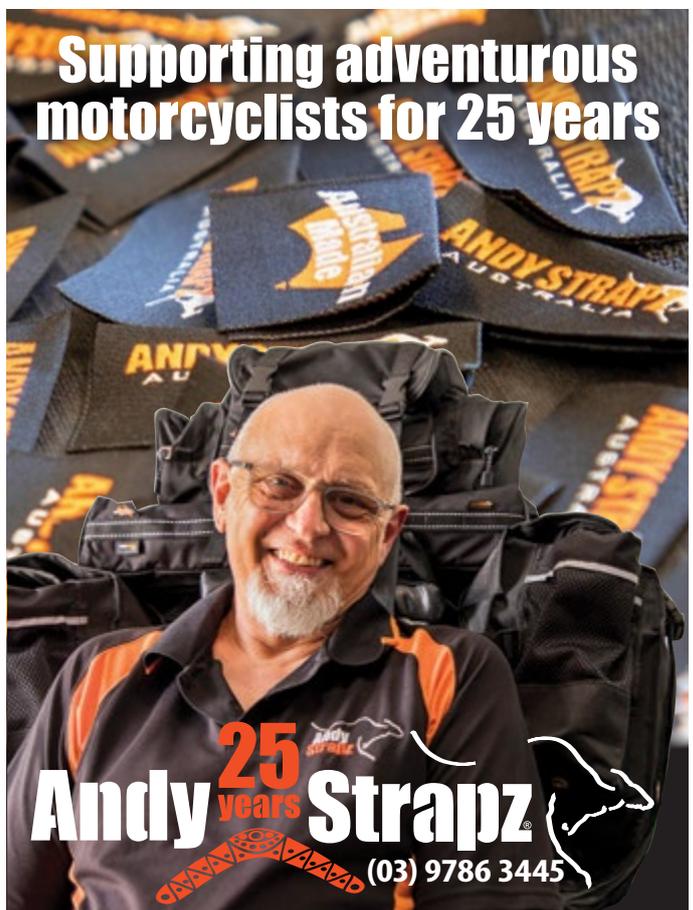
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BMW Motorcycle Club
Victoria Australia



BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

CLUB MISSION STATEMENT

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

POSTSCRIPT

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

Committee meeting: Contact President.

Midweek rides: Second Wednesday.

Service days: Location and dates to be advised.

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

DEADLINE

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

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

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

Commercial advertising material, members' trade ads should be sent to:

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Mobile 0403 302 230

Members' classifieds are to be sent to:

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Improve your riding skills by undertaking
 an accredited rider training course and take
 advantage of the club's \$50 subsidy scheme.

Talk to a committee member for details & conditions



President's Message

It was a damp start to the first of our 100th anniversary celebration events at Fish Creek. 22 had registered, people came and went during the day, but a most enjoyable time was had by all. 14 stayed for dinner on the Saturday night with many of the diners regaling their riding experiences as the after-dinner entertainment.

Still to come in our series of 100th events is Ian McKenna's Grampians Ride on August 18 to 21st, closely followed by our Stand and 100 years display at the German Auto Show on August 27th at Calder Park in the Thunderdome, where thanks to the generous and unselfish co-operation of several of our club members in volunteering their motorcycles, we will have a display of the boxer powered models from 1923 to date.

This is a rare opportunity for you to see the very first motorcycle that BMW ever made. You can also participate in this show simply by bringing your daily ride along or by showing off your classic/vintage pride and joy. There's plenty of room to trailer them in. Some volunteers will be needed to help with our stand

and marshalling of the bikes, and to help the BMW Drivers Club of Melbourne (the show organisers) with the event in general.

The organisers would appreciate your assistance, even for an hour or two, if you can help with either the club stand or the show, please call Bernard 0403 899 374 or Bob 0474 785 896.

Merchandise celebrating these events is available through the club's website and an event badge will be given to all of you who attend at the show at Calder Park.

But first we have our Annual Awards Lunch at our regular haunt in Williamstown, followed by the Annual General Meeting, your chance to welcome in the new committee.

Come along and join in these never to be repeated extraordinary events, a hundred years is a great excuse to get together with your fellow club members and celebrate.

I hope to see all of you there.

Ride Safe

Bob Leggatt

President, BMWCCVIC

The Annual General Meeting of the BMW Motorcycle Club of Victoria Inc.

will be held on **Monday 24th July 2023 at 7.30 pm** at Lynden Park, Camberwell, 64A Through Street.

All committee positions will be declared vacant and elections will be held for those positions:
President, Vice-president, Treasurer, Secretary, Social Secretary, Captain and Vice-captain

A committee nomination form is included in this issue.

All members are urged to attend.

Are you unable to attend the AGM, but want to vote?

The club has a proxy form that will allow you to nominate your absentee vote on any motion.

The form is available on the club's website.

You can also request it by text to the secretary on 0401 091 277 or by email to secretary@bmwmccvic.org.au

A text or email should say 'Proxy form request' followed by name, membership number and email address.

Only full members are entitled to vote.

A completed proxy form must be received by the Secretary not later than

Friday, 21st July 2023.

2023 AGM Proxy Appointment to vote on your behalf and Committee nomination form can be found on the club's website

<https://bmwmotorcycleclubofvictoria.wildapricot.org/>

First thing first, I'd like to provide my apology for the error made in the June *BeeEm* issue in the Calendar section. The ride events listed for August were incorrect, so the Editor has spoken with *me, myself and I* to ensure that this is avoided in future.

The editor has placed them on notice.

This issue has some interesting rides to read up on so take the time take in the virtual ride of that event and hopefully the photos shall assist, as they say "a picture paints a thousand words". Something I find difficult to put that many words together.

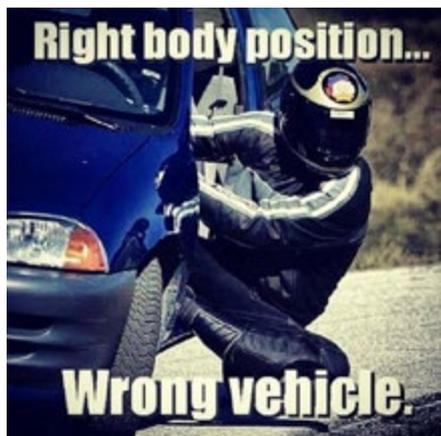
For the best part of May the weather has not been too bad, but then again there have been some moments of rain and given the years of riding under our belt it would be like water off a duck's back. So we do have ride events to read about, so happy reading.

Looking forward, we have quite a few momentous events to be had with several events celebrating BMW's 100th Anniversary. Ian McKenna's Grampians Ride from 18-20 August as well as the main event being held on 27 August with the German Auto Show at Calder Park.

Now speaking of main events, our own club is holding its AGM on Monday 24 July at 7.30pm at Lynden Park, Camberwell which is the same night as our general meeting. This is a must do event to attend as like any club, support from the club members is what keeps it alive. It's an opportunity to become more involved as all positions will be vacant and you can elect to participate at various levels to add your support and be involved and have a say. Make your stamp on the club's ongoing future!

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 if you contribute to it, so we want to see you at club events. Don't be shy. Pitch in, enjoy yourself and let us get to know you and you can get to know your club. The club welcomes your input, so don't be shy and help out by taking on one of the many committee and support roles that are there to be filled. Just take a look at the Support Team page in *BeeEm* or browse the club website by using the 'Contact Us' tab to see 'About Us'.

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

New members

Clifford Smith	R 1200 GS, S 1000 R
Rhys Vleugel	R 80 G/S PD
Christopher Evans	R 1100 RS
Srikanth Muthyala	R 1250 RS
David Richardson	R 1100 R
Cheng-Yen Tsai	R 90 S
Jarrod Clowes	R 1250 GSA, K 100 RS, K 100 LT
Jon Riddett	K 1100 LT, R 25/2, K 1
Phil Kruse	R1200 RT, R 1200 GS
Lee-Ann Reid	Family
Robert Peart	R 1250 RT
Tonia D'Alessandro	Family
Matthew Gamble	R 1200 GSA
Mark King	R 1100 S, R 80
Mark Smart	R 1200 RT

BMW Motorcycle Club of Victoria preferred suppliers

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

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

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

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

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

Maurice Blackburn Lawyers

Melbourne Motorcycle Fairings

Max Torque Cans - Hand Made Exhausts

Torque it Up - Servicing and Repairs

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

New R 12 nineT breaks cover to coincide with 100th anniversary of BMW Motorrad



- Classic, purist design
- High level of workmanship with rigorous attention to detail
- Air/oil-cooled 2-cylinder boxer engine
- Designed for customising
- One-piece tubular space frame with bolted-on rear frame
- Classic wheel guides with high-quality upside-down telescopic forks at the front and Paralever at the rear
- Left-side exhaust system with double silencer and conical end pieces
- Radially mounted 4-piston monobloc calipers, steel braided brake lines
- Tailor-made, high-quality original BMW Motorrad accessory range
- Further details to be announced in the second half of 2023

The new R 12 nineT, which broke cover overnight, has been presented to coincide with the 100th anniversary of BMW Motorrad.

