

June 2023

BeeEm

Magazine of the BMW Motorcycle Club of Victoria

 **BMW
MOTORRAD**

 **BMW
MOTORRAD**

BMW Motorrad
100th Anniversary

1923 100 2023 

BMW Motorcycle Club
Victoria Australia



Print Post # 100001111



ALL Motorcycles Accessories



Professional BMW Workshop



Klim  **SCHUBERTH TOURATECH**



BM motorcycles
RINGWOOD

5 Heatherdale Road, Ringwood, 3134

Phone: 03 9870 3807

info@ringwoodmotorcycles.com.au

www.bmmotorcycles.com.au

USED
MOTORCYCLE
PARTS
ONLINE  **Specialising in BMW parts**

USED MOTORCYCLE PARTS ONLINE
Specialising in used BMW motor parts

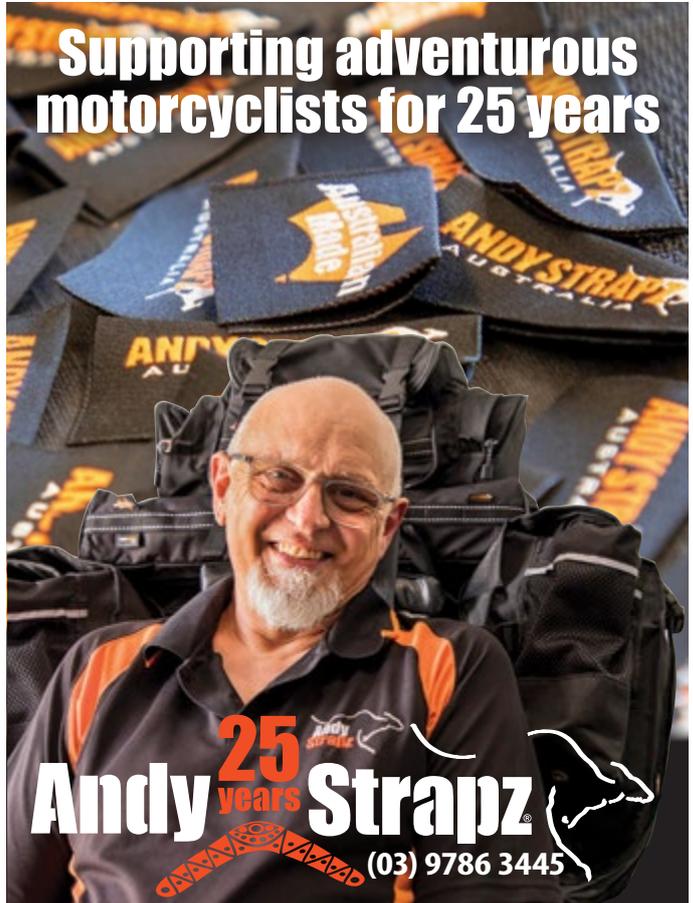
Visit us at usedmotorcyclepartsonline.com.au or our **eBay store** for 500+ listed parts.
35 BMW bikes in stock for dismantling.
Parts available are updated frequently.
BMW bikes wanted for dismantling.

Contact Frank Nieuwenhuis
M: 0437 369 642
E: franknieuwenhuis@activ8.net.au

We are located in North East Victoria

www.usedmotorcyclepartsonline.com.au

Supporting adventurous motorcyclists for 25 years



Andy **25** years **Strapz** 
(03) 9786 3445



BMW Motorcycle Club
Victoria Australia



BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

CLUB MISSION STATEMENT

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

POSTSCRIPT

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

Committee meeting: Contact President.

Midweek rides: Second Wednesday.

Service days: Location and dates to be advised.

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

DEADLINE

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

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

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

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

Winfried Hessling
advertising@bmwmccvic.org.au
Mobile 0403 302 230

Members' classifieds are to be sent to:

Lynne Rosenthal
clubclassifieds28@gmail.com
Mobile 0415 286 855

BMWCCVIC INC
PO BOX 364
MOONEE PONDS
VIC 3039



facebook.com/BMWMCCVIC

bmwmotorcycleclubofvictoria.wildapricot.org

IRN. A00 005 62B

Full, family and associate memberships available.

ISSN 2207-9416 (ONLINE)



CONTENT & ADVERTISERS INDEX

BM Motorcycles Ringwood.....	2
Andy Strapz.....	2
Used Motorcycle Parts online.....	2
Committee	4
Support team	4
President's Message	5
Editor's Report	6
BMW Motorcycle Club of Victoria preferred suppliers	7
BMW and Motorcycling News	8
Motorcycle Adventure Products.....	9
Our Members	12
Rides, Rallies & Events	16
Feature	20
The Good Wool Store	30
K&R Motor Cycle Service	30
Shannons.....	35
Calendar	36
Classifieds	38
Doncaster BMW Motorrad	40

Our cover: David Yee's K 75 C at Heathcote

Magazine Layout Consultant: Jaz Effect Design

Committee



President

Bob Leggatt
T: 0474 785 896
E: president@bmwmccvic.org.au



Vice President

Vacant
E: vicepresident@bmwmccvic.org.au



Treasurer

Winfried Hessling
E: treasurer@bmwmccvic.org.au



Secretary

Jacques van Niekerk
T: 0401 091 277
E: secretary@bmwmccvic.org.au



Ride Captain

Ian McKenna
T: 03 9547 6864
M: 0487 868 466
E: captain@bmwmccvic.org.au



Vice Captain

Vacant
E: vicecaptain@bmwmccvic.org.au



Social Secretary

Vacant
E: socialsecretary@bmwmccvic.org.au



General Committee

Bernard Schacher-Tayla
M: 0403 899 374
E: bmindful@protonmail.com



General Committee

Lynne Rosenthal
T: 0415 286 855



Club delegate to BMW Clubs Australia

Jacques van Niekerk
T: 0401 091 277
E: clubdelegate@bmwmccvic.org.au



Club photographer Midweek ride coordinator

Ian McKenna
T: 03 9547 6864
E: ianmckenna501@gmail.com



Club Permit Co-ordinator

Warrick Tovey
T: 0418 994 647
E: clubpermitcoordinator@bmwmccvic.org.au



Commercial Advertising

Winfried Hessling
T: 0403 302 230
E: advertising@bmwmccvic.org.au



Editor

Andrew Novak
T: 0419 440 690
E: editor@bmwmccvic.org.au



Librarian

Neville Borgelt
T: 0429 438 161
E: librarian@bmwmccvic.org.au



Membership

Detlef Lamp
T: 03 9367 1271
E: membership@bmwmccvic.org.au



Members' Classifieds & Merchandise

Lynne Rosenthal
T: 0415 286 855
E: clubclassifieds28@gmail.com
E: merchandise@bmwmccvic.org.au



Service Day Team

Warrick Tovey
T: 0418 994 647

vic roads' reporting numbers

Road conditions reporting and
Traffic signal difficulties or faults
13 11 70

RIDER SAFETY & TRAINING SUBSIDY

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

At this time of the year, what with the dramatic swings of our ever-changing weather, winter one day and summer the next, I sometimes look up at a clear sunny sky and say to myself 'too good a day to be staying home' and off I go on some of my favourite little rides, just an hour or two, 100kms or so, a big coffee break, just blow the cobwebs away.

Just so was the other weekend when I attended the Outfit Rally (i.e. sidecars) on the banks of the Murray River near Strathmerton, run by the Monarchs MC. A good look at the weather forecast, for both Melbourne and Cobram preceded my decision. But fine it was, in fact on Saturday it was a shorts and t-shirt afternoon. Five of our members were there, so I was in good company. Friday night at some of these rallies can sometimes be the best, as this is the night for the diehards. There were 22 sidecars in attendance with more arriving on Saturday and as always, a good proportion are BMWs, mainly K's, but some interesting boxers as well. We sidecar owners always do the rounds checking on each other's machines, inspecting the mountings



Bob having a Sunday breakfast at the Outfit Rally

and accessories and the like, but all very amicable.

As a club we have an exciting time coming up, what with our celebrations of BMW's 100th centenary. The next will be our Bike Show at Calder Park Thunderdome where as guests of the BMW Drivers Club of Melbourne at the German Auto Show, we shall have our own stand and special display of the evolution of the R series boxer engine motorcycles, 1923 to 2023. All other series will also be on display, and if sufficient turn up we may be able to set them in a display of their own. Can you get a prize for the best of your series? You will have to turn up to find out.

We are hoping to get at least 100 motorcycles and many more of our members there.

I invite you all to attend and display your bikes. This event is now open for registration and although public entry is available for a gold coin admission (parking outside), I hope you all will bring your bikes to the club's display area and pay the \$10 display fee. All fees and donations will go to charity, the car club has chosen Beyond Blue.

This event will be held on Sunday August 27th, registration and all details can be found on the club's calendar.

Another popular event is the Annual Awards Lunch on July 9th at the Customs House Hotel in Williamstown. Registration and all details for this can also be found on the club's calendar.

I hope to see you there.

