

June 2024

BeeEm

Magazine of the BMW Motorcycle Club of Victoria

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MOTORRAD**

BMW Motorcycle Club
Victoria Australia



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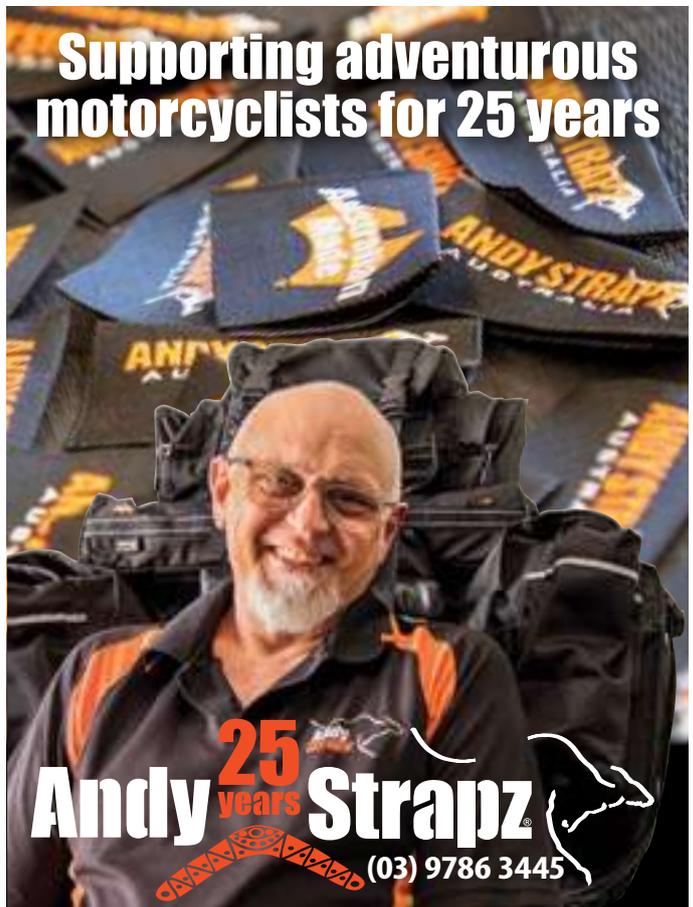
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BMW Motorcycle Club
Victoria Australia



BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

CLUB MISSION STATEMENT

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

POSTSCRIPT

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

Committee meeting: Contact President.

Midweek rides: Second Wednesday.

Service days: Location and dates to be advised.

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

DEADLINE

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

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

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

Commercial advertising material, members' trade ads should be sent to:
Winfried Hessling
advertising@bmwmccvic.org.au
Mobile 0403 302 230

Members' classifieds are to be sent to:
Thomas Kuen
classifieds@bmwmccvic.org.au

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ISSN 2207-9416 (ONLINE)



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Our cover: BMW National Motorrad Rally South Australia - Bob Leggatt riding his F 310 on the Mannum ferry

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

will be held on
Monday 22nd July 2024
at 7.30 pm

at Lynden Park, Camberwell,
64A Through Street

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

A committee nomination form is included in this issue.

All members are urged to attend.

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

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

The form is available on the club's website.

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

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

Only full members are entitled to vote.

A completed proxy form must be received by the Secretary not later than Friday, 19th July 2024.

2024 AGM Proxy Appointment to vote on your behalf and Committee nomination form can be found on the club's website
<https://bmwmotorcycleclubofvictoria.wildapricot.org/>



President's Message

April, such a busy month, what with Easter, school holidays, Anzac Day, where we squeezed in along with our regular rides, a Service Day and also the biennial National Motorrad Rally. The big news for this issue is undoubtedly the National Motorrad Rally, which was held in Nuriootpa in the Barossa Valley and run by the South Australian BMW Owners Club. For the first time ever, the rally was held mid-week. In fact, it was the first of any BMW motorcycle club rallies to be held mid-week. The reason for this being the difficulty of finding suitable accommodation for a large number of people over a weekend. Since the Covid restrictions there has been an increased demand for local accommodation, especially over school holidays. Did we have a large number of people, yes, it was reported to me that 130 had registered. This is the largest number of BMW club members attending since we Victorians held a rally in Bright 2016, when about 200 attended. In recent years only about 80 have turned up each time. Did mid-week matter, no. So many of those attending were retired, that it wasn't an issue. Interstate people needed extra travel days, and a mid-week event gave them the chance to travel on the weekend instead of during the week. Our transits went well. The club had two organised rides, but many chose to travel at their own pace instead of in a group. Most of our club members chose to travel independently.