Its debut comes exactly 10 years after the arrival of the R nineT, which launched on the occasion of the 90th anniversary of BMW Motorrad.

Seamlessly continues 100 years of BMW Motorrad fascination and tradition

As with the BMW R nineT in 2013, the new BMW R 12 nineT is a purist, powerful classic roadster that offers a wealth of conceptual options for almost unlimited customising and personal individualisation.

Dr. Markus Schramm, head of BMW Motorrad said: "The R nineT and its customising concept established the new heritage experience for BMW Motorrad's 90th birthday and has become an indispensable cornerstone of our model range. The new R 12 nineT consistently continues the successful heritage story surrounding the legendary BMW boxer engines with an even more classic, reduced

design language, even greater degrees of freedom when it comes to customising and, last but not least, new and innovative technology".

Original 1200 boxer engine with redesigned airbox and exhaust system delivers classic riding pleasure

One hundred years ago, the very first BMW motorcycle – the R 32 – was based on the flat-twin engine. The boxer's unmistakable design, powerful acceleration, unique power delivery, hallmark sound and smooth running quickly made it a legendary synonym for BMW motorcycles. With its air/oil-cooled boxer engine, the new R 12 nineT continues this great tradition.

The number 12 in the model designation refers to the engine capacity as with many models in the history of BMW Motorrad.

Classic, purist design, great attention to detail and customising options

Even more than its predecessor, the new R 12 nineT combines the distinctive character of the boxer engine and the design language of traditional motorcycle eras with innovative technology and a modular concept that offers the rider a maximum of customisation options. Reduced even more to the essentials, it delivers high emotional appeal. A purist, classic look and the attention to detail were at the top of the agenda during design and development.

Edgar Heinrich, head of design for BMW Motorrad, said: "The purist design language is dominated by the clear tank/seat/rear line, in the style of the traditional /5 or the legendary R 90 S of the 70s. At first glance, the tank itself is a classic BMW boxer tank, with a typical bend in the lower edge and classic knee contact. The new R 12 NineT also features side covers in the area of the frame triangle in the authentic Roadster look – another reminiscence of BMW motorcycles of the 1970s".

Particular attention to detail is also evident in the redesigned front mudguard, the LED main headlamp with black-surround light guide element and the two round instruments in the traditional style of days gone by.

As per tradition, attractive customisation options are offered as part of the original BMW Motorrad accessory range. With customising in mind, the new R 12 nineT also features an LED rear light unit integrated into the seat, which now makes it easy to realise a "short tail".

BMW Motorrad will publish further information on the new BMW R 12 nineT in the second half of 2023.



New R 18 Roctane set to join renowned cruiser line-up in Q4



- BMW R 18 Roctane the latest addition to the R 18 cruiser portfolio
- Biggest ever BMW boxer engine with capacity of 1,802cc
- Max. output of 67kW (91 hp) at 4,750rpm and torque of 158Nm at 3,000rpm
- More than 150Nm of torque available from 2,000 to 4,000rpm
- Signature open propeller shaft drive based on classic model
- Exhaust system and star counter nuts in Dark Chrome
- Elaborately manufactured double loop tubular steel frame
- Rear swinging arm with enclosed axle drive in rigid-frame design
- Classically-interpreted state-of-the-art LED lighting technology
- Keyless Ride for convenient activation of remote functions
- Three riding modes as well as ASC and engine drag control as standard
- Reversing aid for convenient manoeuvring and Hill Start Control for hill starts
- Priced from \$27,890* with availability in Q4, 2023

The new BMW R 18 Roctane, which was unveiled overnight and will be the fifth member of BMW Motorrad's renowned cruiser family – joining the R 18, R 18 Classic, R 18 B and R 18 Transcontinental – is set for arrival in Australia at the end of this year.

As with other variants, the BMW R 18 Roctane harks back to the history and tradition of BMW Motorrad while delivering state-of-the-art motorcycle technology with the design and charm of times gone by.

Both technically and visually, the BMW R 18 borrows from famous BMW models such as the BMW R 5 and puts the focus back on the essentials of motorcycling: purist, no-frills technology and the boxer engine as the epicentre of riding pleasure.

Its classic design and clear, yet contemporary technology merge to form a compelling overall package.

The combination delivers a unique emotional riding experience and an aesthetic that is characterised by skilfully staged design language.

Most powerful BMW boxer engine of all time delivers beefy torque

The heart of the new BMW R 18 Roctane is the celebrated 2-cylinder flat twin engine, also known as the "big boxer".

Finished in Avus black metallic matt and with black high-gloss covers, the engine harks back to the traditional air-cooled boxer engines that have provided an exhilarating riding experience for more than seven decades since BMW Motorrad began manufacturing motorcycles in 1923.

The most powerful 2-cylinder boxer engine ever built in motorcycle series production boasts an engine capacity of 1,802cc and generates an output of 67kW (91hp) at 4,750rpm.

In the 2,000 to 4,000rpm rev range, it delivers more than 150Nm of torque at all times as well as elemental pulling



power and sonorous sound. The black engine is perfectly matched by the dark chrome exhaust system and star counter nuts.

Steel double-loop tube frame and rear swinging arm with enclosed axle drive

A double-loop tubular steel frame is at the heart of the chassis of the new R 18 Roctane and perpetuates the longstanding BMW Motorrad tradition of this frame type.

The high level of manufacturing quality and attention to detail are also evident in barely perceptible details such as the welded joints between steel tubes and cast or forged parts. As with the legendary BMW R 5, the rear swinging arm, manufactured in a similar design, encloses the rear axle drive in the same style using bolted connections.

Telescopic forks and cantilever suspension strut combine with 21-inch and 18-inch wheels with disc brakes

The suspension elements of the new BMW R 18 Roctane deliberately feature no electronic adjustment options. Instead, telescopic forks and a directly linked central sprint strut with travel-dependent damping and adjustable spring preload ensure superior wheel guidance and responsive suspension comfort.

As with the legendary BMW R 5, the fixed tubes of the telescopic forks are encased in fork sleeves. The fixed fork tube diameter is 49mm, suspension travel is 120mm at the front and 90mm at the rear. The new BMW R 18 Roctane is decelerated by a twin disc brake at the front and a single disc brake at the rear in conjunction with four-piston fixed callipers.

The alloy wheels give the bike a stylish look and significant additional road presence. The sizes are 3.5 x 21" at the front with 120/70 B 21 tyres and 5.5 x 18" at the rear with 180/55 B 18 tyres.

Well-balanced ergonomics with two-level seat, footboards, gearshift paddle and high handlebars

The new BMW R 18 Roctane features a casual, mid-mounted footpeg position of the footrests, entirely in keeping with the BMW Motorrad philosophy.



This classic position behind the cylinders is not only typical of BMW; it also allows a relaxed and active riding position for optimally controlling the motorcycle. The R 18 Roctane features a two-level seat that tapers slimly towards the rear, with rear passenger straps, and is equipped with running boards in conjunction with a gearshift paddle. The high, black-coated handlebars ensure an upright and relaxed riding position.

Cases in the motorcycle paintwork and windshield as Original BMW Motorrad Accessories



The new R 18 Roctane is ideally equipped for laid-back cruising and touring thanks to cases painted in the colour of the bike. The cases offer 27 litres of luggage space each to provide added convenience.

For longer tours, the new R 18 Roctane can be equipped with a windshield with auxiliary headlights and suspended turn indicator lights from the Original BMW Motorrad Accessories range.

The new R 18 Roctane features black paintwork as standard, while Mineral grey metallic matt and Manhattan metallic matt paint finishes are available as optional equipment.

Three riding modes as well as ASC and engine drag control are standard equipment and ensure high-level riding enjoyment and safety. Reversing aid and Hillstart Control are available as optional equipment as part of the Highline Package (details listed below).

In order to meet individual customer needs, the new R 18 Roctane also features three riding modes "Rain", "Roll" and "Rock" as standard, which is unusual in the segment. The standard equipment also includes ASC (Automatic Stability Control), which ensures a high level of riding safety. In addition, the new R 18 Roctane is equipped with engine drag torque control as standard.

Prominent details assist in making the ultimate statement

The R 18 Roctane skilfully reinterprets the iconic styling of past eras in custom bagger style and many details reflect the purist design that was primarily shaped by classics such as the BMW R 5.

Functional and style-defining elements such as the double-loop tube frame, the pear-drop fuel tank, the open propeller shaft drive or the double-line paintwork (optional equipment ex works) are reminiscent of the legendary 1936 boxer. The classic body parts of the R 18 Roctane, such as the fuel tank, front and rear wheel covers and headlight housing are also made of metal – as befits an authentic classic. The suspension is likewise aptly reminiscent of the legendary R 5. Together with the double-sided swinging arm and a cantilever suspension strut, the rigid frame layout of the R 5 has been perfectly transferred to modern times.