Ride Safe

Bob Leggatt
President, BMWCCVIC



Bob with an Infamous Pudding

Greeting Members, so what's new this month? Well to start off with I survived another month but my bike didn't, the ol' R 1100 R has decided to play games with me; last time it was the Hall sensor, then the fuel pump, now the stater motor. Thought it would be an easy fix, purchased new motor, replaced it but for some uncanny reason it now starts ok and so it should with a new starter motor but it won't stay running. Now I could try a number of fixes but I'd only be second-guessing and wasting money on things not required, so off to Phil Marshall it goes for a thorough medical check-up. Opportune time to re-upholster the seats, and those who have seen my bike would know, they were well overdue on being done. Luckily my son has decided to get his licence and I've been borrowing his bike and what is it you ask? ...it's a beemer F 650 GS, so I think I have taught him well.

Now what have we got in this month's issue, I could tell you but why spoil the treat, I'll let you keep turning the pages and allow you to read all about them yourself.

Don't forget to check the website for the forthcoming events regarding BMW 100th Anniversary; the German Auto Show at Calder Park Raceway, BMW motorbikes at Llanely, BMW MCC VIC GS Training with Touratech, Christmas In Winter, The Commercial Club, Albury as well as the club's Annual General Meeting. Ensure you don't miss these events.

From the Editor and Team

Ride, Read and Stay Safe



Jake on his F 650 GS



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

James Berrell	R 65
Peter Schubert	Associate
Lawrence Bradly	Associate
Cooper Treacy	Associate
Stefan Kissner	K 100
Brett Gruar	R 1250 GSA, R 80 GS
Peter Nelson	K 1600 GT
Bruce Stringer	R 1150 R
Arno Backes	R 100 GSPD, R 24
Xavier Delattre	R 1200 GS

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>

BMW Motorcycles: What the Model Letters and Numbers Mean

By Don Williams (Ultimate Motorcycling)

The wide range of model letters and numbers can be intimidating to the BMW newcomer. Fortunately, the nomenclature is pretty straightforward, making it reasonably easy to master.

Here's what to initially learn:

The first letter tells you the motor configuration

The number in the middle tells you the displacement (almost always).

The last letter combination (initials or full name) alerts you to the type of motorcycle—though not which line.

With that in mind, let's dive in a bit deeper—though not into the deep end.



MOTOR PREFIX LETTER

The prefix letter is always the motor. Conveniently, BMW uses the same motor designations across all of its genres of motorcycles.

F: This is for parallel twins in the 900 to 750 range. Confusingly, BMW called the 650 single-cylinder motor an F from 2000 to 2007—let us never speak of this again.

G: A single-cylinder motor—currently the 310 exclusively, though it has been a 650 in the past.

K: In the 21st century, this means an inline-6 that is transversely mounted. Back in the 1900s, it was a longitudinally mounted inline-4. The K continued in the early 2000s as a transversely mounted inline-4. We're not sure why BMW recycled the K instead of coming up with a new letter for the inline-6.

M: The M is the high-performance version of the inline-4 used by the S models.



R: The classic boxer twin, these range from the Big Boxer used in the R 18 to the 1170cc R nineT line. BMW's use of the R dates back to the 1923 R 32 flat-twin, though the R was used for single-cylinder models into the 1960s.

S: This is the inline-4 configuration. It's a one-liter design.

THE NUMBER

The number is the displacement class. The R 18 leaves a couple of zeros off, and the nineT is an 1170cc boxer.

MODEL SUFFIX LETTERS

Adventure

GS: BMW has used this designation for its adventure bikes since the G/S in 1980. GS means Gelände/Straße (off-road/on-road), and Gelände Sport.



XR: These are the ADV-style adventure-tourers rather than off-road capable motorcycles.

Heritage

BMW does things differently for the Heritage line. The R 18 has the standard version and the Classic. The nineT line has a standard version, along with the Scrambler, Pure, and historically minded /5.



Roadster

It's straightforward in the Roadster line. They all have an R suffix, which tells you that it's a naked upright sportbike.



Sport

RR: When you think of RR, think of Road Racing. These are the highest-performance BMW motorcycle.



RS: While the GS is off-road/sport, the RS is road/sport, including sport-touring when you add bags.

Tour

B: If you want a low-slung Bagger, look for the B designation



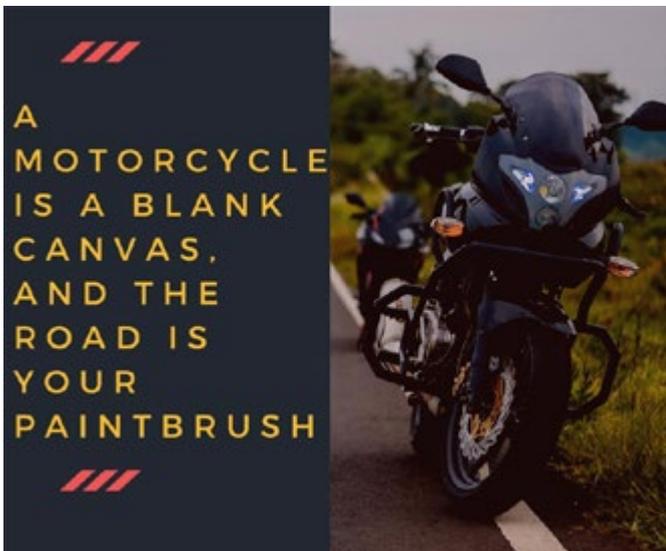
GTL: GTL is the touring line's dresser, so GTL tells you it's a Grand Touring Luxury motorcycle.

GT: Remove the luxury and add a bit of sport, and you have Grand Touring.

Grand America: The Grand America takes the Bagger concept and converts it to a dresser.

RT: It's back to German for this designation—Reise-Tourer, which translates to travel-tourer. It's the only boxer in the Tour lineup, and it functions as a sport-tourer. However, it's not as sporty as the RS in the Sport line.

Once you learn everything in this story, you will be recognizing BMW model names intuitively.





DEVELOPMENT WITH PASSION!

luggage experts since 1975.





LUGGAGE



PROTECTION



ACCESSORIES



MOTORCYCLE ADVENTURE PRODUCTS

Because every ride is an adventure

NATIONAL DISTRIBUTOR FOR AUS & NZ

1300 898 560

You can order direct online or via your local dealer.

MOTORCYCLEADVENTURE.COM.AU

Our New COLOURS for 2023

Explore our range of models with a new look

The new season is here – and so are the new colours. Our new colours emphasise the character and design highlights of the respective bikes: from sporty to sophisticated. This page will give you a first impression. However, it goes without saying that nothing beats looking at the original.



Exciting and full of drive, the F 900 XR Sport in striking Racing blue metallic takes on any new challenge

GS Trophy

The new Gravity blue metallic paintwork with eye-catching tapes clearly shows that you are fully in the spirit of the International GS Trophy and are within touching distance of this great adventure. Hungry for adventure and with an insatiable appetite for the next challenge, you know exactly that there is more to discover beyond the horizon. More and more.



Option 719 Underground/ Lightwhite and Option 719 Pollux metallic/Lightwhite

The Option 719 Underground/ Lightwhite variant shows off your purist and understated style. Black highlights emphasise your clear stance even more. Option 719 Pollux metallic/Lightwhite adds a touch of elegance to the bike's wild nature with its golden highlights.



Option 719 Mineral white metallic and Gravity blue metallic

Option 719 Mineral white metallic emphasises the large surfaces of the respective bike and underlines its elegant appearance. Golden highlights accurately emphasise the highlights of the bikes. Harmonious, balanced, attractive: With its Gravity blue metallic paintwork, the bike radiates true grandeur and superiority.



Black storm metallic and Bluestone metallic

The two new Black storm metallic and Bluestone metallic variants clearly emphasise the dynamics and dominance of the S 1000 R. With this colour choice, you make one thing clear from the outset: you want to be in charge and nothing else will do for you.



Who are you?

I'm you, but stronger.



THE 1989 AUSTRALIA MOTO GRAND PRIX – GETTING THERE



Wayne Gardner holding point 1989 Grand Prix

BY: BRIAN MACDONALD - PART 1

In the 1980s Australia already hosted a round of the Formula 1 World Championship, which is held on a street circuit round Albert Park Lake in inner-city Melbourne since Victoria ‘stole’ the race from Adelaide, where it had been held on a street circuit in central city.

Australia had never hosted an official round of the Motorcycle World Championship, which had been going since 1949, although it held its own major championship meeting every year, at which the Victorian Race Marshals Club (now Race Marshals Victoria) officiated. Ann and I were enthusiastic members of that club and attended many meetings. A very early morning sprint up an empty Hume Freeway to Winton on the big K 100 LT at a speed that showed two zeros on the clock was not unknown.

We saw the best of Australia and New Zealand’s racers at close quarters but not the major international stars.

Australia had a history of producing good racers, with a number of world champions in different classes¹ but all the events were on the other side of the globe, invisible here in an era before live, full-colour TV telecasts of such events became available universally.

