

May 2023

# BeeEm

Magazine of the BMW Motorcycle Club of Victoria



BMW Motorcycle Club  
Victoria Australia



Print Post # 100001111



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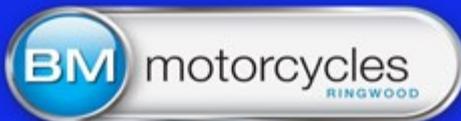
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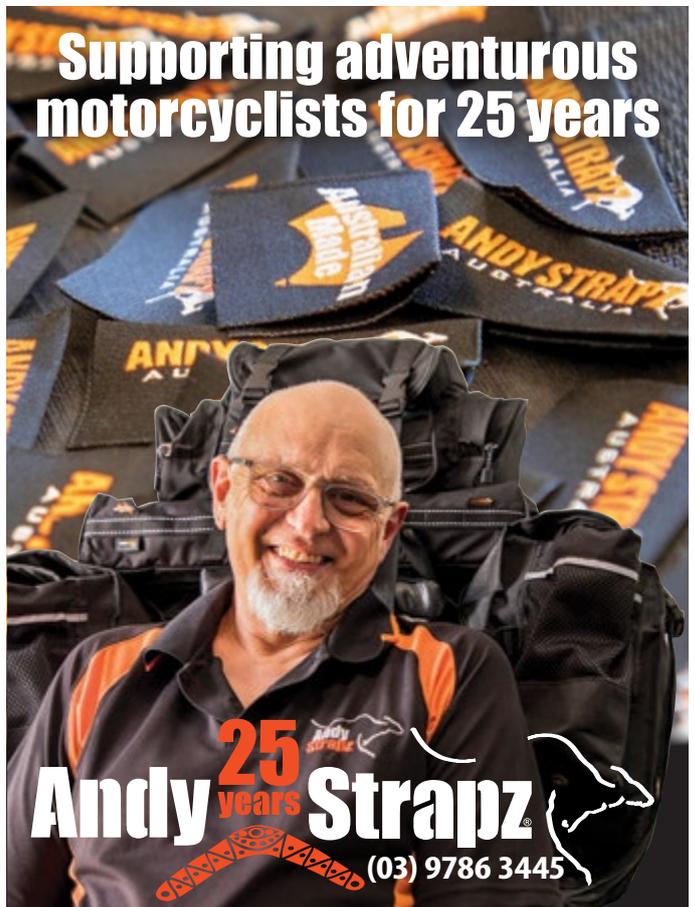
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**Andy 25 years Strapz**   
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BMW Motorcycle Club  
Victoria Australia



# 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](mailto:editor@bmwmccvic.org.au)

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

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

Winfried Hessling  
[advertising@bmwmccvic.org.au](mailto:advertising@bmwmccvic.org.au)  
Mobile 0403 302 230

Members' classifieds are to be sent to:

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**Our cover:** Midweek ride to Axedale Tavern - Chris Seabrook's K 1600 GT on the Burke and Wills Track near Redesdale

Magazine Layout Consultant: Jaz Effect Design

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## vic roads' reporting numbers

Road conditions reporting and  
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## RIDER SAFETY & TRAINING SUBSIDY

Improve your riding skills by undertaking  
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Talk to a committee member for details & conditions



## President's Message

Occasionally the stresses and strains of domestic life get the better of us and for that matter the high-pressure world of committee life does too. There is always something to do even if it is only checking for mail. Recently on a 'no - not today' day I turned off the laptop, hopped on the bike and headed for the hills. It was not the most inviting of days, in fact it had the promise of winter. Heading up the old Calder Hwy to Woodend the world closed in around me, a pretty heavy fog. Sufficient visibility for low speed, although my visor and glasses continually misted over. This continued all through to Trentham. I kept saying to myself "but this is March - pleasant autumn days". BOM told me "Clearing to fine day". Well, that's Melbourne/Victoria for you.

Returning to the real world I once again found the committee feverishly working on the BMW 100th Anniversary Celebrations. To date we have secured a place with the car club (Drivers Club of Melbourne) at the German Auto Show to be held at Calder Park and arranged for our own area separate from the cars, where we can display our motorcycles. No concourse or Show



and Shine this time, just bring your daily ride. While the plans for display have not yet been finalised, our ideas have included an evolution of the boxer over the century, a GS display - dust and mud and all, and grouping others according to model. How far we get will depend on the space made available to us. For those of you not able to ride, you can trailer your motorcycle/s in, there is a parking area nearby large enough to cater.

We would also like a few volunteers to help on the day, manning the club stall, setting up the marquee, marshalling, being on hand to talk to the spectators and just generally

helping out. There will be lots of cars, BMWs, VWs, Audis, Porsches and the like to see besides the motorcycles. There will also be food vendors of various kinds, but you can bring your own picnic if you wish, and other merchandise stalls as well. All proceeds from this event will go to charity, Beyond Blue.

We sincerely hope that you can come and join in the celebration.

Ride Safe  
**Bob Leggatt**  
President, BMW MCCVIC

*P.S. The answer to last month's question is in the photo.*

**G**'day one and all, what a wonderful month March presented with good riding weather. Check out the ride articles if you missed those rides and see what fun the attendees had. If you're a bit partial to the four wheelers the Grand Prix certainly supplied some interesting results, but Albert Park always provides good atmosphere, just ask the guys who attend the Albert Park Saturday morning coffees.

Keep your eye out for the forthcoming rides and especially those related to BMW 100 Years in the making, celebrating its 100th Anniversary with the emphasis on the boxers, and the iconic R 90 S celebrating its 50th birthday. There are a few different events in the coming months to celebrate BMW Motorrad. Having said that you can't take away from any other BMW motorcycle as we all know what they are, otherwise we would not be riding one.

Don't forget the Christmas in Winter event being held in Albury in June and an opportunity to meet up with fellow BMW riders from the ACT BMW Club.

In regards to ride articles I've come across several rides posted on Facebook. Photos were great but if you could provide a write up of your adventure and photos to share with others who don't have access to Facebook they too could enjoy the story and share your adventure. Don't be shy, we're not too fussy how things are written, in actual fact if we were I'd be out the door. So next time you're going out on a ride, when you're sitting back and relaxing in your chair put pen to paper and send it my way along with photos.

With daylight savings ending I certainly miss the daylight till around 8pm, so will need to get used to the darkness early as well as the wintery days coming upon us. Let's make the most of current weather to go out and about and clock up some kilometres before it gets too cold and wet.

From the Editor and Team

Ride, Read and Stay Safe



Every month *BeeEm* extends a hearty "Welcome!" to 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 in the back pages of *BeeEm* contains the latest information about future club activities – rides, social events, meetings – and information about approved-of events outside the club. On the reverse of your address sheet you will see the month's calendar. 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 is always in need of members willing to 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 "About" section.

So, a 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

Courtney Dorward	R 1200 RT
Shaarang Tenneti	R 65
Nick Fairbrother	R 1200 CL
Dana Whitney	Family
Jason Bryant	R 1200 RT, F 800 ST
Mark Uren	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' ( <a href="http://d2daccessoriesshop.com/">http://d2daccessoriesshop.com/</a> )
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>

## Celebration of 100 Years of BMW Motorcycles Events



### GERMAN AUTO SHOW

Calder Park Thunderdome, 377 Calder Fwy, Calder park

Sunday August 27th - gates open at 10am

Join the club on Sunday August 27th to celebrate a century of BMW motorcycles.

We will have a stand at the German Auto Show where we have joined in with the BMW Drivers Club of Melbourne in a motoring spectacular.

We shall have a display of our motorcycles, featuring a decade-by-decade display showing the evolution of the iconic boxer engine models, from the R32, the very first model that BMW ever made in 1923, right through to the latest 2023 models.