Wherever the eye wanders, lovingly designed technology can be seen in every detail. This also applies to the headlight with the integrated, classically designed round instrument.

The legendary BMW R 5 from 1936 and from then on almost all BMW motorcycles until the early 1970s featured this characteristic combination. The new BMW R 18 Roctane now revives this tradition, with state-of-the-art technology but contemporary design. The "BERLIN BUILT" lettering on the dial is a reference to the bike's origin. The new R 18 Roctane is also manufactured at the BMW Motorrad plant in Berlin-Spandau.

Conversion-friendly architecture for customising and optimal individualisation

As with all other R 18 family members, the new R 18 Roctane offers a conversion-friendly architecture, which was already the focus when the basic design of the R 18 series was being conceived. In addition, the visible valve covers (cylinder head covers) and the chest cover (engine housing cover) are designed in such a way that they are located outside the oil chamber, making them straightforward to change.

Local specification and pricing

The BMW R18 Roctane includes an array of standard specification elements, with highlights listed below:

- 1,802cc 2-cylinder boxer engine with 67kW (91hp) and 158Nm ASC, ABS, 3x riding modes (Rock, Roll, Rain)

- Keyless Ride
- Cast aluminium wheels
- Twin disc front brake
- Steering stabiliser
- Telescopic forks with fork covers
- LED taillight, brake light and indicators
- 12v socket
- Rev counter in on-board computer
- MSR (Dynamic engine brake control)
- Adjustable Hand Levers
- Cruise Control
- Powertrain finished in black
- Panniers finished in body colour
- One piece seat bench

Colour options

- Black Storm Metallic (standard fitment)
- Mineral Grey Metallic Matt (\$475)
- Manhattan Metallic Matt (\$475)

Option program

Highline Package (\$3,100)

- Lockable Fuel Cap
- Hill Start Control
- Headlight Pro (inc. Adaptive Headlight and Daytime Riding Light)
- Floorboards
- Reverse Gear
- Tyre Pressure Control
- Anti-theft alarm system

*Recommended Retail Pricing is shown and includes GST, but excludes on-road costs. Customers are advised to contact their nearest BMW Motorrad dealer for all pricing enquiries.

Safety gear of yesteryear





Wayne Gardner victory lap with flag

FLASHBACK TO THE 1989 AUSTRALIA MOTO GRAND PRIX – RACEWEEK

BY: BRIAN MACDONALD - PART 2

Came race week in April 1989 and came the Thursday and we began our four days of being involved in the Moto GP international circus, soaking up the atmosphere, speaking to the riders and occasionally picking them and their motorcycles up after a spill, watching every minute of track action, responding as needed. Sunday is the day of drama. All up to then has been preparation, with hours of practice laps, testing tyre choices and other set-up aspects. Sometimes lesser races are held for local riders on the Saturday, and there is always a good turnout of spectators on Friday and Saturday, to watch whatever is happening. The order of grid positions is decided by a special timed session on Saturday afternoon. Sunday is ‘race day’.

The weather gods shone on Phillip Island, not always the case, and we enjoyed four rain-free days. The major race is held in mid-afternoon when air and track temperatures should be warmest. The local hope was Wollongong’s Wayne Gardner¹, a current star of Moto GP, riding a factory-team Honda. The 1989 Australian Moto GP, being only the second round in a full season of 15 rounds, nothing was yet certain. American Eddie Lawson² had moved from the Yamaha factory team to Honda, to great surprise. The Australian race would be full of drama and hotly contested from flag-fall, with a small, changing cast of front-runners. The last lap saw Gardner, the American Wayne Rainey, the Frenchman Christian Sarron and the Australian uni-cyclist Kevin Magee in close combat.

Rainey was unable to overtake his rival, with whom he had had several close encounters during the race. Wayne Gardner won narrowly by 0.35 seconds, to the jubilation of a huge crowd.

Apart from winning the world title, which is a season-long endeavour of amassing points, a racer's dream is to win his home country's Grand Prix. This the local superhero had done at the first modern-era Australia Grand Prix. Since then, a number of other Australian riders have done the same, but the first will always be the first. After the chequered flag has signalled the race's end the riders continue, slowing down round the track until they reach the pit-entry off-take ramp, which, at PI, is near the end of the lap. This is a time for the adrenaline level to fall and for riders to relax, pass a word or a wave of congratulation to team-mates and other riders and to acknowledge their supporters in the crowd.

As Gardner rode into the pits, his then wife, Donna, came haring down pit lane towards him, screaming in high excitement, waving the Australian flag³, which she thrust towards her victorious husband. This was unheard of. The track is supposed to be kept clear of all but the racers, who may still be moving at a substantial speed. Wayne grabbed the flag on its pole, clamped it between his legs and the tank and set off on a celebratory lap of the track, later holding it aloft in his left hand. Thus was established what quickly became a standard part of the GP pageant. The triumphal flag-carry was adopted by riders to general acclamation and now happens after every race.

Everything else was going to be anticlimax, the podium, the presentation, the speeches. But most of the 92,000, mostly motorcycle riders, who had flocked to the Island, streamed to the pits and control tower area to cheer and celebrate. Thus ended the first Australia Moto GP with victory for the home hero and for Australian motorcycle racing in general.

The long, weary trek home should have been an anticlimax too but it was not. Most of the 92,000 who attended were on their way as soon as possible on the Sunday afternoon and most by motorbike. There is one road off the island, over a one-lane each way bridge. The police had come up with an ingenious way to maximise and control traffic flow. A blue line had been painted on this road, right across the island, from the circuit exit on the western side, right across the island, over the bridge on the eastern end and for some miles on the mainland, turning a single lane with a paved verge into two lanes. Motorcycles rode in procession, four abreast, at speeds up to 100 km/h, an exhilarating experience, but in good spirits (After all, our man won!) and with police motorcyclist control. Other traffic was simply held. For a short time, the motorbike was king!

So ended an unforgettable week, with memories this motorcycle racing fan will never forget. I have watched

many Grand Prix on Phillip Island over the years since 1989 but that week, that race and that result will remain imprinted in my memory.

Footnotes

¹ Having established a reputation in Australia in the seventies, Wayne Gardner secured a ride in the British Superbike Championship and by 1983 he was riding for the Honda factory team in the Moto GP series. He spent his whole GP career with Honda, which was then the dominant team. 1987 was his championship year, with seven victories from fifteen races, finishing lower than fourth only once (10th in Germany) and no retirements, an astonishing and victorious consistency of performance. By then he was an idol to Australian fans. He was runner-up for the title the following year and might have done better but for some bad luck. In one race his machine failed, possibly due to a lack of fuel, a few hundred metres from the chequered flag when he was in the lead and he coasted in for a lower position. In frustration, he thumped his petrol tank so hard he dented it. 1989 was not a good year for Gardner. He won only one race but was still a highly competitive front-runner. He ended his motorcycle racing career in 1993, when he finished sixth in the title race.

Gardner retired to Australia and competed aggressively but without major success in Australian Supercar racing until 2002, gaining a reputation as a driver not to tangle with. He tangled more than once with equally feisty fellow-Aussie, Alan Jones, who had been F1 world champion in 1980. Aged 43, he retired from all racing to concentrate on growing business interests and on his family. He is regarded as an ice-breaker for Australian motorcycle racers at the very top international level.

Remy Gardner, Wayne's son, after competing successfully in Australia and performing with distinction in the Moto 3 series, won the Moto 2 world title in 2021 and now competes in the World Superbike series.

Since Gardner 'broke the ice', there have been many Australian stars. Mick Doohan won five championships in a row, all riding for the Honda factory team, in the 1990s. Casey Stoner won two championships on different brands of machine in 2007 and 2011. Australian riders also feature large in World Superbike Championship⁴ (WSBK) history. Troy Corser was twice WSBK champion. Troy Bayliss won three. Chris Vermeulen won a World Supersport (600cc) championship.

Jack Miller currently rides in Moto GP for the Austrian-owned KTM factory team and won several Grand Prix races riding for the Italian Ducati factory team.

² Eddie Lawson won the championship three times for Yamaha before going to Honda, for whom he became the 1989 champion, the first rider to win the title for two different marques.

³ The official Australian flag consists of the Union Jack



Race marshals relax with Swan Lager

in the top, left quarter, with the five-star Southern Cross constellation in white on the remainder's blue background. The entrepreneur Alan Bond adopted a gold boxing kangaroo on a green ground (Australia's national colours) as his team symbol when it wrested the America's Cup from the New York Yacht Club with the radical-keeled Australia II in 1983. The green and gold boxing kangaroo flag is now the de facto flag of Australia's national sports teams.

⁴ The popular World Superbike Championship (WSBK) series is considered by some to be at a slightly lower level of prestige than Grand Prix. It is certainly different and a round consists of two long 20-lap races and one short race, a format towards which GP has part-moved, having just established a short-distance sprint race to accompany the main event.