In 1952, the Phillip Island Auto Racing club (PIARC) was formed, ground was acquired and a circuit was built. Racing began there, in the south of the island in 1956 and continued until 1978, when cost considerations saw its closure. In 1988 the Australian motorcycle racing control body negotiated for and was awarded a round of the official world championship series, to the delight and excitement of Australian motorcycle racing fans. The first Grand Prix event was to be held in 1989 on the circuit on Phillip Island, which would be brought up to World Championship standard.

In 1988 the circuit was rebuilt, spectator and safety facilities were improved and the track surface was re-laid. It opened for motorcycle racing that year. A motorcycle championship race circuit will be a loop from approximately 4.3 to 5.6 km long. There is a lot of space left beside the track on corners, with a deep layer of what is familiarly called ‘kitty litter’ of soft, shock-absorbent, machine- and rider-slowng, crumbed materials and no solid barriers or even bumps in the ground near to the racing surface. F1 cars prefer concrete walls. Track edges are white and red candy-striped round the corners with a green painted strip where a rider incurs a penalty for infringing. A variety of coloured flags is used by the marshals to give information about conditions and to instruct racers to slow down when there is need and even to bring a race to a premature halt in certain situations. This flag-signalling is part of the duties of

a track marshal. Specially trained marshals stand by for fire-fighting duty and fully-trained medical staff are trackside.

A Grand Prix race consists of around 24 laps, 110 km, and will last approximately 45 minutes. The Phillip Island GP circuit is in scenic, hilly terrain near the southern coast of the island, with spectacular views of the coastline. It has a number of left and right corners, a high-speed straight, an up- and down-the-hill loop, a long, moderate uphill and a short, steep downhill with a 90° right turn at the foot. Riders comment that they enjoy racing on it and that it is a flowing circuit, without the stop-start aspect of many other circuits on the world championship calendar. Although the views around the circuit and to the ocean are good, the weather, even in summer, is often less than kind, the corner of the track nearest the Southern Ocean being justifiably named 'Siberia'. An unusual hazard is seagulls on the circuit. A rider has had his arm broken by being hit by a flying bird while doing 200 km/h. At a recent meeting, a pair of Cape Barren Geese² decided to have a stroll on the track during practice, which was suspended and an official car had to go round and shepherd them away. Australia was allocated round two

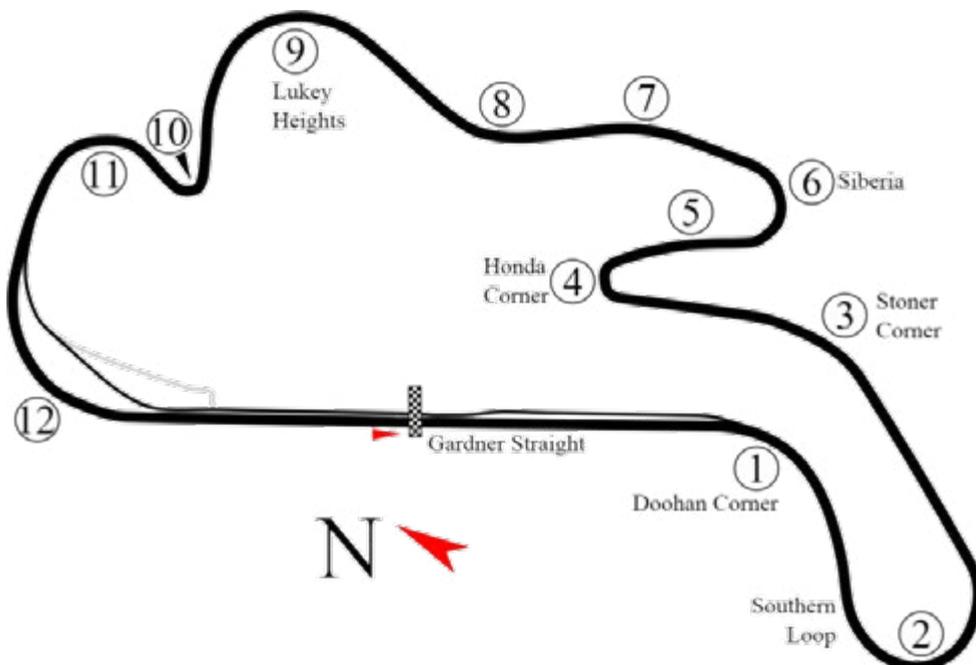
of the championship series, to be held early in April. In that era the motorbikes used all had 500cc two-stroke engines, notoriously difficult to control at high speed. The field would consist of, among others, Wayne Gardner³ and two up-and-coming Australians, Mick Doohan, who went on to become world champion five times in succession in the 1990s, and Kevin Magee, who is remembered for his talent on both a motorcycle and a uni-cycle, on which he scooted around the race meeting paddocks. There were several high-performing Americans, Kevin Schwanz, Freddie Spencer, Eddie Lawson, all champions, with the most notable being Wayne Rainey, who won three championships over his career, which ended with him in a wheelchair. It would be a highly-competitive field.

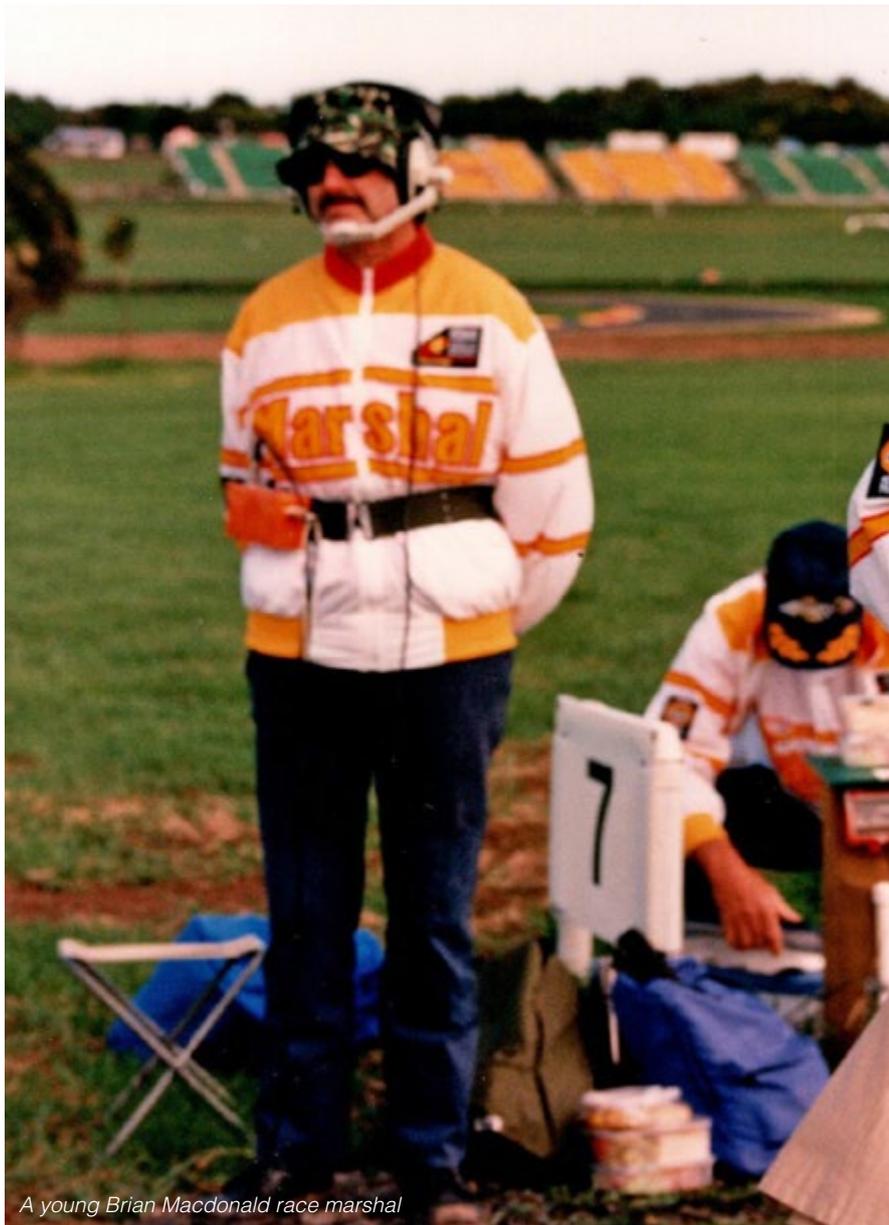
In late 1988, the Victorian Race Marshals continued to participate in race meetings and undertook further training in their marshalling skills. Selection was strict. Eventually those chosen were issued with distinctive white jackets bearing the sponsor's logo, told to wear white shoes and trousers (although this part of the dress code was mostly ignored) and given written notes and instructions about everything from on-track performance to off-track behaviour.

This was to be Australia's showcase to the motorcycle racing world and every aspect had to be done well.