You and other club members will be able to present your own bikes which will be displayed by model series, for example; all the GS's together and all the K series together.

Trophies will be awarded in the categories of People's choice, President's choice and Best of Marque. This will not be a Concourse or Show and Shine, just clean up your daily ride and come along. Be there by 7.30 am so we can arrange our stand.

Or just park your pride and joy at the club stand for all to admire.

You can trailer-in your bikes if suits, or if you have more than one to display.

We have ample parking area.

There will be many German cars also be on display, for you to admire - BMWs, VWs, Mercedes, Audis, and Porsches.

There will be food vendors on site or you can bring your own picnic lunch (no alcohol allowed).

Register and pay on the Club's calendar.

Pre-paid \$10 (bike or car load) - registration includes centenary badge.

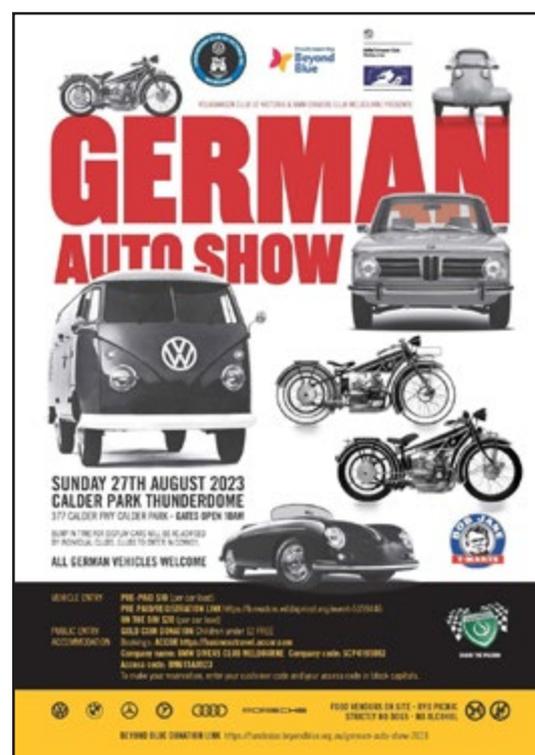
On the day \$20

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, manning the stand, public relations with the spectators and so on.

If you can help, contact the organisers.

All enquiries to Bob Leggatt, President 04747 858 96, or Jacques Van Niekerk 0401 091 277.



## BIRTH OF BMW MOTORBIKES

### Llanelly School

**Friday 22nd to Sunday 24th September 2023**

Enjoy a weekend away or just Sunday to celebrating the birth of BMW motorbikes at the historic Llanelly School which has heaps of room for camping and caravans onsite, plus motels nearby. We have all facilities at the school site, including free cooking and a BBQ. We will have a traditional bonfire on Friday and Saturday nights (weather permitting).

On Saturday, we visit a private museum to see the original and first model R32 BMW motorbike, plus heaps of other early models. In the evening, a sit down dinner, guest speaker and bonfire. Sunday will be a Service Day with the

G911 diagnostic tool and a big display of the iconic R90S. What more would you want!

Come and be entertained. Bookings are essential for weekend stay. Book and pay online on the club website: <https://bmwmotorcycleclubofvictoria.wildapricot.org>

Contact Les Watt 0429 990 148 for more information.

## LET'S GO FOR A RIDE

**A destination ride to celebrate the achievement**

**Melbourne Cup weekend - 4th to 7th November 2023**

Axel phoned and suggested as I live in NE Vic, I might like to be involved with organising an activity to recognise the achievement of BMW manufacturing motorcycles for 100 years. A significant achievement when you think about. In today's commercial environment we embalm ourselves in instant consumption and celebrity with manufactures coming and going plus seeking profits asap. As I have been a club member for many years and willing to have a way in which I could contribute. With Axel being most persuasive, and myself a dreamer, I agreed.

Our first planning activity was attended by some recognisable names plus some members I had not met before. It was energetic with bright ideas. In the following weeks we expanded on some ideas and by our second meeting we were getting the feel for what was possible. By this stage I had decided that several of my brilliant ideas were best left to the BMW corporate. If they were interested? Our ideas were tempered with the history of our club members turning up for activities.

My focus became, what was of most interest and easiest for me and what could I do with limited commitment by others.

Once upon a time our adventurous founding fathers and mothers would just go for a ride. There would be a destination or activity that took their fancy. Evocative words such as Alpine Rally, Border Run, Rabbit Flat, Lake Mungo, or just plain old Quorn would enter into their story telling.

The usual pattern was to pack mid week for all weather camping. A down sleeping bag if you were flush. Simple campfire food and Stones Green Ginger wine in the Pressley pannier. Some cash for fuel, tools and a tyre that hopefully might last the distance. Go like hell and stick with it. Get there and back in the time allowed by work and family.

What could I organise?

Why don't I arrange a weekend that we can go for a ride to some places I know in my immediate territory? The Murray Darling Basin. Some destinations, landscapes and riding content that should be of interest. Some camp sites that could be evocative. Some roads that you can do on an old R100 or even a flash new GS Rally X Adv. It could even cater for our founding fathers who prefer the comforts of the camper truck.

Tribal Elders and their offspring are encouraged to participate.

It would be great to have some lady riders and any youngies new to the challenge.

Either way, you will be doing a few Kms and be at peace in your helmet. For a few hours.

The catch will be that you won't find out where the next camp will be until we are in camp the night before. A mystery up until then.

For safety reasons we will not use the Ride Leader/Tail End Charlie method. It will be a self navigation destination ride with your mates. Even if the mate does not ride the BMW or a member of our club.

Old "axe's" will be most welcome. E.g. Early models, side cars, complete with period campaign equipment.

Alert: Harleys might not do the distance?

Some variables.

If a lot of participants are expected I may have to alter the camp destinations. Let me know if you intend to come and I will set up an information link.

November is springtime and it could be very hot and dry which may eliminate campfires. It may rain, like this year, and I no longer need to ride in the rain for 4 days and camp in the mud.

Planning: To assist planning, I would appreciate knowing of who might be interested in coming. By end June 2023.

I will call for final participants by 1st Week in October.

All participants will be provided a T shirt to commemorate the occasion. It is to be at a minimal cost as it will be supported by our club.

Details of participants will be collected via Club website – Wild apricot or use my details.

My email: tmverlin@hotmail.com or Mob: 0447 778 070.  
[Available until last week in April]

Consultative committee includes the following characters.

- Cultural Matters: Phil Irvine – Tribal Elder.
- Mechanical adviser: Justin Hall - New member. R1200 GSA, Yamaha Tenere.
- Weather: Russell Venn - Mate. Triumph 1200 Scrambler.
- Discipline: Trevor Northey – Mate. Velocette, R100S, KTM 990.
- Route Planning: Peter Lovin Maguire - Legend. KTM 690 ADV, Honda K2 750/4, etc.

Best we get some practice and go for a ride, somewhere? Next weekend?

TV

## LET'S GO FOR A RIDE

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

When: Melbourne Cup weekend. November 4th to 7th.

Departure: Saturday 4th November 2023.

Benalla – Zeus Café. Time 09:30 - 10:00 Hrs

Day 1: 350Kms

Day 2: 600 Kms, Get a wriggle on.

Day 3: 350 Kms. Plenty to see and you will be relaxed by now.

Day 4: Return home. Melbourne will be about 600Kms away.

Bush camps. Self catering & bush toilet.

Campfire cooking. Dependant on conditions.

Self navigation: With several options to the next destination following the evening briefing.

Suggest you have a Hema paper map for Nthn Vic and Sth NSW.