Superbike racing has been a big drawcard in Australia since first introduced in 1980, when large-capacity four-stroke motorcycles were taking over from 500cc two-strokes for general road use.

Many prefer Superbike Racing to the Grand Prix series because the machines used are easier for the ordinary motorcyclist to relate to. The WSBK season has a round in Australia, also held at the Phillip Island circuit and which is always well attended.

End.

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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.

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Emerald coffee run



Departing from Wallan with the riders getting ready



Michael De Vink and Paul Davis with his R18

CRL to Ballan Hotel

1 MAY 2023

After a rather nice and reasonably priced coffee at the Peppers Paddock General Store, the ride began in almost perfect conditions of around 18 degrees and bright sunshine. The theme of the day was roadworks, starting with a brief tour of major upgrades happening around Mernda.

On today's ride we had Mac (R 1200 GS), Karl (K 100 RS), Blada (R 1200 GSA), Geoff (R 850 R), Ross (R 1200 GS), Michael (R 1200 S), Hans (R 1200 R), Paul (R 18), with Ian (R 80) as ride captain and Owen (F 650 GS) as tail end. Ian was again using his reliable Navigator 0 (ie a bit of paper taped to his tank) for today's route.

The ride covered around 200kms and included Hurstbridge, Mickelham, Konagadeera (somewhere I've never head of before), Gisborne, Pentland Hills, through Greendale and finally onto Ballan for lunch. Unfortunately,

our intended stop, the Greendale pub (which apparently provides a very nice feed), is closed on Mondays so hence the decision to ride onto Ballan.

As we ventured beyond the city, the roadworks were replaced by road signs, including quite a few with reduced speed limits. That is not news to anyone who lives and/or ventures outside the metro area. Some very nice twists and turns none the less with some excellent scenery – especially along Gisborne Road around Lerderderg State Park – when we were able to glance up from trying to avoid various bumps and potholes.

Overall, it was a really enjoyable day out on the bikes with a good pub lunch in Ballan. Special thanks to Ian and Owen for a fun, incident free day. Looking forward to the next ride.

BY PAUL DAVIS

Rides, Rallies & Events

Starting for Morning Coffee at Peppers Paddock General Store were Neville Borgelt and Owen Crombie. They were soon joined by nine riders including Paul Davis, Geoff Dick and Blade K Ace. After a light feed we set off with Karl Haering as tail end rider and myself (Ian McKenna) as ride leader. A change of plan was applied as the Greendale pub was closed; so the Hotel in Wallan was chosen and a slightly shorter route substituted.

We headed off to Hurstbridge and Arthur's Creek Road until we hit a road block at Nutfield, so we redirected to Doctors Gully Road and Mernda. We met a few kilometres of roadworks but fortunately not much hold up. Plenty Road took us to Whittlesea and Glenburnie Road gave a few good corners on the way to Wallan.

We picked up Roger riding a gold R 1150 RT at Hogan's Hotel before rolling west on to Darraweit Guim, Riddell's Creek, Gisborne and Bacchus Marsh. A short bit of Freeway and then we took Pentland Hills Road to Greendale where we met Graeme Hehir and confirmed the Greendale pub was firmly shut.

A few more kilometres dropped us into Ballan and the Commercial Hotel nearly on time where Andy Davenport, Greg Hobbs and Stewart Davidson joined us for lunch. After a good meal and a chat I led six of us on to the freeway for fuel, and then to Bacchus Marsh followed by back roads to Exford, Greigs Road, Rockbank and a bit more freeway. We ended the ride at the Service Station on the Western Ring Road. This finished a great day of riding.

.....
BY IAN MCKENNA



Brief stop on Plenty Road, Mernda to regroup after roadworks



Short stop in Wallan where Roger joined us on his R 1150 RS



Hans Werner and his R1200R



Arrival at the Commercial Hotel in Wallan



Lunch at the Commercial Hotel with the full ride group

Right: Greg Hobbs and Stewart Davidson with their R 90 S's

Bottom: Departing Wallan with Andy Davenport and his F 800 GT, Greg Hobbs & Stewart Davidson



Participants:

Blade K Ace	R 1200 GSA
Paul Davis	R 18
Geoff Dick	R 850 R
Karl Haering	K 100 RS
Ian McKenna	R 80
Michael De Vink	R 1200 S
Hans Werner	R 1200 R
Mac Wilson	R 1200 GS
Ross Wright	R 1200 GS
Neville Borgelt	
Owen Crombie	F 650 GS
Roger	R 1150 RS
Graeme Hehir	K 100 RS
Andy Davenport	F 800 GT
Stewart Davidson	R 90 S
Greg Hobbs	R 90 S

BMW GS SAFARI

2023

BY NIELS HOLM



BMW GS SAFARI



This year the BMW GS Safari took in the high country of Australia. We travelled from the Yarra Valley in Victoria to Bathurst NSW, the home of motor racing with the famous Mount Panorama circuit as the backdrop.

Following the success of 2022 the organisers decided to undertake the BMW GS Safari twice in 2023. Week 1, followed by a new contingent of riders for week 2. This year I secured a spot on week 1 and with a lot of anticipation and at least ten riders that I knew well, this was going to be a cracker of a week. To top it off and to make it even more memorable was the opportunity to put my new BMW R 1250 GSA Trophy to the test. With just four weeks and 1300 kilometres on the odometer it was a week to look forward to.

But before the GS Safari it was time to head out to catch up with Terry the "Woodend Warrior" for the first "Run in" ride. Having spent the day before preparing the bike and fitting all of the adventure bits and pieces including cylinder guards, headlight guard, mudslingers, tinted screen and filter socks it was up early and off to the west to meet with Terry and fellow rider Peter. A quick coffee was had before Terry showed me his new



ride - a well-presented BMW G 310 GS. Terry had moved from a BMW R 1250 GS Rallye onto the G 310 GS, and as I would soon find out he was absolutely loving the new lease of life on a smaller bike.

Terry had a route planned heading east out of Woodend and this would take us through the Cobaw State Forest, located near Lancefield. The ranges are mainly granitic and reach a maximum height of 760 metres with the park being extremely popular with trail bike riders. It was at this time I started to understand the benefits of a smaller bike and watching Terry ahead of me really enjoying his riding, up on

the pegs, into corners, gravel flying, all under perfect control, truly a magnificent sight. Before long we were in Redesdale where we enjoyed a counter lunch at the Redesdale Hotel. The trip back to Woodend was relaxed and Terry and I bid farewell as we would soon meet again at the 2023 GS Safari.

In between this ride and the GS Safari, there was no time for sitting around sipping coffee at Emerald or Albert Park, for it was time to up the ante and get some K's on the clock so I could get the bike into its first service and the BMW GS Safari Ready check. The Bass Strait region, Noojee, and the Yarra Ranges were

BMW GS SAFARI



all covered in the weeks leading up to the GS Safari and despite not wanting to cover too much dirt, fate dealt a different hand. Whilst touring in the Gippsland region I took off along a road and sure enough it turned to dirt. It appears you can take the dirt out of the GSA, but you can't take the GSA out of the dirt. Or something like that, but you all know what I mean.

With the GS Safari now here, it was off on the short run to Healesville to meet up with fellow BMW GS riders from across the country. There was Terry from Woodend, Mick from Albury, Jack, Steve and Paul from Sydney, Will from Coffs, Paul from Goldie, Max and Dave from Melbourne and Peter from Bacchus Marsh. What a gathering amongst the 200 riders assembled for this epic event. The riders' briefing followed by a lovely dinner was full of anticipation and excitement and everyone could not wait to get underway the next morning.

Monday greeted riders with clear cool skies as we headed out towards Woods Point and the run north to Jamieson. A magic road which skirted the Goulburn River and saw Max, Paul and I take a very quick run north to Mansfield for the scheduled lunch

stop. We decided that we did not want to miss the run over Goldie Spur so to avoid disappointment of timed cut-off points, we bypassed the turn to the north west into Mount Samaria State Forest, a road that I had done before, but not as challenging nor scenic as what we were about to encounter. Crossing east to the SEC Access road we were soon covering red clay, rocky roads and tight switch backs with the Goldie Spur offering up adventure riding like no other. Max, Paul and I stopped at the top and marvelled at the scenery across the alpine region, with crisp fresh air that made this part of the day absolutely worthwhile. The run down the east of Goldie Spur was also challenging and featured tight corners, rocks and fresh pine forests with a pretty steep descent. Before long we coasted into Bright for the first of our two night stay. We checked in to the BMW Safari check-in point after which we made our way to the Bright Motor Inn, followed by the riders' briefing and dinner.