The South Australians did a brilliant job, good location, good weather, morning and afternoon rides organised for both days. A wine-tasting before a pizza dinner on the Wednesday and a full sit-down dinner on the Thursday night for the presentation of awards. I was not surprised at all when I was called up to accept the award for the highest club attendance, after all we live the closest. What did surprise me was the number of Victorians in attendance. We had 19 members register (on our club website) but in fact 41, yes 41 were recognised as Victorian by the organisers. I found that 36 members were there and 5 friends had also accompanied us. An extremely good turn-up.

I took my G 310 R, which ran beautifully the whole way, all 1700km of it. Not a lot of room for luggage, but then again, I was not camping. Not so much luck for our esteemed editor who had mechanical issues with his sidecar outfit, or the friend of a member, whose starter motor failed on the ferry at Mannum.

A big Well Done to all those who attended and helped to win us the Highest Club Attendance Award, but I'm sure that none of you need any thanks because everyone (almost) had a wonderful ride and a wonderful time.

Until the next Rally – ride safe everyone

Ride Safe,
Bob Leggatt



“ Editor's Message

April as usual presents itself with quite a few events be it club or national holidays such as Easter and ANZAC day. As mentioned in last month's issue, that by the time you will have read that we would have attended a number of main events being held, firstly being the Biannual National Motorrad Rally that was ran by the South Australian BMW Owners Club at Nuriootpa, SA. And then our Service Day that was held at Staffordshire Reef which was held over the weekend and quite a number of members attended.

Unfortunately, I was not able to attend the service day with a bike issue to tend to where my K 100 sidecar was not able to make it back to Victoria on its own merit from the National Motorrad Rally and secondly, I came down with a chest infection, but if anything I sound better than the bike.

Keep your eyes peeled on the calendar in the mag and on the website for CRL and Midweek rides with the 55th Alpine Rally at Yarrangobilly Camping Ground, New South Wales and the 2024 BMW GS Adventure Training with Touratech (Explore - L3)

Now, if you want to read about what a K 100 'Brick' can do, then read Karl Haering's article regarding his bike that has turned over 400,000 km and he has an impressive array of info regarding the costs incurred over the years to get him there.

Looking further ahead, you will need to book the dates in advance for the Christmas in Winter, Saturday 13th July being held in Finley NSW by the Canberra Club; and our AGM is scheduled on Monday 22nd July at our normal general meeting venue, so ensure you attend to that meeting.

**From the Editor and Team
Ride, Read and Stay Safe**



Can You Help To Find This Bike?

Recently, we received this request from a member of the public asking if anyone in the Club may be able to help him locate a BMW motorcycle which belonged to his father some years ago. Thomas has posted the details on the Club website Classifieds but we thought *BeeEm* may have a wider reach. It would be nice to help Clayton if we can.

I've been looking for my father's old motorcycle for a long while, and a search throughout WA has run dry, prompting me to expand my enquiries.

It's a 1978 BMW R100S (See picture below) Silver, with a kick-starter.

VIN 6068676 Last known rego : 1AN.577 (WA Rego)

I'm keen to find out if the bike is still around, and if possible, get it back as a surprise for Dad, who turns 80 in November this year. Mum and Dad did many kilometres touring on this bike in the '80's. Then life and work got in the way, so Dad sold it in the mid-'90's.

With the help of a Facebook group, I recently found the man who bought it from Dad. Unfortunately it has been revealed that he sold it again in 2008-2009, and the rego has expired. It would be greatly appreciated if you could share my request with your members.

If anyone knows of someone who has (or once owned) this 1978 Silver R100S, it'd be great if they can contact me. If not, please share with anyone you know who may be able to help.

Best regards, Clayton Austin. 0417 983 786

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

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

2024 BMW F 900 GS and GS Adventure, and F 800 GS First Look

By Blake Conner Courtesy Cycle World

Three-model middleweight GS lineup breaks cover



The new BMW F 900 GS, F 900 GS Adventure and F 800 GS: The new premium mid-range touring enduros provide purist riding fun thanks to even more sophisticated off-road, touring and adventure capabilities.

With the new F 900 GS, F 900 GS Adventure and F 800 GS BMW Motorrad is significantly boosting its product range of touring enduros for the mid-range. While the new BMW F 800 GS is the ideal bike, especially for entry-level riders, the BMW F 900 GS Adventure is very well suited for extended adventure trips and for long, demanding tours. All three models have been significantly updated and now offer, among other things, an even higher level of standard equipment in addition to a new drive. The F 900 GS features many far-reaching innovations. The motorcycle's range of uses has been considerably expanded thanks to its enhanced off-road qualities combined with a drastic weight reduction of 14 kg compared to the predecessor model making it a particularly sporty F Series model.