For safety reasons: No Ride Leader nor Tail End Charlie.

Form your own road group and ride to your own inclination.

Mostly sealed back roads, with some gravel roads as options.

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

Tribal Elders w camper vans. We can provide pre advice of camp destinations.

No loutish behaviour from camping car pilots, please.

Are you coming?

Participation will be by registration only.

To tmverlin@hotmail.com. or Mob: 0447 778 070 and via club website.

Special celebratory T shirt available to participants on their final registration.

To assist planning, I would like to know if you are intending to come along.

Initial intentions asap or by end June.

Final acceptances will be 1st week October and orders for the club supported T shirt.

Cost: A donation to RFD Service. \$20 per head + a little bit extra for the T shirt.

Support crew:

Tribal Elder & Cultural Advisor: Phil Irvine

Roadside Assistance: Justin Hall - New member

Weather and digital consultant: Russell Venn - Mate

Discipline: Trevor Northey - Mate.

Route planning: Peter Lovin Maguire. Legend & Mate

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



# CHRISTMAS IN WINTER

**Saturday 24th June 2023 - 6.30pm**

**at the Commercial Club,  
618 Dean Street, Albury, NSW 2640  
The Wattle Room**

Come and join us for a delicious meal, a little frivolity and a social time together with club members and friends. The good-natured members of the ACT BMW club will be joining us to add to the fun and we look forward to seeing them again at our traditional gathering.

The evening will begin at 6.30 p.m. for a welcome drink and canapes, followed by a 2 course dinner. Your club committee is providing a welcome drink for everyone then you can purchase your own at bar prices. Tea and coffee is included.

Cost per person is \$47

Please register and pay online on the club website by finding this event under the Events tab

<https://bmwmotorcycleclubofvictoria.wildapricot.org>

Plan a weekend away – a treat during the Winter

Find your thermals and join us!

Ian McKenna is leading a ride to this event leaving BP Epping Service Centre, Cooper Street, at 9.00 a.m. on Saturday morning 24th June, so you can join his ride if you wish or make your own way to Albury.

Please book your accommodation as soon as possible. There are several options within walking distance to the Commercial Club, including the Albury Regent, Best Western Plus Hovell Tree, Windsor Park Motor Inn, the Mercure, etc.

This is another opportunity to get out on your bike, or the car (we don't mind), gather your riding buddies, meet new members or re-join those you know already and relax.

We'd love you to join us in Albury

Questions: Lynne Rosenthal, 0415 286 855



## Motorcycling Community Engagement Panel Report March 2023

Late last month the Motorcycling Community Engagement Panel (MCEP) got together to share information about what has been going on, new initiatives under way and, sadly, to review the number of motorcyclists lives lost last year.

When you get to sit around the table with the large number of people actively involved in making our roads safer – for everyone including motorcyclists, it is quite eye-opening. The amount of policy, operational initiatives, research, and planning going into this area is significant – and the attention being paid to motorcycle-specific initiatives is encouraging.

I've done my best to summarise the matters we discussed below.

### Crash Card

This initiative has been a great success, with the initial run of 100,000 cards now exhausted. This represents a higher uptake than was anticipated – but is a good indication that riders are keen to contribute to their own safety. Phase 2 is being planned and the next lot of distribution will factor in a wider net of stakeholders to ensure the project reaches more riders both on and off. Dialogue between Road Safety Victoria and emergency services is ongoing to ensure critical communication is fed back into the evaluative processes built into the project. This will start to create a good indication of the effectiveness of the initiative, given its broad popularity. It's worth noting that this initiative has been funded from the Motorcycle Safety Levy as well as being supported by the Road Safety Victoria and supported by the broader Dept of Transport & Planning (as it has recently become), First Responders in all our emergency services, and the Department of Environment, Energy and Climate Action.

### On Road Abrasion Testing

We had a fascinating presentation about the ongoing work being done to understand the relative abrasiveness of different road surfaces. This is being undertaken by the team at Institute for Frontier Material (IFM) – Deakin University who are responsible for the MotoCAP safety ratings of protective gear for riders.

I've mentioned this before, but if you haven't looked them up yet, go to [www.motocap.com.au](http://www.motocap.com.au) – there's a wealth of useful information there. In fact, if you're keen to see this amazing work first hand, MotoCAP can facilitate an open day. If this is something of interest, I can reach out to Road Safety Victoria and can organise a ride down for a morning or afternoon with head research, Christopher Hurren. I know some took advantage of the recent open day but if there is more interest at club level it can be arranged.

The current work examines the impact the size of stones in road aggregate has on abrasiveness of the road surface.

The smooth asphalt used around town and on freeways is, of course, less abrasive than the 'chip seal' aggregate we see on most regional/rural roads. The knowledge being accumulated confirms safety ratings to be applied to clothing for metropolitan use, by contrast with regional/rural riding clothing that requires a higher protected rating. In short, 3-star minimum protective gear for metro riding and 5 stars for regional or rural riding.

The information being collated is also being used to make manufacturers more aware of the danger associated with treating European Standard EN7902 as the guiding standard for gear to be worn when riding on roads where smooth asphalt is not the main or only road surface. In the true spirit of the multi-faceted use of information, the data that has been collated is also being made available to those responsible for building and repairing roads, so that less abrasive treatments can be used where possible, particularly on roads that see high motorcycle use.

### Motorcycle Safety Levy (MSL)

There's a lot going on in this space – and a lot of effort going into providing detail about past, current and future projects more accessible to those interested in knowing where levy funds we all pay is going.

Current projects receiving funding from the MSL include –

- MotoCAP – Ongoing funding related to the program continues with new products regularly tested ensuring new protective gear released into the market is tested in accordance with the rigorous star rating system.
- Motorcycle On Road Abrasion Testing – This novel and unique approach has been developed here in Victoria and funded through the levy funds. The development of the testing methodology is a first and will provide critical input into the testing of motorcycle protective gear.
- A Guide to Designing and Manufacturing Protective Clothing – The Guide aims to increase the effectiveness of motorcycle protective jackets and pants by providing manufacturers with scientifically based information that will help determine the best materials and methods for constructing more effective PPE.
- Inner Melbourne Safety Plan – nearing completion and relates mainly to exactly what its name suggests – management of motorcycling safety in and around the CBD. MCEP has already had input and will have another opportunity to contribute the insights we can offer prior to its finalisation.
- Gippsland Trail – procurement has started with a view to having the trail designed, modified, and constructed to enhance utility and safety for everyone using it – a significant initiative for off-road recreational riders, due for completion by 2025.

**TAC Activities**

The most recent “Motorcycle Monitor” Report is nearing completion and will be available for all who are interested to download in due course. The first Report was released in 2021 and the most recent one came out in 2019. It provides the results of surveys of motorcyclists to gain a clearer picture of their attitudes, expectations and concerns. The Report is used in conjunction with the Road Safety Monitor Report – another TAC initiative – and aims to provide insights to inform policy formulation that will ensure that the perspective of motorcyclists is included. The 2019 version is available for download from the TAC website (just search for Motorcycle Monitor Report in your browser) and I’ll let you know when the new one is released.

**VicPol Initiatives**

One of the challenges facing VicPol at the moment is that although motorcyclist fatalities last year accelerated, there is no common theme that makes it possible to devise strategies to address the cause(s). In the past it has usually been possible to identify some common contributing factors that have allowed subsequent initiatives to target specific behaviours – almost always with extremely positive outcomes. The challenge at the moment is that there doesn’t appear to be a common factor or factors, so the challenge is to collaborate collectively with the road safety partnership developing a cohesive approach to addressing the trauma.