We would be required to be on the track from 8 am on the Thursday until the last race on Sunday, usually the Moto GP race, had ended and the track was closed by an official car, about 4 pm. Accommodation had been arranged for all officials and we would find ourselves sleeping at a holiday place some kilometres away, in huge imitation Conestoga wagons, eight to a wagon, on basic wooden bunks. At the time we discussed what connection such a feature of the Old American West had with an Australian island but found no answer. In our group was Bill Petrie, a pillar of the Hartwell Motorcycle Club, a man of substantial heft, who slept flat on his back and whose snores enlivened the nights. My wife, Ann, was the only woman among six men.

Breakfast and the evening meal during the meeting were our own business. Lunch was a sandwich, fruit and bottled water brought to our appointed marshals' point as we were not permitted to leave it except for calls of nature, once deposited there by Bob Martin, of frame-straightening repute, whose ute and trailer for motorbike pick-up duties





A young Brian Macdonald race marshal

were a feature of most meetings. Bob and his ute also came round the track at day's end to take us back to the pits, although many of us preferred to walk after a day spent mostly standing around.

The meeting's major sponsor was the old-established Western Australia-based Swan Brewery, whose logo was writ large on our uniforms. An unexpected benefit of this sponsorship was a free Happy Hour put on for officials by the brewery every evening once on-track action was over. The walk back to the pits and hospitality area, in some cases of a couple of kilometres, was a daily pleasure.

Footnotes

¹ Tom Phillis, the first of a well-known racing family of that name, won the world 125cc title in 1961. Kel Carruthers won a 250cc world championship in 1969 and later successfully managed the teams of two world champions, living to be 85 at time of writing. Barry Smith, born English but an adopted Australian who lived and had a motorcycle business in Melbourne, won a number of international championship races in small capacity classes in the 1980s.

² The Cape Barren Goose is native to all of Australia's Southern Ocean coast. The birds are usually in

monogamous pairs, slate grey in colour, up to 7 kg in weight, nearly a metre long, with a wingspan up to 2 metres. They stroll unconcernedly on roads, the surface of which is often very similar in colour to their plumage and it pays to be vigilant in their territory as you would not wish to have contact with one while motoring. It is the motorist who must defer to these big birds, not the goose to the vehicle.

³ The first Australian to win a modern era world premium category grand prix championship title was Wayne Gardner, born in the NSW city of Wollongong. He began his racing on grass tracks, so learned the art of controlled rear wheel sliding, a skill that stood him in good stead when racing a 500c two-stroke machine. Progressing to road racing in his teens, he finished second in his first major race, the 1977 Australian championship, on a second-hand Yamaha, with little financial backing. Not long after, he had his first win on bitumen. In 1981, he and his team-mate won a prestigious long-distance superbike⁴ race, racing for a modestly-funded private team against major factory-backed teams.

⁴ A superbike is a 1000cc four-stroke motorcycle of a type that can be bought off the shelf for road use. The rules for superbike racing allow little in the way of modifications from original factory specification. The very popular World Superbike Championship (WSBK) series is supported by all the major manufacturing companies.

Superbikes are not as fast as Moto GP machines, being heavier and essentially road-standard, albeit state-of-the-art technology, whereas the GP machines are experimental factory prototypes specifically built for road racing and every aspect is continually being upgraded and refined. They are also lighter in weight, with a minimum weight limit of 157 kg imposed. WSBK stipulates a minimum weight of 168 kg.

To be continued...

100 Years of BMW Motorrad. Let's Go for a Ride.

A destination ride to
celebrate the achievement.

Ride: Mystery destinations advised to the group in camp each evening.

When: Melbourne Cup weekend 4-7 November.

Departure: Saturday 4 November 2023

Benalla - Zeus Cafe - Time 09:30-10:00 Hrs.

Day 1: 350kms.

Day 2: 600kms. 'Get a wriggle on!'

Day 3: 350kms. Plenty to see, you will be relaxed by now.

Day 4: Return home. Melbourne 600kms away.

Bush camps: self-catering & other bush facilities.

Campfire cooking: Dependent on conditions.

Self-navigation: With several options to the next destination, following the evening briefing, it is suggested that you have a Hema paper map for Northern Victoria and South NSW.

-For safety reasons there will be no Ride Leader nor Tail End Charlie.

Form your own group and ride to your inclination. Mostly sealed back roads with some gravel roads as options.

Open to club members and their mates, regardless of what you have on hand to ride.

Tribal Elders with camper vans; we can provide pre advice of camp destinations. No loutish behavior from camping car pilots, please.

Are you coming? Participation by registration only. Registration to: tmverlin@hotmail.com or mobile phone 0447 778 070, also welcome via club website. Special celebratory T-shirt available to participants on final registration.

To assist planning please register early, preferably by end of June. Final acceptances will be 1st week of October, along with orders for club T-shirt.

Cost: A donation to RFD Service. \$20 per head + small fee for T-shirt.

Support Crew: Tribal Elder & Cultural Adviser: Phil Irvine

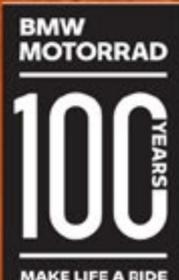
Roadside Assistance: Justin Hall

Weather and digital consultant: Russel Venn

Discipline: Trevor Northey

Route planning: Peter Maguire

You may need to prepare with some time in the saddle!





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

Featured rides



17

CRL to Alpine Hotel



25

David Yee's Rainbow Ride



27

Stay Upright Rider Training Day



28

Sunday ride - Strathbogie



29

Simon's Midweek Central Victorian Ride



32

Emerald coffee run



Arrival at the Alpine Hotel in Warburton

CRL to Alpine Hotel

BY IAN MCKENNA

3 APRIL 2023

Arriving early I met Neville Borgelt for coffee at Peppers Paddock General Store in Wattle Glen. We soon gathered 13 riders on 12 bikes including Chris & Owen Crombie F 650 GS and Paul Davis with a new R 18. After discussing many bridge closures, bad roads and closed venues we settled on the Alpine Hotel in Warburton for lunch.

With me leading and Mark Doherty as tail rider, and my ride instructions turning into a scribble pad we headed off, taking Dawson Road to Christmas Hills, to Yarra Glen and past the Chocolaterie to Healesville. I took a wrong turn near Healesville but found a wide place to turn around. We stopped in Healesville near the public toilets in great riding weather.



Max Parfett and Mark Doherty arriving in Healesville

We then rode to Launching Place followed by a couple of side roads to kill time, so we hardly touched the Warburton Highway. Stopping at Wesburn Park we took a group photo next to the football oval. We then took the winding Old Warburton Road into the back of town and rolled into our destination the Alpine Hotel just before midday.

The popular meal was the Beef Burger on special with a beer. We enjoyed a good lunch and then Mark Doherty led most of us on various back roads through Hoddles Creek, Yellingbo, Macclesfield and Monbulk to Olinda and The Basin, where five of us enjoyed a final coffee at Yaks Cafe on Mountain Highway. This finished a great day of riding.

Rides, Rallies & Events



Chris & Owen Crombie riding their F 650 GS - Healesville



Paul Davis and his BMW R18



Chris & Owen Crombie, Marc Tracy, Hans Werner, Paul Davis and Terry Malady



Gerhard John, Max Parfett, Bob Leggatt and the tail end rider Mark Doherty



Terry Malady riding his S 1000 RR



Mac Wilson riding his R 1200 GS



Lunch at the Alpine Hotel in Warburton

Short stop at Wesburn Park with a group photo at the park football oval



Terry Malady and Ian Wright



Most of the group at the Alpine Hotel

Participants:

Chris & Owen Crombie	F 650 GS
Paul Davis	R 18
Mark Doherty	R 1200 R
Gerhard John	R 1200 GSA
Bob Leggatt	G 310 R
Terry Malady	S 1000 RR
Ian McKenna	K 75 S
Max Parfett	R 1250 RT
Marc Tracy	R 1250 R
Hans Werner	R 1200 R
Mac Wilson	R 1200 GS
Ian Wright	S 1000 R



Roadworks near Warburton with riders on the ride home



Departing the Alpine Hotel with Chris & Owen Crombie riding their F 650 GS



Final coffee at The Basin with Hans Werner, Terry Malady, Mark Doherty and Gerhard John

RIDING PATAGONIA

and “The Cursed 73/Ruta 40,
Los 73 Malditos”. February 2023

BY DAVID HAINSWORTH

Exploring Patagonia has been a dream of mine for almost as long as I’ve been riding motorcycles. Maybe it was the desire to experience the white glaciers standing in contrast against the blue sky, or to feel the chill air of ancient forests washing down the side of the mountains, or to lose myself in the desert of the Patagonian Steppe.

Whatever it was, it was with these thoughts foremost that I set about planning my trip to Patagonia – from Pucon in Chile to Ushuaia in Argentina. To the bottom of the world, or at least as far south as Terra Firma would allow me to go.

The contradiction in adventure motorcycle riding is that whilst we seek out remote and special places to ride it’s all too often that a single hill climb or an especially hard day in the saddle is what gets talked about in the war stories we tell when we’re back home. Well, this is also true of my Patagonian adventure.