Tuesday presented another magnificent start with the sun peering over the peaks early in the day whilst we traversed the eastern side of Mount Porepunkah. This being a loop day we enjoyed the run north and then east to Dartmouth via the Callaghan Creek and Mount

Benambra Roads. A challenging set of roads where momentum was your friend. The Dartmouth pub was our scheduled lunch stop and it was at this time that we were all summoned to stay until the sweep riders arrived - the route back to Bright was about to change. Severe weather warnings with strong winds and heavy rains were forecast from 1pm, which would make the planned roads impassable and unsafe. A bitumen route was chosen but this still proved an eye opener as we climbed Tawonga Gap for a glorious view over Mount Beauty. Whilst others chose to ride on, I stopped in the rain and took some photos from Sullivan's Lookout - no way was I going to miss this view.

It was at this time that I looked across at the superb new R 1250 GSA Trophy and then down at my riding gear and wondered why I was so clean, as the dirt had practically washed off. The previous week I had washed the bike with Kenworth Pro Wash - a new automotive wash which we developed at work. Because of the new Silicon Dioxide technology used in this product the water just beads up on the paint work and appears to grab the dirt particles and wash them away as well. In regards to my riding gear, I had treated the Klim Badlands with Protex - a waterproofing spray which is very good on Gore-Tex. Available from BM Motorcycles at Ringwood, this product is brilliant and negates the need for waterproof jackets that you see people wear over their riding gear. I can highly recommend both products; let me know if you need more information on each of them.

Wednesday proved an interesting day for me as it started with being very ill the night before with a bout of gastroenteritis. A call to the organisers and 15 minutes later John one of the Doctors on the support crew was at my motel with some tablets to ease my suffering. If I had been drinking heavily I would have understood, but appears I caught something whilst in the Dartmouth

BMW GS SAFARI



Region the day before. Thanks to Paul and Max who supplied two bottles of orange Powerade to replace my sugars.

So a very careful and gingerly ride over Mount Hotham was in order and a break at Dinner Plain to calm the nerves, before the run down to Omeo to try and get some food into the stomach. This proved unsuccessful, but more Powerade seemed to work. Now it was time for the Limestone Road and then the famous Barry Way with the majority of this stretch to Jindabyne being on dirt roads. And what a ride it was. Despite feeling unwell I soldiered on, knowing that I had the BMW support crew that I could call on if things got a bit testy. This day I rode mostly on my own as I did not want to hold Paul and Max my two riding buddies up, on what is arguably one of the best adventure motorcycling roads in the High Country. The Snowy River was in full flight and the gorgeous smell of the eucalyptus trees and clean mountain air was something that my lungs cherished on what might otherwise have been a miserable day. I rode for hours and only occasionally saw other riders and this just made the day even more special. Oh, how I have come to love adventure motorcycling! Again no Emerald or Albert Park lattes here, thank you.

Jindabyne was the place to be and Alex (my room mate for the

week) and I shared a two bedroom apartment overlooking Lake Jindabyne. With washing done and clean clothes it was off to a BBQ dinner and catching up on tales from the day. With my stomach settling a small steak, sour dough bread and a light salad and I was good for the night. BMW Safari merchandise was on sale and we could not get enough of the flannos, T shirts and all matter of GS mementos to fill the overnight bag.

Thursday and this was scheduled to be the run to Canberra via Brindabella, the site of the Alpine Rally and my first ever motorcycle rally that I attended way back in 1983. I still have the Rally badge and remember riding a Honda CX650E through Piccadilly Circus and dropping the bike twice because I could not see the rocks under the six inches of snow. Great memories indeed.

So back to present day and the run north to Cooma proved interesting as we crossed farmlands dotted with shearing sheds, sheep and cattle. Nice gravel roads and you could tell by the tyre tracks and the slides that everyone was enjoying themselves today. Feeling close to normal again I revelled in the clear views across the plains and long sweeping bends. Catching up with Paul and Max in Cooma it was time for a break, but the ride would take a different route

again. At Adaminaby the ride was turned around as the red clay roads were impassable due to the wet weather the night before. Hence with the rain still coming down it was a leisurely run north to Canberra. I took this opportunity to visit one of my customers in Queanbeyan and here I met with Steve and his team at Canberra Truck Repairs, our Kenworth Dealer in the region. Steve greeted me with surprise and nearly choked when I told him there were 200 of us braving the elements on unsealed forest trails and roads between the Yarra Valley and Bathurst. But that's what we do, eh!

After checking in to the hotel, a quick shower was in order followed by a beer and the riders' briefing. Dinner was a steak and a few more beers at one of the nearby restaurants in Canberra's Civic precinct.

Friday beckoned and this was touted by Paul to be my "Get the Mojo On day". I had all of my strength back from falling ill earlier in the week and being well fed and with food in the stomach we were out of Canberra by 8am. The roads north to Crookwell, Taralga, Oberon Forests and then to Bathurst were nothing short of spectacular. We all left together, but once the dirt appeared Paul said I just disappeared. We traversed farmlands, hills, valleys, creek crossings, pot holes and it was some twenty minutes after arriving in Crookwell that Paul

BMW GS SAFARI



and Max arrived. I had just about finished my Crookwell coffee (quite different from an Emerald Coffee) when they arrived, after which we shared stories about the region we had just passed through. You could not get the smiles off our faces as we talked about the region, the smell of eucalypts and the odd wildlife out and about.

We bought some lunch here as well, as we knew there were no more shops between here and Bathurst, and it was not long before we were deep in the bush again. Boothy had mentioned that there were some technical sections on this leg, but they appeared to be OK and again with my mojo on, Paul and Max were small dots in my rear view mirrors. They'll catch up, I'm sure. So through the pine forests we went and the smell changed from eucalypts to pine, and what a glorious smell it was. It was almost like Scandinavia. The roads widened and we travelled across a short bitumen section where some of us (including me) missed the orange arrow to the left. A quick back track before I caught up to Paul and Max who had decided to stop and just see how many riders missed the turn. Quite amusing I thought as I then ate away on my ham and cheese sandwich, water and snakes. Yes

snakes, the red, yellow and green ones you get in a packet. Good to keep up the sugar levels and help with the mojo – apparently.

Closing in on Bathurst and to our right was Chifley Dam. Why is this so significant, I hear you ask? Back in 1983 there were riots at the Easter Bathurst Motorcycle Races, so in 1984 Revs Motorcycle Magazine and the Gosford District Motorcycle Club decided to hold a motorcycle rally at Chifley Dam. The rally was a way to attend the Bathurst races during the day and have a safe place to camp at night. Some 300 motorcyclists attended the Rally and it proved to be very successful with a large bonfire, great camaraderie and many a story being told well into the evening.

Before long we were at the bottom of Conrod Straight and after a photo shoot just along pit straight, it was time for a lap of the great track. We took the first lap anticlockwise the same way the cars go today which was fun, but the unusual and a little bit scary way was to go around in a clockwise direction. What makes the clockwise direction so scary is ascending the esses at the top of the mountain. You have to keep hard left because if you cut the corners, you'll be head-on into traffic coming down the mountain. Upon reaching

the top, a run into McPhillamy Park was in order to relive some of the memories from 1981 and 1983 when we camped on top of the mountain over the Easter weekend. Not much has changed, it would appear.

As I rode back to the gates and was just about to enter the track again I noticed my TPMS warning lights come on. Not a puncture I hope. I rode back down the mountain, checked in and then sought the assistance of the BMW support crew. I decided to go into town and pump up the offending rear tyre and if it went down again then we'd decide to fix the tyre then and there. Sure enough like I expected the tyre pressure went down again. I saw Shaun at the tyre truck and after a quick squirt of soapy water we found the puncture. He said "leave it with him and the team and come back after you've had a shower". So with check-in and shower completed it was back down to see how the tyre repair went. They had successfully plugged the tyre, after which I then parked up the bike and met up with the gang for our final dinner.

Dinner was a very jovial affair with lots of good spirits and many a tale being told of the week that was. I had more up my sleeve for the evening and when Anthea called me up to the stage it was then that my fellow riders got the surprise of the night. I had written a poem about the GS Safari, featuring many of the personalities that were on the event this year. I was as surprised as they were as the room of 200 plus people fell silent as I recited a reflection of the week that was the BMW 2023 GS Safari.





100 Years BMW Wilson's Prom Tour



Short stop entering the Wilson's Promontory National Park near Yanakie

BY IAN MCKENNA
6-7 MAY 2023

Saturday 6th May

Starting off on a rather soggy morning we had 12 riders on 11 bikes, including Tina Nicholls, Kim Hendricks, Sylvia and Paul Wenger, and Mark Tracy. With the prospect of ongoing rain, I simplified the ride. With Ian McKenna leading and John De Leijer as tail rider, we set off down the freeway to Nar Nar Goon. The old highway brought us to Longwarry where we enjoyed a coffee at Soul Sisters Cafe.

We then crossed the railway and took Edgers Road towards Drouin South and we hit about a kilometre of gravel road works on the way. The Main South Road was to take us to Korumburra, but I was soon told by Sylvia and Paul of a road block south of Topiram and a quick u-turn was needed, so we diverted via Poowong.