One of the outcomes of this is that much broader-based initiatives are being adopted. Recent operations have found a higher level of drug & alcohol breaches than usual. Our own statistics as riders indicate high levels of drug & alcohol use in those fatally injured (see below), but this is troubling data for all of us as road users.

In interesting developments, the driver distraction detection cameras have been broadly rolled out (in conjunction with new legislation) and will hopefully now start to have an impact on the large number of drivers not paying attention to driving and the people around them. I don’t know many motorcyclists who haven’t had accidents or near misses at the hands of drivers simply not paying attention to the road while they use their phone or other devices they shouldn’t be operating. And, of course, there are also some riders who figure it’s safe to pay attention to music/phone/GPS devices when they’re riding. The new rules cover riders as well as drivers.

**Lives Lost**

Rider deaths in the 2022 year were significantly up – 58 from an average of 39 over previous years. In addition, 6 riders lost their lives riding off-road. Rural areas were

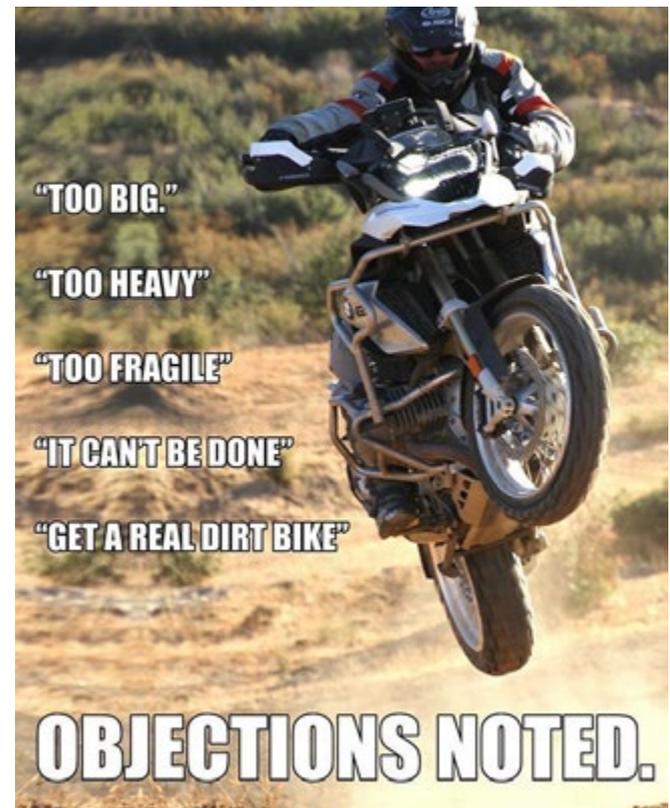
over-represented by comparison with trends, accounting for 15 people. One good piece of news is that at the time of our meeting in late February ‘only’ 9 riders had lost their lives this year – 7 in metro Melbourne and 2 in rural areas.

A troubling trend that has developed is that of the deceased riders, more than a third were unauthorised and more than two-thirds had prior traffic offences including speeding, extreme speed, unregistered, drug & alcohol. It’s not a pretty picture but quite possibly indicates that in many cases it is a recalcitrant few who continually re-offend and end up paying the ultimate price.

Anyhow, hopefully we’ll see a relatively good start to the year continue, resulting in a reduction of trauma for families, friends and first responders. And on that note, I’ll sign off until next time. As always, if you have any questions or would like me to raise any matter at MCEP, just let me know. Ride safe – and enjoy the hell out of it!

**Brian Rix**  
**BMW Club member**  
**MCEP member**

*Document prepared by fellow MCEP member*





*R 90 S has arrived*

## MARK'S R 90 S

BY MARK PHELAN

**M**y 1975 bike has a chequered history. I discovered my R 90 S under a tarp on the front veranda of a house in inner Melbourne, circa 2002.

I was after an R 90 S, preferably a silver smoke version but when I first spied the unloved Daytona Orange, a little voice said, "Yes, this is the one." The voice continued to tell me yes even after the owner outlined a history including quite a major accident and damage sustained. Still, it appeared straight, complete, the bones were good and so a deal was done.

Boxes of spares, including the original dented tank with raised alloy filler and a spare straight front wheel with as-new discs were loaded onto the trailer. The bike was tied down in preparation for the trip home. What could possibly go wrong? A lemon? I hadn't even heard it running!

That said, I wasn't going into this with any misconceptions. I'd owned and refurbished a number of bikes before, mostly European marques and understood the quality

and sometimes quirky nature of these machines. I'd never owned a Beemer before, although I had ridden a few and liked them. They appeared to possess an understated quality and are beautifully put together. Alloy castings and fit were comparable to, maybe even nicer than the Laverdas I had owned. Stroke fives and sixes were renowned as the last airheads built by craftsmen and the R 90 S was paid particular attention at the factory as a prestige model.

A quick stop at Woodend to check the trailer and a walk around to have another look at what I'd just purchased. It looked even nicer. The tank, a later 76 replacement, was in lovely nick and the bike looked really good sitting on the trailer. Spokes were a little rusty, a bit of rust on the joins of the Zueno mufflers. Instrument rubber shrouds perished, a couple of frame scratches down to the green undercoat. Not overly major and not really detracting from the look overall which was pretty good.

Back on the road. A quick look in the mirror. Henry Balfour once pondered "What is it about the R 90 S?" The aesthetic is Teutonic for sure. The Germans just don't do sexy like the Italians. My old Mk1 Le Mans had its own persona.... beautiful.... sexy even, but nothing like the R 90 S which is handsome, purposeful, capable. The finish is superior to the Laverdas and Moto Guzzi, and having owned examples of both marques, both of which are really



Painted tanks



Pin striping

good! - I was really looking forward to getting involved with the R 90 S.

Next, an event that will shape my BMW experience for months to come... Pulling into the driveway, the trailer just past the front gate, and the tie down on the left of the bike inexplicably detaches, and what the?...the bike nearly tumbles out of the trailer only being prevented from coming right out, by being stopped by the side fence. Hitting the fence and the trailer's side wall, the bike sustained considerable damage. My young son who was waiting to see the new acquisition witnessed the calamity and his poor old dad's anguish as to how his stars had aligned thus. "Don't worry Dad.... we can fix it!" I think he saw the glint of a tear in my eye!

That beautiful tank severely dented on the right hand side and the right side muffler completely squashed! The handlebar fairing amazingly unscratched or damaged other than the securing bracket on the inside being ripped off. Front indicator damaged beyond repair, deep scratches on the front guard!

After being wheeled into the shed, work on the bike progressed steadily. The inner fairing was an easy fibreglass repair and the crushed muffler wasn't as bad a thing as initially thought as both were nearly rusted out, the condition disguised by the thinnest layer of chrome. The tank was an entirely different matter however and a replacement or repair looked like running into the thousands and funds were just ... unavailable!

I'd painted tanks before and made the decision to effect the repair myself. I decided to repair the original damaged tank with the correct cap which was far more salvageable than the 'trailer' tank. Each 90S paint job is essentially unique and repair of just the damaged section was not an option given my limited experience. Each tank would have to be completely repainted. I used the "trailer" tank as a test piece and a mate fashioned a mandrel that I was able to poke through the tank's opening and tease out the worst of the dents. Filling, sanding, priming, undercoating, more sanding, recoating ... it was a nightmare to return the original shape of the tanks prior to application of the colour coats.

A black art, persistence is mandatory in dealing with runs, blistering and orange peel. As I researched the colour and the technique, myths were dispelled. The subtle fading is not a result of airbrushing or applying a translucent wash, but from a controlled overspray of the orange over a base coat of fine metallic silver. A subtle greenish tinge on the oversprayed silver highlights a green tint in the orange formula. Whilst all alike, a study of hundreds of photos of Daytona Orange tanks confirms that no two are the same and variations in the depth of colour and shading really do make for a subjective task!