“The Cursed 73” as the locals call it or “Ruta 40, Los 73 Malditos”, and its “ripio” (gravel), and partner in crime the wild Patagonian wind deserve every bit of their infamy and more. But more on Los 73 Malditos later...



PREAMBLE

After washing off the jet lag and meeting my riding buddies in Santiago we flew to Pucon where we picked up our machines in preparation for the ride south to Ushuaia. A fantastic group of biking souls from all over the world, Noel from Ireland (hates his Gin), Finn from Perth, Richard from Adelaide and resident Flinders Ranges expert, Nik & Margreth from Brisbane (nine motorcycles between them - that's serious dedication), Leo from Melbourne, John from the US (Road of Bones survivor) and Simon & Cindy from the UK.

My steed for three weeks and nearly 5,000 kilometres would be an F 800 GS chosen because it's a great bike and for its 21" front wheel which I was sure would be helpful on Patagonia's gravel roads.

Our route would take us through:

Santiago; Pucon; San Carlos de Bariloche; Esquel; Perito Moreno; Estancia La Angostura; El Chalten; El Calafate; Torres Del Paine; Cerro Sombrero; Ushuaia; Rio Grande; Punta Arenas.

The air was biting cold as we left Pucon to skirt the snowcapped Villarrica volcano on our way to the Argentinian border. At the border crossing surrounded by ancient Monkey Puzzle trees and with Villarrica towering over us it was hard to believe we hadn't been transported back in time to Jurassic Park, a surreal landscape that confronted the senses.

Once over the border and with Villarrica fading into the rear view mirror the alpine scenery gave way to the wide-open plains of Argentina and the Patagonian Steppe; Gaucho cowboy country. A pattern of constantly changing scenery became apparent - from the high alpine forests of the Andes to the dry desert winds of the Patagonian Steppe, the stunning Lakes District, extinct volcanoes and lava fields. The one constant being that as we rode further and further south, human habitation was ever less present.

Crossing the Patagonian Steppe demanded some long days in the saddle and on one occasion we covered 550km in a day and not a tree in sight, all the time hammered by the Patagonian winds which would grow angrier as the day grew longer. We spent most of our time on the Steppe hunkered into the bubble of air behind the windscreen at speeds that would make a policeman blush, funny really when you consider one

of our ring mates, Finn from WA was a motorcycle policeman back home. The truth be known, with little in the way of human settlement for hundreds of kilometers and surrounded by thousands of square kilometers of desert we had little choice but to press on to the next town.

At one stop we overnighted in Perito Moreno, a small desert town built into the lee side of a ravine to escape the fierce winds which swept ceaselessly across the plain above us.

The food and wine in Argentina was costing us little, with the Argentinian Peso having been hammered by international markets in the months before we arrived. Our travel expenses like food, drink, petrol and accommodation paid for in thick wads of crisp new pesos which looked as if they might buy an apartment in South Yarra ... but maybe not.

We rode through ancient lava fields and along deep ravines carved out of the plains by advancing and retreating ice sheets millions of years past, the plateau above us covered in a tabletop layer of basalt maybe 70 meters thick. Past the eroded sides of dormant volcanoes streaked with walls of long ago cooled lava forced from the depths through volcanic fissures. And barely a soul in sight to witness such majesty

On the run between Perito Moreno and Estancia La Angostura we spent most of the day dodging and weaving between ankle deep potholes cut into an otherwise quality bitumen road surface, the potholes emerging from nowhere like landmines. Maybe it was the potholes, the dust, or the dry desert air that compelled us to stop, take off our riding gear and go for a swim in the meltwater of a river not far from our overnight stop. Trust me, it wasn't pretty, four blokes splashing around like children in the middle of the desert with some of us well on the wrong side of 50, lily white from a lack of sun, dripping wet in our underpants and nothing but the Patagonian wind to dry us off.

I think my favorite stop was at a sheep station in the desert near Estancia La Angostura where we feasted on lamb prepared by the station owner and washed down with fine Argentinian red wine. The hides from last night's dinner still hung on the sheep yard fence as we left in the morning.

“The Cursed 73/Ruta40, Los 73 Malditos”

The ride between Estancia La Angostura to El Chalten was epic - there's no other way to describe it, 120 kilometers of the most busted up, gnarly gravel I've ever ridden. The section of Ruta 40 known as “Los 73 Malditos” or “The Cursed 73” as the locals prefer to call it in Santa Cruz Province near Chubut Province is legendary.

Patagonian gravel which they call “ripio” is something else again, and I'll try to explain.

Assuming the road is dry with a hard packed base (it turns to impassable goo when wet), now cover it in buckets of smooth rounded pebbles (like marbles). Add golf balls, lots of golf balls and baby-head size rocks buried into the road base (about the size of a clenched fist & bigger). Now throw in tyre tracks which endlessly appear disappear and reappear weaving patterns at crazy angles and of course the ripio gravel berms 25cm high.

Add wind, lots of wind but not constant wind, that would be too easy. The weather gods had ordered up gusting side winds from 40km/hour up to 90km/hour. The conditions were completely nuts!

Of the nine bikes in our group (plus our ride leader J.C.) three riders went down on Los 73 Malditos. One chap broke his collarbone and an ankle, his ride over for the trip. The other two downed riders, bruised and sore, were able to gather themselves up and keep going. Unfortunately for me and despite being up on the pegs for most of the day dodging baby-heads and ripio berms I still managed to buckle my front wheel rim in three places: ouch.

Holding any sort of a line on the bikes in the wind and the ripio on Los 73 Malditos for more than 80 meters at a time was impossible. We were constantly looking for new lines to manage for wind, rocks, berms, disappearing tyre tracks and traffic.



The Cursed 73 RUTA 40, Los 73 Malditos

After rising at dawn and fighting the wind and the ripio for so many hours I was done. On finally hitting the bitumen and still only halfway through the day we stopped our machines in the middle of the desert and fell in a heap on the ground - lying exhausted in the wind, ripio, sand and dust.

The F 800 GS handled the ripio brilliantly and better than the R 1250 GS's and the F 750 GS's which I'm going to put down to its 21" front wheel, and of course rider skill, LOL. Interestingly, the riding techniques I used on the ripio were an adaption of tricks learned riding desert sand tracks between Menindee and Pooncarie on the Darling River in outback NSW. Although, for the Los 73 Malditos ripio I moved my weight forward and over the handlebars, always on the pegs and with lots of throttle as the ripio and the berms got deeper. It seemed to do the job.

As we left the Cursed 73 a line of motorcycles in different stages of teardown at the fuel stop, their riders pounding out the dings in their expensive wheel rims with mango size rocks.

Sadly, we learned from our riding buddy with the broken collarbone (whilst he was being patched up in hospital) that a Brazilian rider had come off his bike the same afternoon we'd ridden Los 73 Malditos and had died.

Patagonia route Feb 2023



Having survived Ruta 40, Los 73 Malditos we spent two nights in El Chalten where we drank too much red wine (see the pattern here) whilst regaling stories of our riding skill and marveling at Mt FitzRoy, surely the most spectacular geological creation I've ever seen. Walls of granite pushed vertically into the sky, mother nature's Gothic Cathedral complete with flying buttresses and crowned in ice and snow.

After The Cursed 73 our run from El Chalten to El Califate was a cruise, more ripio but this time not so bad, blacktop with fast sweepers and



David, Finn & Richard at Esquel



Somewhere on the Patagonian Steppe



More ripio near El Calafate

long straights. Wildlife everywhere, guanacos, rheas (a small emu-like bird) and our old friend the Patagonian wind. We crossed the border back into Chile between El Calafate and Torres Del Paine at a wind-swept hilltop colonial outpost in the middle of nowhere.

Once across the border the 90 or so kilometers of ripio going into Torres Del Paine National Park was an adventure in itself – this time the wind gusting to over 100km per hour (it felt like 160km per hour to me). The wind was nuts, so strong it blew one of our riders flat whilst he was sitting stationary on his bike. In such conditions starting the bikes from a standing stop without being blown flat was a challenge. Each rider developed techniques to stay upright, usually facing their bike into the wind before making a start between gusts. Not so easy when you had to point your bike towards the side of the road, gain momentum and turn so as not to go over the edge.

Inside Torres Del Paine National Park the sidewalls of the valley that framed the glacier had been polished smooth over millions of years from the movement of glaciated ice. Everywhere, the geology telling us of the advance, retreat and advance again of the ice sheets and glaciers.

Seems that climate warming (and cooling) is not so new in this part of the world and maybe a part of the cycle of life.

Departing Torres Del Paine and riding south to Cerro Sombrero the temperature dropped with the mountain peaks now covered in snow. We lost altitude as we headed out onto the Patagonian Steppe grasslands and south towards the Magellan Strait. Without the protection of the mountains, we were pounded by bitterly cold wind gusting to 90kmh. Hardly surprising that the high winds had shut down the ferry service crossing Magellan Strait where we had to wait until nightfall when the wind had dropped enough for the ferry to restart.