Reaching Korumburra we did the south Gippsland Highway to Leongatha and Meenyan and eventually turned off to Fish Creek. I stopped to regroup outside Fish Creek and Mark Tracy then led us to the Fish Creek Hotel.

We had lunch at Long John Pickles Cafe across the road. Eight more riders joined us including the organisers for the weekend of riding Paul Koedijk and Geoff & Steve Riddle, bringing our group up to twenty.

After lunch the weather was showing signs of clearing up, so Paul Koedijk led 16 of us to Wilson's Promontory with Jeff Speake as tail end rider. We soon had full sunshine and we stopped at the edge of the Wilson's Prom Park for photos. Enjoying the winding road with occasional great views of the ocean, we soon made it to Tidal River and most of us took the short walk to the beach.

Mark Doherty made a short appearance here before riding on. On the way back we stopped near Whiskey Bay for a view of the nearby islands. Returning to the Fish Creek Hotel most of us had drinks for an hour or so before dinner. After dinner several of us spoke of our experiences with the Club and BMW's, these included Bruce Higgs who joined us during dinner and Jeff Speake and Kim Hendricks.

Rides, Rallies & Events

Sunday 7th May

We watched the rain until Long John Pickles Cafe opened and continued the weather watch during breakfast. The group were split between doing the Sunday ride and heading home. About 10am eight of us braved the weather and rode south. Soon after passing a kilometre or so that looked like snow; the residue from a recent hail storm, we entered full sunshine and it stayed that way for the rest of the day.

First stop was Sandy Point, with the tide out we rode onto the beach which was solid enough even for my R 80. We had a good view of Wilson's Prom across the inlet and we took some pictures before we rode through the town to our next stop at Walkerville. We rode past Tarwin Lower and

stopped at Eagles Nest Lookout near Inverloch. The rock seems to have shrunk since I last saw it but a great view anyway.

Our thoughts turned towards lunch, and we tried the Wonthaggi Coal Mine Cafe which was closed due to no staff. After a tour of the town we eventually settled for Hicksborough Store on the Bass Highway for a good lunch. After lunch we took the road to Loch. On the way we visited Cape Horn Lookout near Krowera for a glimpse of Westernport Bay and French Island.

Blasting through to Poowong and Nyora we finished the ride at Lang Lang. There were just six of us by now, so we split up with three for Gippsland and three for Melbourne at the end of a great weekend of riding.



Participants:

Tom Coghlan	F	650GS Dakar
Mathew Gale	F	650 GS
Kim Hendricks	R	1200 GS
Winfried Hessling	F	700 GS
Gad Kolsky	R	1200 GS
John De Leijer	F	800 GT
Ian McKenna	R	80
Tina Nicholls	F	800 R
Mark Tracy	R	1250 R
Nic Watson	R	1100 GS
Silvia and Paul Wenger	R	1200 RT
Neville Borgelt		Campervan
Mark Doherty	R	1200 RT
Paul Koedijk	R	1200 GS
Geoff Riddle	R	1100 RT
Steve Riddle	R	1200 GSA
Jeff Speake	R	1200 GS
Bernard Schacher Tayla	R	1150 GSA
Michael De Vink	R	1200 S
Bruce Higgs		



L to R:
 Morning Coffee at Soul Sisters Cafe in Longwarry.
 Starting the afternoon ride at the Fish Creek Hotel.
 Arrival at Tidal River with ride leader Paul Koedijk and parked bikes
 Tidal River with most of the ride group on the beach.



The ride group and several bikes at Sandy Point on Sunday morning



Short stop near Whiskey Bay returning from Tidal River



Visit to Walkerville on Sunday morning with Steve Riddle riding his R 1200 GSA



Sandy Point



L to R:
Departing Eagles Nest with Michael De Vink, Bernard Schacher Tayla and John de Leijer.
Short stop at the near Krowera with Michael e Vink and John de Leijer.
End of the Weekend Ride at Lang Lang with John de Leijer, Paul Koedijk, Bernard Schacher Tayla and Michael De Vink.

Short stop to regroup near Benwerrin with Alan Denton in the lead



Erskine Falls near Lorne with a view of the falls from the top lookout



Midweek ride to Erskine Falls

BY IAN MCKENNA

10 MAY 2023

Riding off in a solid wall of drizzle wasn't a great start for the morning, neither was getting two big hold ups on the Monash Freeway. Making it to the BP Rockbank Service Centre barely in time the rain cleared up and noticing a trend of lateness, I began the ride about twenty minutes after the scheduled time.

We had 10 riders on 8 bikes including David Yee and Julia Nissell riding their K 75 C, Alan Denton and Kev Keogh K 1200 GT, and Paul Yee F 800 GS. We headed off along Greigs Road to Glenmore on flat terrain which gradually turned into a gorge.

Climbing out of the gorge I dropped a pannier case on my K 1200 RS after hitting an exceptionally big pothole. David and Julia rescued the pannier case and its contents for me.

We continued on some good winding roads to Meredith, Shelford and Inverleigh. At the Inverleigh Bakery we joined Mark Doherty, Sheryl Townsend and Les Watt plus 13 members of the Geelong Ulysses Club.

I then led a much bigger group of about 18 riders through Winchelsea, Deans Marsh and Lorne, followed by about 10 kilometres inland to Erskine Falls. The falls were good with lookout views at the top and the bottom of the falls.



Starting at Rockbank with the ride group ready to depart

The rider of a Yamaha FJR1300 led us back to Lorne and via a back street to a favourite bakery for lunch which turned out to be closed. We quickly settled for Salty Dog Fish & Chips shop next door. Spread out on a number of tables we enjoyed a relaxed lunch.

After lunch most riders went home to or through Geelong. Three of us - Michael Stoltenberg, Melinda and myself - chose the ferry to Sorrento. Arriving in good time we had a coffee in their new building at Queenscliff. Taking the ferry we got home after dark ending a great day of riding.

Participants:

Pat Bajraszewski	R 100 GS
Alan Denton & Kev Keogh	K 1200 GT
Melinda Hindson	F 700 GS
Ian McKenna	K 100 RS
Michael Stoltenberg	R 1200 S
Marc Tracy	R 1250 R
David Yee & Julia Nissel	K 75 C
Paul Yee	F 800 GS
Mark Doherty	R 1200 RT
Sheryl Townsend	F 650 GS
Les Watt	R 1200 GS
About 11 riders from the Geelong Ulysses Club	



Coffee at Inverleigh with a group photo of about 20 riders from both clubs



Coffee at Inverleigh with bikes from the BMW Club and Geelong Ulysses Club



Glenmore Gorge with several riders beside the wind farm



Erskine Falls



Erskine Falls lookout



Lunch in Lorne with three riders from the Ulysses Club



Short stop in Beaufort at the wrong pub!



Starting at Rockbank

Sunday Ride to Beaufort

21 MAY 2023

Fifteen minutes to departure and no riders at BP Rockbank Servo, I suspected something was wrong, so I called Chris Seabrook and a short ride on the freeway was required. The one time my computer was out of action, something had changed.

Starting at 7 Eleven Service Station in Rockbank we had 6 riders on six bikes with Stuart Green riding his R 1250 GSA and Terry Malady S 1000 RR. With Chris Seabrook leading we turned to Greigs Road and headed off to Glenmore Gorge.

With some photos of riders coming out of the gorge, we then rode on mostly small roads and open terrain to Ballark, Morrisons and Meredith. We enjoyed Morning Coffee at the Elaine Farmacy General Store where Terry Guy was waiting to join us.

Coffee'd up, we rode to Mount Mercer, Cape Clear and Lismore, and fuelled up before taking the final run north

to Skipton and Beaufort. Taking the main street in town we stopped at the Golden Age Hotel - the wrong pub, before riding a few blocks to the Beaufort Hotel where we enjoyed lunch and were joined by Greg Hobbs and Stuart Davidson who both rode their R 90 S's.

After a good lunch where steak was on special we set off for home, Greg Hobbs, Stuart Green and Stuart Davidson left us, but five of us rode to Talbot, Clunes, Daylesford, Glenlyon and Spring Hill to Woodend where we finished after a great day of riding.

BY IAN MCKENNA



Riding out of the Valley near Glenmore with Chris Seabrook leading the ride



Morning coffee at Elaine with Stuart Green, Terry Malady, Pat Bajraszewski, Chris Seabrook, Nic Watson and Terry Guy

It's Sunday morning and only 9am and the temperature is hovering around 12 degrees. Quite warm considering what it has been like over the last week. Six brave souls lined up at the 7-11 on the Western Highway at Truganina. As we departed the rain started to fall lightly, but that was it for the rest of the day.

From Truganina we made our way on roads that had seen better days and wound our way through the numerous wind farms to Elaine, where we were met by Terry Guy at the Elaine Farmacy. After a coffee or soup we mounted again and headed for Lismore and a quick fuel stop. Along the way we got to see more wind farms and even traversed a section of dirt (yes, I did say dirt).