Application of the pinstripes was also a mission, as I was incapable of brushing on the stripes. I devised a technique of masking the thicker outer and thinner inner stripe and applying the red with multiple fine passes with an airbrush. Fiddly, time consuming, but essentially hand done and not having to resort to tape stripes. It took ages to achieve a result that I was satisfied with and then I used the knowledge thus accrued to paint the original tank.

Certainly not straightforward, both tanks were completed after innumerable resands and repaints, striping and clear coating. Painting took about 4 months of, one step forward, two back! Future investigators and repainters will reveal layers and layers of alternate colors like Daytona Orange onions!

The original Zueno mufflers were replaced with Emgo replica chrome mufflers and these have held up brilliantly over nearly 20 years. Footpegs were replaced with rear sets fashioned from genuine R series pegs and the seating position is thereby improved, in my opinion. The set back is not too extreme and is comfy over long distances. The rear brake lever had to be modified and the gearbox lever reversed for a one up, four down pattern.

Black plastic indicator shells were replaced with alloy units that grace the 73 and 74 model Silver Smoke bikes. Early Daytona Orange bikes manufactured in late 74 and sold as 75 models sometimes had alloy indicators and two hole handlebar fairings, so the change felt appropriate!

The points ignition was replaced with a Boyer system which proved to be intermittently problematic so was ultimately changed back to OE BMW points and an ignition amplifier. The amplifier box is mounted on the back of the battery box and is well ventilated. The points remain in adjustment indefinitely and with little power going through them they don't burn, basically operating as a switch. Big fat spark. Easy starting, smooth running, long life.



R 90 S motor

Compression was satisfactory ... nearly 120 pounds per side was reasonable and the engine runs well for a device that I estimate has travelled 280 thousand kms. The big Dellorto carbs are an integral part of the R 90 S mystique and lend a serious performance enhancement. The accelerator pumps were calibrated with science room burettes and treated to new gaskets and O rings. They have performed brilliantly. The 900 motor is a smooth runner and although Airhead folklore suggests that the 800 is the smoothest, this 900 mill is as smooth if not smoother than the 650, 800 and 1000 engined bikes I own. It's responsive and very fast. It's a genuinely good handler too. Airheads of this era were derisively termed Gummi Cows. This moniker was applied by boy racer bike journos who compared BMW's offerings to the exotica of the day. Many couldn't come to grips with the Airheads horizontal width, plush long travel suspension and shaft drive and engine speed clutch and gearbox which demands patience and paying attention to technique. Easily mastered, they are stable, well-mannered and deceptively quick.

The R 90 S isn't a racer, but it is light, narrow and handles as well as any of the bikes I've owned over the years. No argument! Ergonomics are great and its power and speed enable it to hold its own in any company of its era, European or Japanese. Set up as intended, the often criticised ATE brakes offer dependable controlled braking. I found Ferodo pads and correct adjustment the key! Tyre pressures, headstem bearing adjustment and carburettor float adjustment needs to be spot on. As a useable classic the R 90 S is maintenance friendly. They are tough but regular servicing is essential and good oils changed often, using an upper cylinder lube and regular valve clearance checks, are rituals of ownership for R 90 S's and all airheads that nearly guarantees longevity. An R 90 S will go hard if you want it to and the smooth torque power characteristics of that motor are well known. As Frank Cachia puts it. "...don't mess with an S". Fuel consumption is brilliant for a performance engine, heaps better than my R 80 GS.

My R 90 S isn't perfect and could probably be regarded as a custom rather than strictly original. It's had to endure my stylistic stamp ...originality isn't an encumbrance for me. Changes from stock aren't obvious and that's how I like it. It's won awards at the Malmsbury and Logan bike shows and always draws compliments, often from folk who aren't motorcyclists but are just drawn to its good looks. There are still mods I'd like to do to further improve on what is a really good package. To stiffen the front end I'll have a bottom triple clamp machined to replace the thin steel bracket that masquerades as the top clamp. I've done this mod before and it works well and looks (and is when you think about it!) stock.

When parts become available I'd like to swap the current swingarm and drive shaft for the later stiffer and torsionally damped unit. Just because.

Twin Fiamms, LED headlight, period Magura grips are also on the list of add ons! I've found a Harro's tank bag and a set of Krauser bags and rack that I've stalled on installing as I really like the more stripped down look and I'm in the fortunate position of having another bike with touring capacity. Still, I reckon they'll go on to afford a few overnighters!

[Update!!!! I have started building a separate tribute bike incorporating some of the above mods and more, based on an R 100 S block and bottom end! More later!]

From a beginning fraught with significant trauma to a much cosseted and cherished motorcycle. My R 90 S isn't pristine. . . , it's a rider, looks super and every bit as formidable as a period superbike should! It continues to provide a fantastic riding experience and pride in the ownership of a high performance classic airhead that was to become such an iconic model for BMW.

My 1975 Daytona Orange BMW R 90 S. I love it!



Completed R 90 S

# The Drain Plug Chronicles

BY DAVID RICHARDSON

*...make an inventory/make a list...*

The scribe was searching for a part: he knew it was in one of the many Clarke's pie boxes that he has that contain all manner of wondrous surprises. On each box was a "sort of inventory" of the contents. To simplify his life and also to find a particular part, he decided to make detailed inventories and repack the boxes. He even went so far as to ensure that like parts all went into the same box, for example, bearings: electrical: MC (motor cycle) electrical. To give a small example of the confusion in his parts collection, the remote oil filter kit shared a box with a clutch release lever, and some spacers of obscure use. The former now has its own box replete with its oil filters (the spin-on "K" variety). The other parts have now been consigned to boxes with similar items therein. To make matters easier, each box has glued to the outside an envelope on which is written in large block letters the generic contents, for example, as above, "MC ELECTRICAL": BMW GASKETS: BMW IGNITION. Glued to the top of the box is another envelope in which a detailed inventory resides, for example, Switch Gear (L & R), Brake Light Switch, etc. The scribe is sure that the reader gets the idea. So far he has 10 or so boxes suitably labelled and stacked.

Might not be perfect, but works, so far.



1988 Centenary Expo Canberra



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## Coffee get-togethers Victoria

### Melbourne:

Morning coffee get together each Saturday, 9.00 am to 1.00 pm, at Laurent Boulangerie Patisserie, 109 Dundas Place, Albert Park, 9690 4700 Melway ref map 2K C7 All welcome. Park safely & leave footpaths clear

### Western Victoria:

First Saturday of the month, from 9.00 am at Beechworth Bakery, Grenville Street Ballarat

### Gippsland:

Second Saturday of the month, from 9.30 am at Heyfield Bakery, 59 Temple St Heyfield

### Central Victoria:

Third Saturday of the month, from 10.00 am at Rocklea Cafe, Bendigo Homemaker Centre, 239 to 249 High Street, Kangaroo Flat

### South Gippsland/Bass Coast:

Third Saturday of the month, from 10.00 am at The Ethical Foodstore, 2 Koala Drive, Koonwarra

### Emerald Gathering:

Fourth Saturday of the month, from 9.30 am at Laughing Fox Cafe, 3/13 Kilvington Drive Emerald

*Note: Before you go on a ride, please check the latest BeeEm and the web site for late changes to ride details. Changes do happen.*

[bmwmotorcycleclubofvictoria.wildapricot.org](http://bmwmotorcycleclubofvictoria.wildapricot.org)

## Featured rides



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CRL to Verdure Bistro



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Midweek ride to Axedale Tavern



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BMW Black Dog Ride



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Emerald coffee run



*Group photo including Ian McKenna*

## CRL to Verdure Bistro

**BY IAN MCKENNA**

6 MARCH 2023

Starting off at Peppers Paddock on a great day for riding, I had arrived early and met Neville Borgelt who then moved on. John de Leijer soon arrived sporting a new bike, or a grey version of his usual blue F 800 GT. New riders included Stuart Green and Simon Perry. Two riders Bill Pattie and Mark Doherty joined us for coffee and then went separately to the lunch venue in Romsey.