After crossing Magellan Strait, we set off on our final haul south, 440km to Ushuaia. The guys on the 1250's were out in front punching through the air as they seemed to do, the wind just didn't seem to bother them as it did for those of us on the smaller bikes.

At 80km north of Ushuaia the terrain changed for one last time, the hills rose from the plains and were cloaked in forest, but this time adorned in a fantasy-like world of hanging lichen and moss.

After a layover in Ushuaia we rode



Shipwreck on the Magellan Strait



Glacier near El Calafate

the last 25km south to the end of the Pan-American Highway and the spiritual closure of our journey, the bottom of the world at 54 deg 48 South. As things would have it the weather gods had gifted us something special, bright sunshine, crisp cool air and not a breath of wind. And so it was that we turned around and began retracing our route north, first to Rio Grande where we overnighted before continuing to Punta Arenas where we said farewell to our steeds.



My riding buddies

IT'S A WRAP ...

Patagonia is truly vast, a land shaped by ice and fire, wind and rain. A landmass once covered by ice is today cloaked in desert, forests, volcanoes, mountains and glaciers. Mother Nature's paintbox and a work of art still in progress as each new season leaves her mark.

I came looking for wilderness and an adventure in a place less shaped by man. The motorcyclist in me hoped for roads where I might stretch my wings and test my skills. My secret fear was that the ride itinerary might have been so de-risked that it, well, wasn't really an adventure at all. Not so, I returned home sunburnt, exhausted, my riding gear covered in dust, a duffle bag full of war stories and a smile from ear to ear.

If you're reading this and wondering if Patagonia is for you, do it before they seal the last of Ruta 40, Los 73 Malditos. Without the Cursed 73 and



The end of Pan America Highway

the ripio, Patagonia will have lost some of its wildness and its magic.

Special thanks to Jerry, JC, Wilfred and Compass Expeditions for letting me ride with you.



Mt Fitz - Roy David

Morning Coffee at Newstead with Paul Yee, Margi Christie and David Yee. Photo taken by Les Watt



David Yee's Rainbow Ride

12 April 2023

BY LES WATT

Once again David Yee excelled with his rainbow ride to all things coloured in Central Victoria. However, David did not consider the weather, which was overcast, no RAINBOWS and with heavy rain prior to the start, resulting in only the brave of heart attending. In total there were 7 bikes with one enthusiastic pillion that joyed a great but slightly damp ride through GREENdale, BLACKwood (not really a colour) and on to the Dig Cafe at Newstead, arriving at 10.45am for a most welcome coffee and treats and meeting the only country member to fight the elements - Les Watt.

After hearing another of David's dad jokes (this time I think it was about a naked lady) we set off to visit GREEN Gully, Golden Point and on to GREENhill for a stop and see if we could see the actual Green Hill through the fog. David provided much information about the area, pointing out the location of the now removed local school and church through the fog laden hillside. All now sadly gone, (as was the rain) along with all infrastructures for the area.

We did a u-turn and headed back to REDesdale though a lovely gentle winding road, which we had to ourselves. It's a delightful riding roadway and a beautiful part of Victoria. Again, the road from REDesdale to HEATHcote (that's a plant David) is also a favourite riding road of mine with ideal riding curves.

We arrived at Heathcote just on 1 pm for a fuel stop and to enjoy a pub lunch at the Commercial Hotel. I left the group of Melbourne based riders for them to continue David's



Paul Davis and his BMW R18.
Photo taken by Les Watt

RAINbow ride to GRAYtown, Whiteheads Creek, Greens Pinch Junction to Kilmore and home.

For those who are interested, David Yee and Margi Christie were the only riders with a rainbow vest, thank heavens.

BY PAUL DAVIS

Today's ride was David Yee's themed Rainbow Ride - taking in towns end locations including GREEN Gully, GOLDEN Point, GREEN Hill, Graytown (I guess that should have been GREYtown) and REDesdale. Whilst we were encouraged to dress colourfully to match the theme, appropriate wet weather gear was the order for the day so most of us were just in boring black. David and his sister Margi did wear rainbow vests though. I was wearing my trusty Klim Hardanger suit, which thankfully kept us dry and comfortable all day.

The ride started at BP Rockbank with Hans, Nic, Pat, Paul (i.e. David's son on a Triumph Daytona), David and Margi (David's K 75 C) and me. We wound our way to Newstead for a coffee at the Dig Cafe (where Les joined the ride) and then on to Heathcote for a generous pub lunch at the Commercial Hotel. (Les was offered to report on this segment). Along the way we took in a good mix of

Rides, Rallies & Events

some curvy roads (and some bumpy ones too), some great scenery especially around the gold fields area, and a few unexpected highlights such as going under a railway bridge in Castlemaine just as an old Red Rattler was passing overhead. Which David said he arranged especially.

This was my second ride with the Club, which I thoroughly enjoyed - even with the wet weather. Personally, I don't mind riding in the rain as long as I have decent gear. It was a really solid day of riding in the conditions with over 350 km travelled. Big thanks to David for leading this Rainbow ride on his rather nimble K 75 C and for the jokes too. Just a tip though for future rides (which is for anyone really), it's always best to turn off your helmet intercom before you go to the toilet. Margi would certainly agree, heh David!



Ride leaders David Yee and Margi Christie with rainbow coloured vests. Photo by Margi Christie



The ride leaders David Yee and Margi Christie at Newstead. Photo taken by Les Watt



Coffee at Dig Cafe with Hans Werner, Les Watt, David Yee, Paul Davis, Paul Yee, Pat Bajraszewski and Nic Watson. Photo taken by Margi Christie

Participants:

Pat Bajraszewski	R 100 CS
Paul Davis	R 18
Les Watt	R 1200 GS
Nic Watson	R 1100 GS
Hans Werner	R 1200 R
David Yee & Margi Christie	K 75 C
Paul Yee	1200 Triumph

Stay Upright Rider Training Day

BY LYNNE ROSENTHAL

16 APRIL 2023

“I wonder if they’ll cancel it” is probably what some riders were thinking on Sunday morning when they woke up and the rain was still coming down. Nope, the Stay Upright team of 4 instructors happily greeted all participants as they rolled in to the Werribee location at 8.45 on Sunday morning when the rain was abating.

The Werribee complex doesn't have the charisma of riding at Broadford but the instruction on riding technique, posture on the bike, braking, stopping, cornering and countless other tips lacked nothing. The instructors, Lee, Russell, Matt and Stephen imparted their knowledge with enthusiasm, humour and encouragement. The feedback they provide, often one to one, gives confidence to improve, learn and really think about specific skills which help us to improve our riding and, one would hope, become safer on the road. On the track, there are no distractions so you can concentrate solely on a particular skill or technique while repeating it a number of times, helping to cement what you've learnt. It's a proven formula and it works.

Breaks are taken during the day for morning tea, lunch and afternoon tea so there is time for socialising and it's good fun talking with other participants during this full day of learning. The course finishes at about 4.30pm. On completion of an accredited rider training day such as this, club members can complete the *Safety Training Subsidy Form** to receive a \$50 refund on the cost of the course. The refund can be claimed once in a 3 year period. If you complete an accredited First Aid course, for instance, the refund can be claimed. It's all about the club's aim to



help you become safer, more skilful and competent.

We have a number of members already booked to attend the next Stay Upright Roadsmart Two Course on 15 May so I feel sure they will also benefit greatly from the experience and enjoy the time together. A quote from James, one of our riders at the April course: “I had an absolute blast on the day. Learned SO much and was able to put it all into practice in the final consolidation session. That much fun shouldn't be legal. Worth every penny.”

The cost of the course is approximately \$365 which is substantial, however, how much did

you pay for your helmet, your riding gear, your insurance, your boots, etc? It's another investment in your safety and very worthwhile. As the old Bell slogan used to go: ‘You gotta \$10 head? Wear a \$10 helmet.’

Participants:

James Bonner
Kevin Cooper
Ewan Howieson
Philip Richards
Bernard Schacher-Tayla
Brian Smith
Gary Spencer
Gary Young
Tom Young
Apologies if I've left anyone off the list

* The Safety Training Subsidy Form can be found on our website under the Info tab, Forms and Documents to Download. <https://bmmotorcycleclubofvictoria.wildapricot.org/printable-forms-and-documents>



Strathbogie General Store Sunday Ride

BY CHRIS SEABROOK

16 APRIL 2023

At this time of year the weather becomes uncertain. And of course as a result the numbers dwindle on the rides and inevitably the number of withdrawals increases. Today's ride was no exception. At the night before, the rain had not ceased, the temperature had dropped and it was looking to be a miserable day. But off to Epping I went, expecting to see at least one other hardy soul when I arrived. To my surprise there were three other superheroes, who had braved the weather to get to the start line. (One being Michael de Vink all the way from Drouin – 2hrs away).

So off we went, heading out through Epping, Whittlesea and Flowerdale to our first stop in Trawool. The rain was easing and as we rode towards Flowerdale, you could see clear skies to our left and clouds overhead.