Drive with advanced 2-cylinder in-line engine with greater capacity, more output and engine drag torque control.

In the new F 900 GS, F 900 GS Adventure and F 800 GS the advanced 2-cylinder in-line engine introduced in 2018 with the F 850 GS provides increased riding dynamics. The main reason for this is the increased capacity 895 cc (previously 853 cc). With a 270/450 degree firing interval, the engine generates a particularly emotional sound. In the F 900 GS and F 900 GS Adventure it puts out 77 kW (105 hp) and in the F 800 GS 64 kW (87 hp). In addition to a significant increase in peak power of 10 hp each, the new engines are also characterised by a much fuller torque curve, increased pulling power and faster acceleration.

Two riding modes, ABS Pro and DTC as standard. Riding modes Pro with additional riding modes, riding mode pre-selection and engine drag torque control as optional equipment ex works.

The new GS models in the F series already offer the two riding modes "Rain" and "Road" as standard. Dynamic Traction Control DTC, the cornering-optimised ABS Pro and the dynamic brake light. With "riding modes Pro" available as optional equipment ex works, the dynamic qualities of the new F 900 GS, F 900 GS Adventure and F 800 GS can be exploited even more intensively thanks to additional riding modes, the riding mode pre-selection and the engine drag torque control as well as Dynamic Brake Control DBC.

BMW F 900 GS with new, significantly lighter plastic fuel tank and rear section. New, fully adjustable upside-down telescopic forks on the F 900 GS and F 900 GS Adventure.

The new F 900 GS, F 900 GS Adventure and F 800 GS rely on a bridge-type frame made of deep-drawn sheet steel parts welded together, which integrates the 2-cylinder in-line engine as a supporting element. The 14.5-litre plastic fuel tank of the new F 900 GS is a completely new development saving 4.5 kg of weight compared to the steel tank of the previous model. The F 900 GS features a completely redesigned rear section which makes it look even more dynamic and save around 2.4 kg of weight. A further 1.7 kg are saved thanks to the rear silencer by Akrapovič. The front wheel on the F 900 GS and F 900 GS Adventure is guided by new, fully adjustable upside-down telescopic forks by Showa.

New Enduro Pro package for the new F 900 GS and Dynamic ESA for the new F 900 GS Adventure and the F 800 GS optionally available ex works.

The new F 900 GS can be given even more off-road prowess with the optional equipment ex works Enduro Pro package featuring fully adjustable titanium nitride-coated upside-down telescopic forks, fully adjustable central spring strut as well as handlebar risers and M Endurance chain. The Dynamic ESA (Electronic Suspension Adjustment) electronic suspension is available as optional equipment for the new F 900 GS Adventure and the F 800 GS.

New BMW F 900 GS with ergonomics optimised for off-road use, enduro footrests and aluminium side stand. Optimised adjustable gearshift lever and, on the F 900 GS, a new foot brake lever as well.

The increased off-road qualities of the new F 900 GS are expressed by the ergonomic triangle (handlebar - seat - footrests) optimised for off-road use. Lower footrests in combination with the higher handlebar position and the new design of the fuel tank provide clear advantages, especially when riding standing up on rough terrain.

All three new models already offer an adjustable gearshift lever as standard. In conjunction with an optimised bearing and new gearshift lever kinematics, it was also possible to optimise shifting the six-speed transmission even further. The F 900 GS also features a new foot brake lever in a higher position.

New LED headlight on the BMW F 900 GS. All models feature powerful LED light units.

Compared to the predecessor model, the LED headlight on the new BMW F 900 GS offers a larger low beam opening angle and thus better illumination directly in front of the motorcycle. The new F 900 GS Adventure and the F 800 GS also feature LED headlights as standard. Furthermore, the turn indicator and control lights of all three models also use LED technology.

Connectivity - unrivalled information diversity and functionality in the form of a large, perfectly readable 6.5-inch TFT display. The new BMW F 900 GS comes as standard with multifunction holder to accommodate navigation devices, action cams and more.