With Ian McKenna leading and Bob Rosenthal as tail rider we had ten riders on ten bikes. We took a winding route to Kinglake where we rested briefly, and then on to Flowerdale and Strath Creek where we stopped at the Public Hall and toilets and took a group photo.

We stopped at Murchison Lookout for a great view of the local hills (and another group photo) Mark joined the ride here and we headed off through Flowerdale, Broadford, Kilmore and Lancefield on beautiful sweeping roads. Then we

did a final straight stretch to Romsey and our Lunch venue at the Verdure Bistro.

The place was smaller than I thought it was, and was busy inside and out. We quickly rearranged a few chairs and got seating on the front veranda and inside, although several riders went up the street to the pub. My timing was a bit off, as ten minutes later the place was empty. Graham Hehir, Peter Howell and Tony Littman joined us here and were waiting for us on our arrival.

Heading home several riders went west, some left separately, but I got five riders to come with me through Wallan and Whittlesea to Kinglake. The cafes in Kinglake were closed so I couldn't keep the group together. I enjoyed a final coffee at Peppers Paddock in Wattle Glen with John De Leijer which ended a great day of riding.

## Rides, Rallies & Events



Starting at Wattle Glen with John de Leijer and his new F 800 GT in grey



Brief stop in Kinglake with the riders gathering



Starting at Wattle Glen with Max Parfett, Bill Pattie, Mac Wilson, Stuart Green, John de Leijer and Lynne & Bob Rosenthal



Vaughan Humphries riding his R 1200 RS



Brief stop in Kinglake with Brendon Webb riding his F 850 GS



Strath Creek Public Hall



Murchison Lookout with a view of the local hills



Short stop at Murchison Lookout with Mark Doherty riding his R 1200 RT

**Participants:**

Stuart Green	R 1250 GSA
Vaughan Humphries	R 1200 RS
John de Leijer	F 800 GT
Ian McKenna	R 80
Max Parfett	R 1200 RT
Simon Perry	K 75 RT
Lynne Rosenthal	F 650 GS
Bob Rosenthal	R 1200 GS
Brendon Webb	F 850 GS
Mac Wilson	R 1200 GS
Mark Doherty	R 1200 RT
Peter Howell	R 1100 S
Tony Littman	R 1200 R
Bill Pattie	VFR800 Honda
Graham Hehir	Triumph



Murchison lookout with a group photo



Lunch in Romsey with Mac Wilson and Bill Pattie



Lunch in Romsey at the Verdure Bistro



Brief stop in Kinglake with John se Leijer, Brendon Webb and Ian McKenna



Several bikes at the John Duigan Monument with Les Watt's R 1200 GD, Barry Morton's R 1200 S and Gary Alexander's F 700GS

## Midweek ride to Axedale Tavern

BY IAN MCKENNA  
8 MARCH 2023

At the BP Epping Service Centre in good weather we gathered up ten riders on nine bikes, including Leon Cox, Julia Nisselle & David Yee, and Marc Tracy. With heavy traffic I arrived close to starting time to lead the ride, and Chris Seabrook a few minutes later to be the tail end rider.

Heading north on Plenty Road we soon reached Kilmore and enjoyed a coffee at the Rosebank Cafe. Five riders were waiting for us here with Gary Alexander, Clint, Mark Doherty, Sandy Richards and Les Watt. Mark Doherty surged ahead to check out the pot holes on the roads coming up which were terrible a few months ago, but the worst ones seemed to be fixed.

Riding to Lancefield and taking the Burke & Wills Track which was noted a few months ago in a local news paper to be the worst road in Victoria, we stopped at the John Duigan Memorial near Redesdale. Remembering the first

flight in an aeroplane built and designed in Australia on 18th July 1910 for all of 29 feet.

Gary Alexander led us to Lake Eppalock Spillway near Kimbolton. It was then a short run to Axedale and to the Axedale Tavern

which still has a fence around the front where the veranda collapsed a couple of years ago. Another seven riders joined us in a room set aside for us bringing our total up to twenty two. Good food and service prevailed.

After lunch I led five riders to Wallan with a stop in Heathcote for petrol. Afternoon coffee was at the Ferguson Plarre Patisserie. One rider possibly the latest in recent memory; Steve Mackay joined us for the afternoon Coffee in Wallan, after which we ended the Club Ride and rode off in several directions after a great day of riding.



Leon Cox and his R80



Starting at BP Epping Service Centre with the starting ride group



Coffee in Kilmore with an expanded ride group ready to depart



Short stop at Lake Eppalock with Leon Cox and several other riders



Lunch at the Axedale Tavern with 21 riders in attendance

**Participants:**

Pat Bajraszewski	R 1250 R
Leon Cox	R 80
Ian McKenna	K 75 C
Barrie Morton	R 1200 S
Julia Niselle & David Yee	K 75 C
Steve Roberts	F 650 GS
Chris Seabrook	K 1600 GT
Michael Stoltenberg	R nineT Racer
Marc Tracy	
Gary Alexander	F 700 GS
Clint	F 700 GS
Mark Doherty	R 1200 RT
Sandy Richards	R 1200 RS
Les Watt	R 1200 GS
John Coghill	R 100 R
Andy Davenport	F 800 ST
Terry Guy	R 1200 GS
Graham Hehir	Triumph
Norm Lethlean	
Bob Leggatt	G 310 R
Mark Phelan	R 80 GSPD
Steve Mackay	Kawasaki 1400GTR



John Duigan's first flight in an Australian designed & built aeroplane July 8 1910



David Yee's K 75 C at the John Duigan Monument



*Chris Seabrook riding his K 1600 GT*



*Lunch at the Axedale Tavern with more bikes seen on arrival*



*Departing from Axedale with Mark Phelan riding his R 80 GSPD*



*Gary Alexander and Clint*



*Sandy Richards, Chris Seabrook, David Yee, Julia Niselle and Barry Morton*



*Afternoon coffee in Wallan with Michael Stoltenburg riding his R nineT racer*



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**MAKE LIFE A RIDE**



## BMW Black Dog Ride

BY CHRIS SEABROOK

19 MARCH 2023

When planning a ride it is necessary to do so with the riders in mind. What do they want, where do they want to go, how challenging should the ride be? Another thought is to stage the ride so that it appeals to a person's passion and/or community involvement. That is why when I was given the opportunity to lead the Sunday rides I sought permission from the club hierarchy to organise the Melbourne East Black Dog Ride One Dayer.

So planning officially started last December. The first task was securing a destination, and thanks to a previous ride to Jerusalem Creek I thought this was the perfect venue. Next is backtracking and figuring out where you can marshal around 100 riders. Not at our usual start points. It had to be somewhere that had access to coffee, toilets and of course parking. Then it's time to plan the route, not too long so the bikes don't need refuelling, but long enough to give all riders a little of everything. Fast straights, sweeping and tight curves.

So with a few adjustments the route was set. Leaving Chirnside Park shopping centre, travel along Maroondah Highway then out through Yarra Glen. Take a left at Glenburn, followed by a right near Flowerdale and head towards Yea. Then a quick trip up to Alexandra where we



turn left towards Eildon. For further excitement up to Skyline and then across into Eildon and finally towards Jerusalem Creek for Lunch.