Trawool greeted us with some glorious and warming sunshine. After a quick stop it was back on the road heading towards Seymour, then a right turn where we made our way to Highlands Road. We must thank the local council as they had swept the roads clean of all leaves and twigs overnight, with only a couple of locals out removing the remnants of a couple of trees that had fallen across the road as we passed.

Arriving in Strathbogie we were greeted by none other than Mr Rob Byrnes and his lovely wife Susanne, together with Jeroen Kroese, where we commandeered the table in front of the fire.

Lunch over, we headed into Euroa for a quick fuel stop. I took the group on a short tour of Euroa before I realised my GPS was set for the wrong destination. Out of Euroa we headed towards Shepparton, but diverted back to



Nagambie. By this time the rain had cleared and we were riding in some beautiful but cool sunshine. After a few more back roads those left waved their goodbyes as we left Melbourne airport behind and headed in our separate directions.

A big shout out to Pat Bajraszewski for leading part of the ride when my brain started to fog out. I think we need to get you to lead more rides in the future.

Participants:

Robert Byrnes	R 1200 GS
Michael de Vink	R 100 LS
Patrick Bajraszewski	R 100 GS Paris/Dakar
Jeroen Kroese	K 100
Chris Seabrook	K 1600 GT



Arriving at the Lauriston Reservoir

Simon's Midweek Central Victorian Ride

BY LES WATT
19 APRIL 2023



Lunch at the Mt Macedon Hotel

Simon McCall, a newish Central Vic coffee group member approached the Bendigo coffee group and offered to lead his first midweek ride around his favourite Central Vic locations. The offer was well received by all and soon a date and ride details were advised to our local group. However, there was concern that we might not have sufficient numbers to enjoy the ride as a group, so we decided to involve Melbourne based club members for the day out, hence, the ride was published on Facebook which resulted in a total of 9 club members arriving at Malmsbury Bakery at 10.30am for an 11am departure. As it happened, this later start time suited those members who had to cross the city.

We heading north past the Malmsbury Botanic Gardens, crossed the neck of the old Malmsbury Reservoir, then turning left onto the Daylesford Road and several very enjoyable back roads with which Simon was familiar, which took us to the turnoff to the small but pretty Lauriston Reservoir, dam wall and viewing platform. It was our first stop, with views of the calming waters and gardens (Simon's words). It's a location that Simon frequents often for a quiet time.

After photos and much discussion we headed out and along local roads and onto the Kyneton-Springhill Road through to the Upper Coliban Reservoir and another welcomed stop, chat and to enjoy the expansive water

Rides, Rallies & Events

views. One member noted you can now kayak, canoe and sail a dinghy on the Reservoir. An interesting thought for future adventures with kayaks.

Simon soon called us all to mount, and we headed down Tylden-Woodend Road towards the town of Woodend, left onto Brooke street, Mount Macedon Road and to Cameron Drive leading to Mt Macedon Regional Park and finally to the Mount Macedon Memorial Cross, where we were greeted by the one and only Mark Doherty on his R 1200 RT. (One day he will see the light and get a GS. We all live in hope!) Only six club members took the short walk to the Memorial Cross for a photo opportunity. To shame those who didn't do the walk, David Robertson, Simon McCall, Melinda Hindson, Mark Phelan, Tony Littman and Les Watt did the 10 minute slight incline walk to the cross.

We left the Cross soon after and took the most direct ride to the Mount Macedon Hotel to enjoy a wholesome lunch and much chatting about the points of interest of the ride.

The day was not over, Simon still planned to head to Daylesford for afternoon tea, but because time got away from us at the lunch, several members decided to leave the ride at Mount Macedon and head home directly down the freeway to Melbourne and surrounds. Three hardy souls followed Simon into Woodend, left into Anslow Street, picking up Forest Street and onto Daylesford, bypassing Trentham to the centre of Daylesford and coffee.

The ride was such a great success that it was agreed that Simon should plan and lead another ride in the spring. We plan to let him know shortly!

All agreed it was a relaxed and interesting ride over mostly new roads, to club members. Thanks Simon McCall.

Group that walked to the Mt Macedon Cross from left to right: David Robertson, Simon Mc Call, Melinda Hindson, Mark Phelan, Tony Littman and Les Watt



Participants:

Melinda Hindson	F 700 GS
Tony Littman	R 1200 R
Simon McCall	F 700 GS
Dan Balwell	R 1250 GSA
Mark Doherty	R 1200 RT
David Robertson	F 800 GS
Marc Tracy	R 1200 R
Ron Joosten	R 1200 RT
Les Watt	R 1200 GS

• Smooth out your ride •
 We've got you covered
GENUINE AUSTRALIAN
Sheepskin
SEAT COVERS

Good Wool Store Pty Ltd
 Unit 5, 2 Brown St KIAMA 2533
 Ph: (02) 4232 4312
www.goodwool.com.au
 Ask about the BMW/MCCVic. members' discount

K&R

BMW MOTOR CYCLE SERVICE

24 MILLS STREET, CHELTENHAM VIC 3192

**Expert motorcycle repairs and services,
 specialising in K Series, R Series
 S Series and F Series motorcycles.**

Scheduled services and tuning.

Repairs to engines, gearboxes, final drives, electrical systems, fuel systems, instruments, wheels, brakes, suspension and other cycle parts.

Restorations of classic BMW motorcycles.

Fitting for Dunlop, Michelin, Metzeler and Pirelli tyres.

BMW spare parts sales.

PHIL MARSHALL

p. 03 9583 1528

e. kandr@bigpond.net.au

BMW factory trained mechanic



BMW MOTORRAD 100TH ANNIVERSARY BMW Motorcycle Club of Victoria



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

22 APRIL 2023

Hi Girls!

When Frank spends time checking my engine and gearbox oil, tyre pressures and tops up the fuel tank on a Friday afternoon it only means one thing; tomorrow it's the monthly dash to the Emerald gathering. My, how quickly it comes around but then again when you reach his advancing old age, time does seem to speed up.

Wheeled out from the garage was good, fired and warmed up was better. Ok Frank, off to Emerald, I'm ready to be unleashed onto an unsuspecting public on Mt Dandenong Tourist road. Oh change of plan; as I was doing an excellent job taking Frank sky-high the conditions changed from mist to fog. Unleashing has to wait.

It's incredible how you can always bet on it. As soon as a weekend becomes longer, mobile speed cameras appear out of nowhere. And this ANZAC long weekend was no exception.

By the time I passed Silvan Dam the sun was starting to make an appearance. Traffic was heavy in Monbulk, but it is expected, funeral wreaths were already being laid in front of the Monbulk RSL building.



Leaving Monbulk heading towards Emerald was a repeat of last month's run. A single solitary car shared this stretch of road. The run was again a magical run. Doesn't get any better; motorcycling as it should be; a clean run. In the tight 35kph bends I left the car behind only for him to catch up in the straights. This much fun nearly came to a literally crashing halt as coming out of a tight right hander we came up to a gaggle of cyclists completely blocking the road. It looked like we caught up to the Tour de France. I didn't know I could stop that quickly. Well done Frank, for an old fart your reflexes are still in working order. The car being a few metres further back didn't have any issues either, other than being stuck behind them.

Once the cyclists were in the rear view mirror Frank finally unleashed me. Just in time to build up speed resulting in taking the 70kph uphill right hand sweeper at a satisfying 65kph. This is living.

Arriving at our destination was a big surprise, bikes as far as the eye can see. So much so, bikes spilled from the car park to the footpath and even by the kerb side. With me as the oldest and two Harleys being this year's models there was an endless selection of bikes to be admired.

Numerous photos were taken as a parade of riders walked around admiring us. Even locals walking their pets or doing some shopping stopped to chat. Motorcyclists; definitely a proud brotherhood.

Numerous questions were asked. One question that held everyone's attention was the very neatly installed cup holder attached to Colin Mc Donald's GS crash bar. Some queried why he installed it, when the bike carries a pair of panniers and top box big enough to hold a few dozens of CUB finest. Still I can well imagine having a sip whilst riding. No Frank, don't get any ideas, I haven't got any crash bars.

Even after high noon when we usually break up there were still high activities going on. But eventually Frank approached me with all his gear buttoned up and helmet worn. A wave was all that was needed before slipping into Emerald afternoon traffic. The return run back to base was just as enjoyable, more so as there were no heart stopping moments with cyclists blocking the road.

An hour after I started cooling down, Frank showed up and opened the garden shed. Oh no, he's now trying to get the motor mower spark plug to fire, this is comical to watch till eventually it ends in tears as Frank is still teaching spanners to fly.

Participants:

Tom Coghlan back on his F 650 GS Dakar
 His brother James on a Husqvarna 650
 Jerry John on his R 1200 GSA
 Max Parfett on a very clean R 1200 RT
 Colin Mc Donald on his R 1250 GS Adventure Rallye X
 Chris O'Callaghan on the RnineT
 Andrew Novak on his son's F 650 GS
 John Terry K 1200 RS
 Mark and Viv on the R 1200 RT
 And me - BMW R26



April General Meeting

BY ANDREW NOVAK

24 APRIL 2023

Ifor one was not able to attend the meeting due to work, but thanks Ian McKenna for providing photos (as usual) and information that enabled me to write something on this.