Then off to Beaufort for lunch where we were joined by a couple of members on their R 90's. Lunch over and it was out to Talbot, Clunes, Daylesford and then we worked our way to Gisbourne. And luckily not a drop of rain since the start, with the temperature rising to a high of 13.5 degrees at one point. Thanks to the numerous layers, new winter gloves and of course heated handgrips, the ride was certainly pleasant and far from cold. At least on my part.

.....
BY CHRIS SEABROOK



Short stop for fuel in Lismore with Chris Seabrook and the ride group



Lunch at the Beaufort Hotel in Beaufort with two R 90's



Ride group at lunch



Departing from Beaufort with Stuart Davidson and his R 90 S



Finished at Woodend with Pat Bajraszewski, Nic Watson & Terry Malady

Participants:

Pat Bajraszewski	R 1200 GS
Stuart Green	R 1250 GSA
Ian McKenna	K 75 C
Terry Malady	S 1000 RR
Chris Seabrook	K 1600 GT
Nic Watson	R 1100 GS
Terry Guy	R 1200 GS
Greg Hobbs	R 90 S
Stuart Davidson	R 90 S



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Classic Car and Bike meeting at Winton

BY LYNNE ROSENTHAL

27-28 MAY 2023

On the weekend of 27 and 28 May 2023 a fantastic array of classic cars and motorcycles gathered at Winton Motor Raceway near Benalla to celebrate the passion of classic racing. This annual event attracts a good crowd, both in the pits and as spectators, although this year crowds were probably down a bit on Sunday due to the awful weather – it rained all day.

With cold but clear weather on Saturday, racing events, cars, and bikes filled the day. The Winton track is terrific from a spectator's point of view because visibility of the whole track is excellent. Bob and I bumped into a few club members during the weekend and it was good to chat with them.

I'm assuming that a few club members answered the call to display their bikes in the static display area. Well done, and thank you! The display was terrific, both cars and bikes. A good time was had by all.





BMW MOTORRAD 100TH ANNIVERSARY

BMW Motorcycle Club Victoria Australia



PRESENTS

A Celebration of 100 Years of Motorcycles
Featuring a display of the BMW boxer motorcycle evolution.

**To be held at the
German Auto Show
Sunday 27th August 2023
Calder Park Thunderdome
377 Calder Fwy, Calder Park
Gates open at 10am**



Come on your bike. Come in the car, or trailer your bike/s and display them at the club stand.

Vehicle entry: Pre paid \$10 per vehicle (bike or car load)
Pre paid registration link: <https://bmwdcm.wildapricot.org/event-5159446>
\$20 entry fee on the day.

Public entry: Gold coin donation, children under 12 free
Food vendors on site or byo picnic
Strictly no dogs & no alcohol

ALL PROCEEDS ARE TO BE DONATED TO BEYOND BLUE





Emerald coffee run

BY FRANK CACHIA

27 MAY 2023

Achtung Achtung all club BMW bikes----Well that's one way of attracting your attention; this is your friendly R 26 calling, bringing you the latest from Emerald.

Being wheeled out from the garage, no birds or bugs were to be seen. Just like me, they too could really feel the beginning of winter's cold fingers. Frank didn't feel the cold that much, but then again he was wearing half his wardrobe. He had that many clothes on, if he tripped and fell he'd just bounce along. This is the last autumn run and the sun is hiding behind dark clouds.

In my case I felt better once I could feel the piston warm up. On the road and we're heading away from Mt Dandenong. It soon became obvious Frank's detouring to pick up another rider. His mate Dieter was waiting on a 1972 Suzuki A70. It was doing its best to hide behind a blue exhaust cloud. Ye gads, a ding, ding 2 stroke. I definitely took the lead; who wants to follow a blue haze?

Apart from the usual gaggle of cyclists, the run along Mountain Hwy to Sassafras was uneventful; other than the temperature dropping even more. No wildlife or speed cameras were observed, but then again who would want to be out in this weather!



At the Olinda turn off which incidentally is the highest part of the trip, a number of observations; no cars and tourists around and both Frank and Dieter switching on their heated gloves. Oh you wimps. Yes by now it was quite cold. How cold is cold? Just as my third gear was selected, at precisely 23kph Frank's chattering teeth emitted the same harmonic sound as the tappets. The only difference was my tappets were hot, his teeth weren't.

A wet road didn't help and the run to Monbulk was at times tip-toed over. Because of the cold I would have bet that Frank or Dieter would stop at the public convenience but surprise me, neither did. Finally the dash to Emerald but again a wet road didn't encourage racing so cruising mode was selected. Mind you that was only by the intrepid duo. One P plate driver was in racing mode and I can guarantee that both riders were startled. He flew by passing us with inches to spare, and on double lines. He was one man in a blistering hurry.

Emerald came into view and moments later headed straight to the car park. Hardly had we parked, when both of our riders before even saying any salutations excused themselves heading directly to the public convenience. Well, so much for forward planning.

It was at this time that with the clouds breaking up the area surrounding the Emerald bakery outdoor tables was a far better welcoming spot from the muddy and puddled car park. With a new member joining the mob all were seated and aided by hot beverage and a warming sun, a laughing chorus, a cackle of jokes and exaggerations were to be heard.

Disturbingly all of these sounds were drowned by the arrival of a man and his dog. Sitting opposite us the dog continuous sharp and very loud barking was quite intrusive. Numerous half-hearted shhh's by the owner failed to silence him. Even from the carpark it was quite annoying. That, most likely saw our owners look at their watches and consider calling it a day. Well, one way to break up a group. Finally the dog owner moved on.

Hardly had the echo abated when an elderly man showed up and taking up station where the dog owner was, started to sing in a rather unusual, perhaps an even unheard of foreign language. It sounded very much like a cross between soft moaning, painful agony and with a touch of melancholy thrown in for good measure. Good heavens, Frank's chattering teeth were more melodious.

That, definitely, saw the group stand and made their way towards us. One overheard remark suggested that the

singer should be paid to move on. On the other side of the pedestrian crossing, much to the embarrassment of three girls who were using their mobile phones, the singer started to serenade them.

The sounds of motorbikes, even those as quiet as ours, being warmed up, kept the singing at bay.

A wave, the sounding of a horn and we're gone. Once Emerald traffic was behind us we had the road to ourselves. Dry patches helped increase speed but still cautious in bends especially those shaded by foliage. Still, the cooler weather did wonders to my aging air cooled engine. I simply purred along.

The run past Monbulk saw an increase in both traffic and cloud cover. And that brought the last autumn run to an end. By the time you read this, winter will be upon us.

Participants:

Tom Coghlan back on his F 650 GS Dakar
 Brother James on a Husqvarna 650
 Geoff Riddell on a R 1100 RT
 Michael De Vink on a R 100 engine powered R 650 LS
 Mark Doherty on a R 1200 RT, yes he was late
 Paul Koedigk on a R 1200 GS
 Matt Gale on a F 650 GS
 Our newest member Cary Hamilton G 650 GS
 Rob Chapman 650V Strom Suzuki
 Dieter Ludwig 1972 A70 Suzuki
 And finally me, a 1956 R 26



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.

JULY 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

1st July – Saturday – Western Coffee Morning – Ballarat

3rd July – Monday – CRL – CASTELLOS VICTORIAN TAVERN IN GISBORNE

Ride of 115 km to Castellos Victorian Tavern in Gisborne. Ride via Epping, Sunbury, Toolern Vale, Ciomadai and Bullengarook to Gisborne.

Return via Clarkfield, Konagaderra Springs, Donnybrook and Arthurs Creek to Wattle Glen for a total distance of 200 km.

Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00 am. Stop at Sunbury.

Lunch at Castellos Victorian Tavern in Gisborne at 12.00 noon. Final Coffee in Wattle Glen at 2.30 pm.

Ride leader Ian McKenna ph 0487 868 466.

8th July – Saturday - Gippsland Coffee Mornings – Heyfield

9th July – Sunday – ANNUAL AWARDS LUNCH

The Annual Awards Lunch will be held at the Customs House Hotel, 161 Nelson Place, Williamstown, 3016, on Sunday 9th July at midday. Details to be Confirmed. Any inquiries Kerrie Hessling, 0431 884 085.

12th July - Wednesday - MIDWEEK RIDE TO MOUNT ELEPHANT HOTEL, DERINALLUM

Ride of 165 km to the Mount Elephant Hotel in Derinallum.

Ride via Anakie, Steiglitz, Meredith, Mount Mercer, Rokewood Junction, Pitfield and Lismore to Derinallum.

Return via Hamilton Highway, Inverleigh and Geelong Freeway to Werribee for a total distance of 310 km.

Assemble 8.30 at BP Little River Service Centre, Geelong Freeway at 9.00 am. Stop at Meredith, Derinallum, Inverleigh and Werribee.