So that's the route set. Now to get permission from Black Dog Ride themselves. Probably the easiest thing to do so far. Next is to start putting it all together and recruiting riders. Thanks to the club's website this was made relatively simple. It was just then a matter of getting the numbers and I began to get a feeling of relief as I knew I had the support I needed.

So with the Wild Apricot set-up, it was Black Dog's turn to get the ride online. When would the first person register, how many would we actually get. All sorts of questions and doubts running through my head. Then finally the numbers started coming in. Slow to start then a small flurry, then nothing for a couple of weeks. In the meantime, it was time to get things ready. Ordering the merchandise that we could sell, putting together the



rider packs and doing a dry run of the actual route. On paper I had worked out that I would need fourteen corner markers, on the dry run I discovered that I would only need thirteen.

With all of the above bedded down there was nothing left to do but wait for the day and the numbers to come in. In the week coming up we had hit the 56 mark for Black Dog riders and 20 for the club. So it looked as if we would have around 76 on the day, but that was not including the on the day registrations.

The big day arrived and it was up early to beat everyone there and set up. Within 15 minutes of our arrival the first few bikes also started to arrive. Over 90 minutes before stands up. Then over the next hour or so the rest of the bikes arrived. Some individually, some in packs; it was feeling like we were going to be busy.

Checking in commenced and in the end we had 50 of the 58 registered riders attend, and 5 of the 6 pillions. So a total of 64 Black Dog riders and 15 from the club (total 79). A quick briefing with the corner markers and rest of the group and it was over to Ian McKenna to lead the ride away followed closely by his team of corner markers.

Out through Lilydale and onto Yarra Glen. Up and over the Slide then a left turn towards Flowerdale. Making our way to Yea, where a few riders couldn't make it past as they had drunk too much coffee before the ride [*mental note: put in a loo break for coffee drinkers*]. After Yea it was a fast run up to Cathkin and then over to Alexandra. Out of Alex we headed up to Skyline before dropping down to Eildon and out to our final destination, Jerusalem Creek.



### Black Dog Ride 2023 – Melbourne East

Participants – 79

Funds raised:

- Raffle Tickets                   \$300.00
- Donations                       \$271.50
- Merchandise Sales           \$609.00
- Tickets (net)                   \$1,848.46
- Total                               \$3,028.96

### Black Dog Ride 2023 – National

- Participants                       5,625 approx.
- Rides (Smallest 3/Largest 400 riders)   42
- Funds Raised                    \$240,000+

So from the above information you can see that we were quite successful. And we can only go forward from here. I would like to thank Ian and the other members who helped make the day a success. I know that there are a few changes that need to be made to ensure a positive experience for all. So until next year.

And finally, congratulations to Mike Bonner for winning the first prize in the raffle (Black Dog Saw Blade).







## Emerald coffee run

BY FRANK CACHIA

25 MARCH 2023

**H**i Girls!

It's so good to finally be wheeled from the back of the garage, into the sunlight. All ready to tackle Saturday morning traffic, including the ever present speed camera car neatly parked on the footpath.

The first run in autumn, girls; Emerald, we're on the way.

With the two runs to Monbulk via Mt Dandenong Tourist Road and Mountain Highway closed to traffic for another week, there was no choice but to tackle the back breaking steep incline run to Mt Evelyn. Up on top I was able to catch my breath and with practically no traffic for a Saturday, enjoyed the cruise to Monbulk. Frank on the other hand wasn't exactly happy. That nip in the air which was doing the world of good to my cylinder fins wasn't welcomed by his hands. Mate, it's time to store away the summer gloves and air the winter gloves.

Those hazy lazy days of summer are now just a memory and with daylight saving ending shortly, winter blues are on the way.

Monbulk wasn't even a whistle stop; Frank's leaning to plan ahead.



A car followed me as I entered the run to Emerald. Mate, this is my favourite high speed run, you wanna race? And race I did, once again it was a magical run. This is motorcycling as it should be; a clean run, no traffic whatsoever and all under a canopy of trees and sunshine. In the tight 35kph bends the car was slowing down more than I was. I loved it, this is more satisfying than passing cyclists. Even the 70kph uphill right hand sweeper was taken at a dizzying 65kph. This is living.

Arriving in Emerald, on a Saturday morning meant switching off racing to pedestrian mode. After a few stop starts, I once again brought Frank to the Emerald gathering. The car park was full, bikes everywhere, once again showing the meeting was a resounding success.

Mobile phones and cameras were used to shoot a rare BMW. Michael De Vink who last month showed up on a very clean R 100 engine powered R 650 LS, this time brought out a 1978 R45N. This is one model hardly seen in Australia. The R 45, 450cc was rated at 35bhp. The N model however was reduced down to 27bhp, specifically aimed for learner riders in the German market. That drop in power also favoured insurance premiums.

Max Parfett commented about that nip in the air, quickly pointing out that he'll soon start using the R 1200 RT heated handgrips. Frank looked at me; no Frank I haven't got that much electrical power to run heated handgrips, good heavens man electricity was in its infancy when I was assembled.

The subject soon changed when once again Frank got into trouble. If he isn't misspelling model designations he's doing the same with people's names. Paul Wenger pointed out that he misspelt Sylvia's name with an 'I' instead of a 'Y'. Honestly, he's getting worse; I think the time has come for me to trade Frank for a younger owner.

Once that was settled, walking, admiring and talking about all the bikes present was the order of the day till high noon approached. And that was the signal for engines to be fired, arms waving goodbye and the car park practically emptied itself of vehicles.

An unhurried run back home, except for the traffic free dash to Monbulk, ended a well-attended, popular event.

#### Participants:

Tom Coghlan on his F 650 GS Dakar  
 Paul Koedigk on a R 120 0GS  
 Jerry John on his R 1200 GSA  
 Our newest member Michael De Vink on a R 45 N  
 Max Parfett on a very clean R 1200 RT  
 Colin Mc Donald on his R 1250 GS Adventure Rallye X  
 Paul and Sylvia Wenger on a R 1200 RT  
 Matt Gale on a F 650 GS  
 Chris O'Callaghan on a F 650 GS Funduro  
 Rob Chapman on a 650 Suzuki V Strom  
 And me - BMW R26



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.

### MAY 2023

#### Every Saturday Morning – Melbourne Coffee – Albert Park

##### 1st May – Monday – CRL 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.

##### 6th May – Saturday – Western Coffee Morning – Ballarat

##### 6th/7th May – 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!

Ride Leaders: Ian McKenna, 0487 868 466 - Officer

Departure. Jeff Speake, 0418 393 522 - Phillip Island

Departure. Paul Koedijk, 0491 167 199

(Check website for full details).

##### 10th May – Wednesday – Midweek ride to Erskine Falls

Visit the Erskine Falls near Lorne with Lunch in Lorne and return to Melbourne for a round trip of about 400 km.

Assemble 8.30 at BP Rockbank Seervice Centre for departure at 9.00. Ride leader Ian McKenna ph 0487 868 466. (Check website for full details).

##### 13th May – Saturday – Gippsland Coffee Mornings – Heyfield

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

##### 21st May – Sunday ride to Beaufort Hotel

Join us on an ride to the Beaufort Hotel for lunch. Assemble (8:30am) at 7/11, 1593 Western Highway &, Derrimut Rd, Truganina VIC 3029. Depart time 9:00am for Beaufort (213km) via Rowsley, Mount Wallace, Dereel, Lismore, Skipton, Beaufort (Lunch 12:30pm).