With Tuesday being a public holiday to celebrate Anzac Day, many took the Monday off to enjoy a long weekend, hence the small number of attendees.

One could understand this, but may I take this moment to highlight our regular monthly general meeting. It would be great to see more and more members attend given that the BMWMCVIC club has over 800 members on record.

Meetings are only once a month and it's not as if you must come to everyone, but your attendance would be greatly appreciated where you can. It's an opportunity to meet up and acquaint yourself with other members, you won't regret it.

Now I digress, apologise. We were privileged to have delegates from the Victorian Motorcycle Council, Peter Bolsh, Rob Salvatory, Graham Soloman and Bob Rosenthal provide us with further insight on their roles promoting motorcycling and advocating better representation for the betterment of riders in general with road safety etc. We thank them for their time and answering our questions.



Rob Salvatory gives a presentation for the VMC



Peter Bolsh answers questions about the VMC



Chairing the Meeting with Jacques van Niekerk and Bob Leggatt



Winfried Hessling gives the Treasurers Report



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

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.

JUNE 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

3rd June – Saturday – Western Coffee Morning – Ballarat

5th June – Monday – CRL to Powelly pub, Powelltown
Ride of 100 km to the Powelly Pub in Powelltown. Ride via Yarra Glen, coldstream, Wandin north, Yellingbo and Yarra Junction. Return via Yarra Junction to montrose Bakery for a total distance of 145 km. Assemble at Peppers Paddock General Store in Wattle glen at 10.00 am. Stop at Yellingbo. Lunch at the Powelly Pub in Powelltown at 12.00 noon. Finish at the montrose Bakery on Mount Dandenong Road at 2.30 pm. Ride Leader Ian McKenna pn 0487 868 466.

10th June – Saturday – Gippsland Coffee Mornings

14th June – Wednesday – Midweek ride to Farmers Arms Hotel, Benalla
Ride of 225 km to the Farmers Arms hotel in Benalla, ride via Murrindindi, Yea, Yarck, Merton, Strathbogie and Violet Town to Benalla.
Return via Samaria, Swanpool, Bonnie doon, Yea and Coldstream for a total distance of 435 km.
Assemble 8.30 Shell Lilydale Service Station for departure at 9.00 am. Stop at Yea, Yarck, Strathbogie, Benalla, Bonnie Doon and Yea to Coldstream. Coffee at the Giddy Goat Cafe in Yarck at 10.45 am. Lunch at Farmers Arms Hotel in Benalla at 1.00 pm. Coffee at Bonnie Doon at 3.30 pm. Coffee in Yea at 5.00 pm. Finish at Coldstream at 6.00 pm. Ride Leader Ian McKenna ph 0487 868 466.

17th June – Saturday – Central and Sth Gippsland/Bass Coast Coffee Mornings

17th/18th June – 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.
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. (Check website for full details).

18th June – Sunday – Sunday Ride – Thommo's Hotel, Cobden

Ride 181km to Thommo's Hotel Cobden. Start Point - BP Truck Stop 455 Geelong Ring Road Corio. Stopping at Modwarre, Colac - Morning Tea 10:15am, Irrewillipe, Cobden - Lunch (12:30pm)
Return Trip (165km) – stopping at Cobden, Camperdown, Cressy, Teesdale, Lara.
Ride Leader: Chris Seabrook 0417 330 586, Other Inquiries: Ian McKenna 0487 868 466

24th June – Saturday – Emerald Gathering Coffee Morning

24th/25th – Saturday/Sunday – Christmas In Winter, The Commercial Club, Albury, NSW

Come and join us in the Wattle Room at the Commercial Club for a delicious meal, a little frivolity and a social time together with club members and friends.
We'd love you to join us in Albury. Questions: Lynne Rosenthal, 0415 286 855. (Check website for full details).

26th June – Monday – Monthly Club Meeting

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

JULY 2023

Every Saturday Morning – Melbourne Coffee – Albert Park

1st July – Saturday – Western Coffee Morning – Ballarat

3rd July – Monday – CRL – Castelllos Victorian Tavern in Gisborne

Ride of 115 km to Castelllos 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 Castelllos 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

16th July – Sunday - Sunday ride - Strathbogie General Store

Join us on an adventure to the Strathbogie General Store for lunch. Assemble (8:30am) at BP Cnr Scanlon and Cooper Streets Epping. Depart time 9:00am for Strathbogie (180km) via Whittlesea, Flowerdale, Trawool Resort (Morning Coffee 10:30am), Ruffy, Strathbogie (Lunch 12:30pm). Return - Euroa (Fuel Stop), Nagambie (Coffee Break 3:00pm latest), Lancefield Sunbury (Approx 5:00pm).

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

1st August – Saturday – Western Coffee Morning – Ballarat

1st August – Monday - 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.

6th/ 7th August – Saturday/Sunday - SE Gippsland ride from Fish Creek

As part of the 100 years celebration of manufacturing BMW motorcycles we'd like you to join us in discovering an unspoiled and windswept part of Victoria, which will take you through windy hills, amazing ocean views and the southernmost part of the Australian landmass! (Check website for full details).

[ON THE HORIZON...Check website fo full details.](#)

10th August – Wednesday - Midweek ride to Erskine Falls

13th August – Saturday - Gippsland Coffee Mornings – Heyfield

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

21st August – Sunday - Ride to Beaufort Hotel

22nd August - Monday – Monthly Club Meeting

27th / 28th – Saturday/Sunday – Historic Winton Motorcycle Display

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

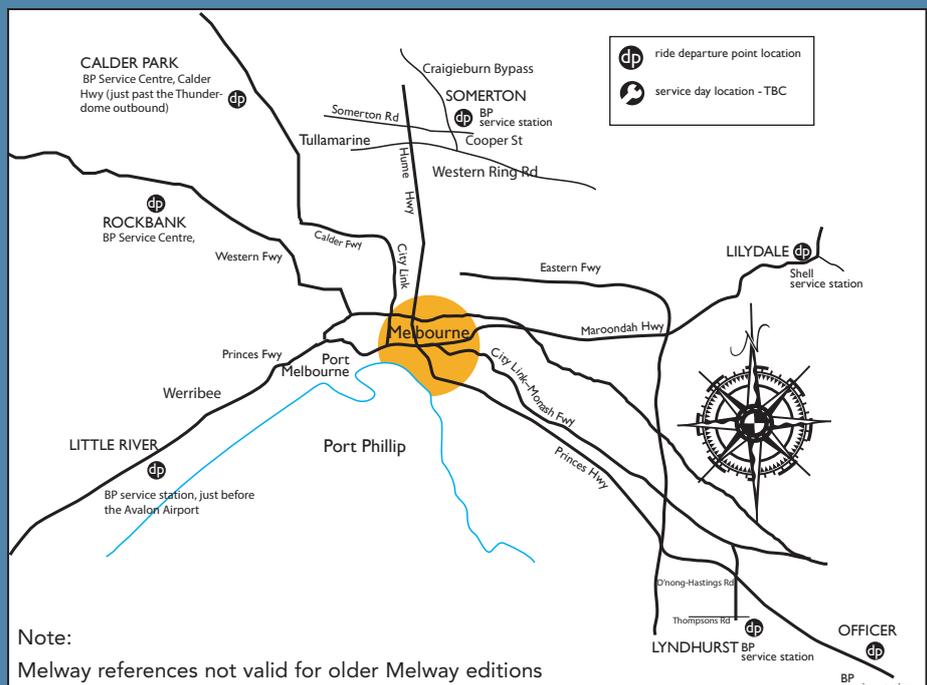
BP Service Centre - Officer Outbound
65 Princes Fwy, (M1) Officer.
2 km South East of Beaconsfield Exit on M1

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 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



BMW K 1100 LT 1993 \$4,900 neg.
86,680 kms. Bike is in excellent condition and running like clockwork, Warrandyte.

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.

Contact: Richard Herz, Bendigo

Mobile: 0499 617 636

Email: richardherz71@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



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: janeshwalsh@yahoo.com.au



BMW R 100 RS 1979 \$10,000 On club registration. 60,000 from new. Second owner, all books, Krauser panniers, stainless exhausts, electronic ignition, excellent condition, tyres as new.

Contact: Greg Wallis

Mobile: 0418 366 284

Email: gcwallis@hotmail.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



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 K 100 Crankcase cover
\$65 ONO. Structurally sound, suit restoration project.
Contact: Niels Holm
Mobile: 0400 873 619
Email: nholm@netspace.net.au



BMW K100RS Fairing Upper \$175
ONO Suit 1984 K100RS. Alaska Blue colour. Slight damage to paint work on right hand side. Structurally sound. Suit resto project.
Contact: Niels Holm
Mobile: 0400 873 619
Email: nholm@netspace.net.au



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



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



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 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

WANTED

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



**BMW
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



LEARN MORE