Coffee at Meredith Corner Store in Meredith at 10.00 am.

Lunch at Mount Elephant Hotel in Derinallum at 12.30 pm.

Final Coffee at the Werribee Servo on Geelong Freeway at 3.30 pm. Ride leader Ian McKenna ph 0487 868 466.

15th July – Saturday – Central and South Gippsland/Bass Coast Coffee Morning

16th July – Sunday - Sunday ride - PRESIDENTS MID WINTER RIDE LUNCH

Bob Leggatt invites you to join him for lunch at the Country Club Hotel, Yea. Following on from the successful Mid Spring Ride to Flowerdale, and the equally huge Summer Ride to Yea. Come for lunch (12:00 noon) or join in the pre-ride from Peppers Paddock (full details below)

Please note: numbers are limited so registration is essential whether you are coming just for lunch or joining in the ride.

Registrations will close 48 hours prior. Peppers Paddock 10:00am, stopping at Hurstbridge, Broadford, Strath Creek, Kerrisdale, Yea - Country Club Hotel (Lunch)

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

22nd July – Saturday – Emerald Gathering Coffee Morning

24th July - Monday – Annual General Meeting

Join us on Monday July 24th at 7.30pm for our monthly general meeting and Annual general Meeting at Lynden Park Recreational facility, Wakefield's Grove, 64a Through Rd Camberwell 3124. DETAILS TO BE CONFIRMED

AUGUST 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

5th August – Saturday – Western Coffee Morning – Ballarat

8th August – Tuesday – CRL - COFFEE RIDE LUNCH TO GREENDALE HOTEL.

Ride of about 135 km to the Greendale Hotel in Greendale for lunch at 12.30 pm. Ride via Hurstbridge, Mickelham,

Konagaderra Road, Gisborne and Pentland Hills to Greendale. Return via Western Freeway to finish in Rockbank about 3.00 pm for a total distance of 200 km.

Assemble at Peppers Paddock General Store in Wattle Glen at 9.30 for departure at 10.00 am. Stops at Kondgaderra Reserve and Gisborne.

Ride leader Ian McKenna ph 0487 868 466.

12th August – Saturday - Gippsland Coffee Mornings – Heyfield

20th August – Saturday – Central and South Gippsland/ Bass Coast Coffee Morning

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

Ride of 180 km to the Holgate Brewery 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 Stutys Bakehouse in Broadford at 10.30 am.

Lunch at Holgate Brewery 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 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.

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 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. Registrations will be necessary as we are only allowed 40 people inside the hall due to COVID restrictions so please register.

SEPTEMBER 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

2nd Sep – Saturday – Western Coffee Morning – Ballarat

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

9th Sep – Saturday – Gippsland Coffee Mornings

13th Sep – Wednesday – MIDWEEK RIDE TO RAILWAY CLUB HOTEL, DUNOLLY*

16th Sep – Saturday – Central and Sth Gippsland/Bass Coast Coffee Mornings

17th Sep – Saturday - SUNDAY RIDE - TBA (NORTH EAST)*

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

25th September - Monday – Monthly Club Meeting

**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

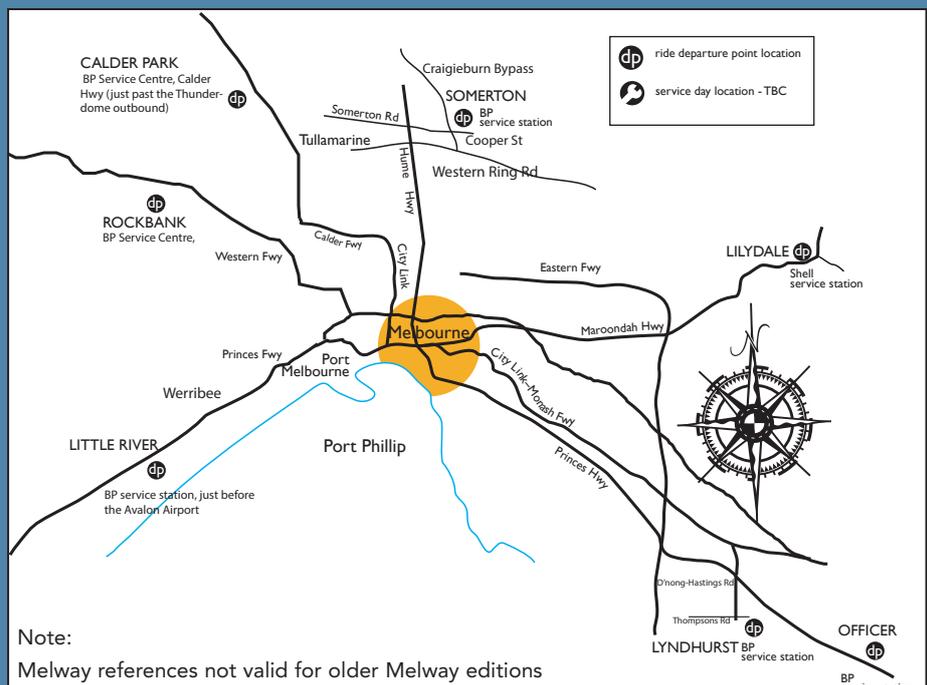
BP Service Centre - Officer Outbound 65 Princes Fwy, (M1) Officer. 2 km South East of Beaconsfield Exit on M1

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 MOTORRAD WINTER GEAR FOR SALE (3 ITEMS)

BMW Rallye 3 Heavy duty jacket size 54. Black with yellow panels. 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. Fits medium male - \$125



BMW Tour Shell Cordura lined winter pants and braces Size 56. Black with 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



1968 BMW R60/2 \$27,000 Has Schorsch Meier Sports petrol tank and pillion seat. Close to concours condition with negligible mileage since restoration. Engine, gearbox and Kardan drive rebuilt. New pistons, valves, bearings, seals etc. New clutch, stainless exhaust, wheels rebuilt, etc. See website for further details.

Contact: Lawrie Bradly
Mobile: 0400 764 043
Email: lawriebradly@a1.com.au



BMW K 1100 LT 1993 \$4,900 neg. 86,680 kms. Bike is in excellent condition and running like clockwork, Warrantdye.
Contact: Oliver O'Rourke
Mobile: 0421 844 924
Email: oliver.orourke@gmail.com



BMW R 1150 GS 2002 \$6,300 neg. Has 12 months rego, has done 112,800 km, very good condition, tyres barely worn, LED driving lights, BMW hard panniers, comes with roadworthy, Bendigo.
Contact: Richard Herz
Mobile: 0499 617 636
Email: richardherz71@gmail.com

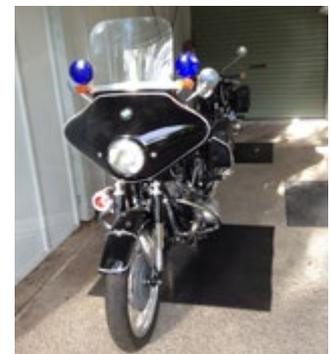


BMW K 1200 GT 2003 \$3,500 neg. 111,800 kms, registered to Nov 2022, no RWC, good condition and well maintained.

Contact: Peter Dohle
Mobile: 0412 044 685
Email: anzaccrs30A@outlook.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 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



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, alexhleo@gmail.com

Alpinestars Tech 7 Enduro Drystar waterproof boots \$375 ONO

Boots are black, size 45.5 (US11). I'm normally size 43.5 but these fit me perfectly. Ideal for adventure or Enduro riding. Excellent condition. Worn on two 8-day rides only.

Contact: Peter Walsh
Mobile: 0418 140 358
Email: janeswalsh@yahoo.com.au



1960 BMW R26 \$10,000

Contact: Peter Rees
Mobile: 0429 358 770
Email: conrail@bigpond.com.au



1961 BMW R60 \$16,000 telescopic forks, minor oil leaks
Contact: Peter Rees



1983 BMW R65LS \$9,000 12,700 km
Body shows some wear
Contact: Peter Rees



1996 BMW R100RT Classic \$12,000 40,000ish km. Nice bike, minor oil leaks
Contact: Peter Rees



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. Buy 2 or more of the bikes I have advertised and the lift is free. **Contact:** Peter Rees



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



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@gklaw.com.au

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

Contact: Brendan Gidley
Phone: 0408 554 542
Email: eurkea54@gmail.com



BMW Motorrad 50L Duffel Bag \$160 Waterproof roll top bag has large opening, easy to pack. Waterproof zipped inner pocket, adjustable compression straps and 7 straps to firmly attach to your bike. Used one trip only, bag presents as new.

Contact: Roger Brailsford
Phone: 0417 855 793
Email: roger@tjitabine.com.au





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MOTORRAD**

FAST JUST GOT FASTER

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
[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
[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
[bmw-motorrad.com.au/ringwood](https://www.bmw-motorrad.com.au/ringwood)

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

MAKE LIFE A RIDE



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