Return (160km) - , Talbot, Daylesford, Woodend, Gisborne (Approx 5:00pm). Ride Leader: Chris Seabrook 0417 330 586

Other Inquiries: Ian McKenna 0487 868 466

##### 22nd May – Monday – Monthly Club Meeting

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

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

BMW cars and motorcycles to be displayed at Winton Motor Raceway. Club members are invited to participate in this unique opportunity to display their vintage and/or classic BMW motorcycles at Winton Motor Raceway..

This is a 'Call Out' to those of you with vintage or classic

BMW motorcycles. The BMW Drivers Club Melbourne has been invited to display members' cars and BMW motorcycles in the indoor carpeted VIP display area at this year's Historic Winton race meeting on May 27th and 28th 2023. The BMW Drivers Club Melbourne has about 20 spaces available for the display.

Lynne Rosenthal, 0415 286 855. (Check website for full details).

### 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. Finsh 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 – 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.

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

**12th July - Wednesday - midweek ride to Mount Elephant Hotel, Derinallum**

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

**16th July – Sunday - Sunday ride - presidents mid winter ride lunch**

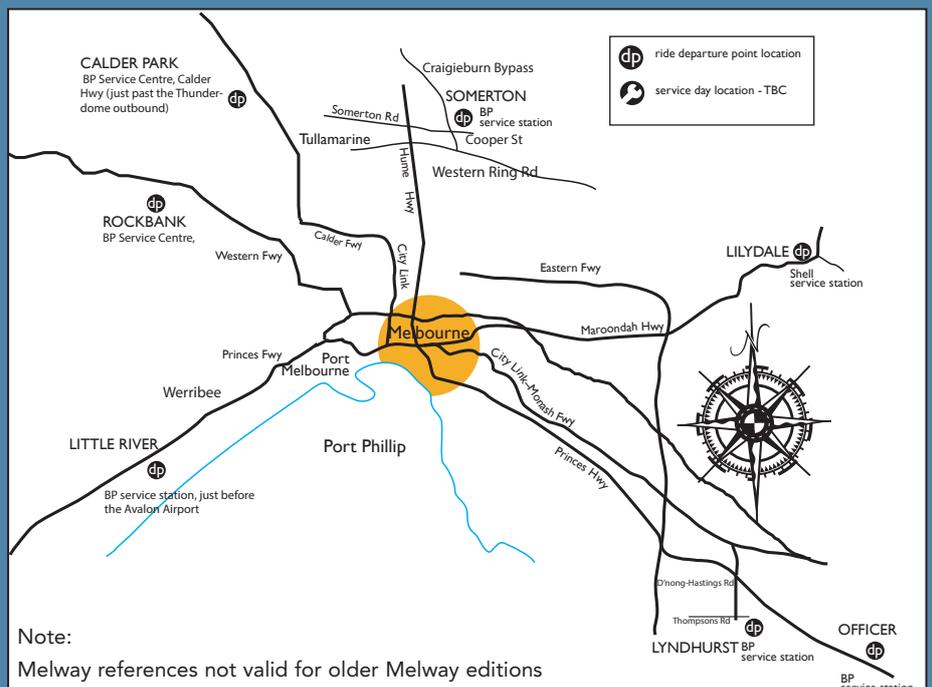
**16th July – Sunday - Sunday ride - Strathbogie General Store**

**22nd July – Saturday – Emerald Gathering Coffee Morning**

**24th July - Monday – Annual General Meeting - details tbc.**

**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 1600 GTL 2011 \$16,900**  
30,000km, perfect touring bike. ES, heated seats and grips, cruise control, tpms, radio, Bluetooth, fog lights, electric screen, guards. Major 30k maintenance done. Always serviced at BMW. Absolutely no issues.

**Contact:** Zac Zarei

**Email:** zarei.h@gmail.com

**Mobile:** 0436 464 985



**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



**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

**Email:** richardherz71@gmail.com

**Mobile:** 0499 617 636.



**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

**Email:** oliver.orourke@gmail.com

**Mobile:** 0421 844 924



**Genuine Goodwool lambswool seat cover \$150** To suit dual one-piece rider/passenger seat. Originally purchased for Yamaha MT07 Tracer, but also fits my F 900 XR perfectly. Elasticized sides with 2 elastic straps. Dark grey. As new condition, used for 2 rides only. Never been in the rain.

**Contact:** Alfred Shippen,

**Email:** alfred@shippen.net,

**Mobile:** 0402 790 153



**Hit-Air inflatable airbag jacket \$750**  
Premium, top of the line jacket.

Heavy duty, cruiser style, 2XL EU/ US size. Brand new, never worn. Still with tags. Manufactured in Japan. Unfortunately, jacket is too big for me. Retails in Aus for \$1,045. Jacket is waterproof with removable winter lining. Functional, safe and useful. Large flap type integrated bottom airbag. 60cc CO2. Button type Coil Wire. Fitted with a high speed (S-System) activation keybox. Buckle Coil Wire.

**Contact:** Hughbert Alexander

**Mobile:** 0401 709 820

**Email:** tom.armstrong33@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 R 1992 \$9,900** 134,000 km, very good condition, but not original. Club reg'n, will renew 25/2/23. Comes with RWC. Complete with custom saddle bags, top box, tank bag and 3 custom screens. Custom dash. Engine with stage 1 cam, megacycle exhaust system. Suspension upgrade and much more. Owner retiring due to old age.  
**Contact:** Dietmar Brisker  
**Email:** dbrisker@bigpond.com  
**Mobile:** 0419 567 542.



**Kappa quick release large expandable tankbag and tank flange \$155.** Never used, comes with a Givi Flange (model #BF11) to fit BMW R 1200 GS. Rain cover included. Bag will fit other model bikes if you purchase the relevant flange to suit. Pick up only, Bentleigh East.  
**Contact:** Doug Wood  
**Email:** dougmwood@yahoo.com.au  
**Mobile:** 0419 106 807



## WANTED

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

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

**BMW 1150 GS (2001, ABS) Spare Parts.** My BMW 1150 GS (2001, ABS) has gone to wreckers-heaven so my 'spare parts collection' (many accumulated in preparation for my RTW trip) as well as some gear is of no use to me anymore. So you may find THAT part you've been looking for. Some parts are brand new, never used, others are used, but in good nick. If you are interested I have a one-page list I can forward to you. Otherwise you may call/text me, email me or come and see me. I can also provide photos.  
**Contact:** Axel Leonhardt  
**Mobile:** axelhleo@gmail.com  
**Email:** axelhleo@gmail.com

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Find out more at Doncaster BMW Motorrad, Melbourne BMW Motorcycles or Ringwood BMW Motorrad.

### **DONCASTER BMW MOTORRAD**

812 Doncaster Road, Doncaster VIC 3108  
Ph: (03) 8848 0000  
Email: [bikesales@doncasterbmw.com.au](mailto:bikesales@doncasterbmw.com.au)  
[bmw-motorrad.com.au/doncaster-motorcycles](https://www.bmw-motorrad.com.au/doncaster-motorcycles)

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

### **MELBOURNE BMW MOTORCYCLES**

209 Kings Way, South Melbourne VIC 3205  
Ph: (03) 9686 1999  
Email: [mcsales@southbankmotorcycles.com.au](mailto:mcsales@southbankmotorcycles.com.au)  
[bmw-motorrad.com.au/melbourne-motorcycles](https://www.bmw-motorrad.com.au/melbourne-motorcycles)

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

### **RINGWOOD BMW MOTORRAD**

405 Maroondah Hwy, Ringwood VIC 3134  
Ph: (03) 8848 0088  
Email: [sales@ringwoodmotorrad.com.au](mailto:sales@ringwoodmotorrad.com.au)  
[bmw-motorrad.com.au/ringwood](https://www.bmw-motorrad.com.au/ringwood)

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

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