The new GS models in the F series already each have a large 6.5-inch TFT display as standard. This applies in particular to the F 800 GS, which previously had an analogue display. Information diversity, quality of presentation and, last but not least, user-friendliness are unrivalled. Phoning, listening to music and navigating while riding is very comfortable. The new BMW F 900 GS is already equipped with a 12 mm holder as standard, which permits action cams or other devices to be mounted. In order to install the BMW Motorrad Connected Ride Navigator or the BMW Motorrad Connected Ride Cradle, the "navigation preparation" option is also required.

BMW F 900 GS with new body dimensions, clear design and colour scheme highlighting its off-road qualities, sportiness and dynamic performance.

The new BMW F 900 GS has been completely redesigned and benefits from a dynamic design that signals increased off-road qualities and sportiness, as well as visually

highlighting the 14 kg of lowered weight. One of the key points of the new design is the redesigned plastic fuel tank, which allowed for a much slimmer and ergonomically more favourable design with a capacity of only 0.5 litres less than the previous model. New, close-fitting tank side panels, together with a new radiator trim give the new F 900 GS a sleek, sporty and off-road-oriented look. Off-road qualities, sportiness and dynamic performance are also reflected in the entire rear section, which is significantly narrower and more dynamic than the predecessor model. The dynamic appearance of the new F 900 GS is further enhanced by the sporty rear silencer by Akrapovič. The new F 900 GS is available as a basic version in Blackstorm metallic, as a Passion model version in São Paulo yellow solid paint and as a GS Trophy version in Lightwhite solid paint/Racing Blue metallic.

New attractive model variants and colour schemes for the F 900 GS Adventure and F 800 GS.

The new F 900 GS Adventure is available as a basic variant in Blackstorm metallic and as a Ride Pro model variant in matt White Aluminium. The new F 800 GS is available as a basic variant in Lightwhite solid paint, as a Sport model variant in Racing Blue and as a Triple Black version in Blackstorm metallic.

The new BMW F 900 GS, F 900 GS Adventure and F 800 GS feature the common highlights:

- Advanced 2-cylinder in-line engine with increased capacity of now 895 cc (previously 853 cc).
- Even higher output and torque: F 900 GS and F 900 GS Adventure with 77 kW (105 hp) at 8,500 rpm and 93 Nm at 6,750 rpm. F 800 GS with 64 kW (87 hp) at 6,750 rpm and 91 Nm at 6,750 rpm.
- 35 kW (48 hp) versions for driving licence class A2 (F 800 GS only).
- High refinement due to two counter-rotating counterbalance shafts.
- Two riding modes "Rain" and "Road" as well as ABS Pro and DTC as standard.
- Ride modes Pro with two additional ride modes as well as Dynamic Brake Control (DBC) and engine drag torque control as optional equipment ex factory.
- B ridge-type style frame.
- Optimised adjustable gearshift lever.
- Sophisticated ergonomics and numerous seat alternatives.
- Practical wind and weather protection.
- Powerful LED lighting units.
- Large, perfectly readable 6.5-inch TFT display with unrivalled information diversity and functionality.
- Intelligent emergency call for quick help in emergency situations as optional equipment ex works.
- Keyless Ride for convenient activation of the locking functions by radio as an optional extra ex works.



2024 BMW F 900 GSBMW

- Powerful paintwork and model variants make for unmistakable Enduro characteristics.
- Extensive range of optional equipment, original BMW Motorrad accessories and rider equipment.

The highlights of the new BMW F 900 GS:

- Weight reduced by 14 kg.
- Significantly lighter plastic fuel tank and rear section.
- New body parts.
- New, fully adjustable upside-down telescopic forks.
- Lighter swinging arm.
- Enduro Pro package as optional equipment ex works.
- Sport rear silencer by Akrapovič.
- Ergonomics optimised for off-road use.
- Enduro footrests.
- Heated grips.
- Hand protectors.
- Aluminium side stand.
- New foot brake lever.
- New LED headlight.
- Multifunction holder.

The highlights of the new BMW F 900 GS Adventure:

- New, fully adjustable upside-down telescopic forks.
- LED headlights.
- New side panels.
- Heated grips.
- Aluminium engine guard.
- New Ride Pro optional equipment package.

The highlights of the new BMW F 800 GS:

- TFT display as standard.
- Heated grips
- LED headlight.
- Hand protectors.
- Variocase carrier.

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Four Hundred Thousand on One

BY KARL HAERING

My first 'Brick' was a 1985 'Alaska Blau' K 100 RS. Unfortunately, this bike was sent to God by a Volvo running a red light in November of 1998. It was just 'Run-in' with 204,498 kilometres on the clock. Who knows - if that collision hadn't happened, perhaps this article might well have been titled 'Six Hundred Thousand on One'.

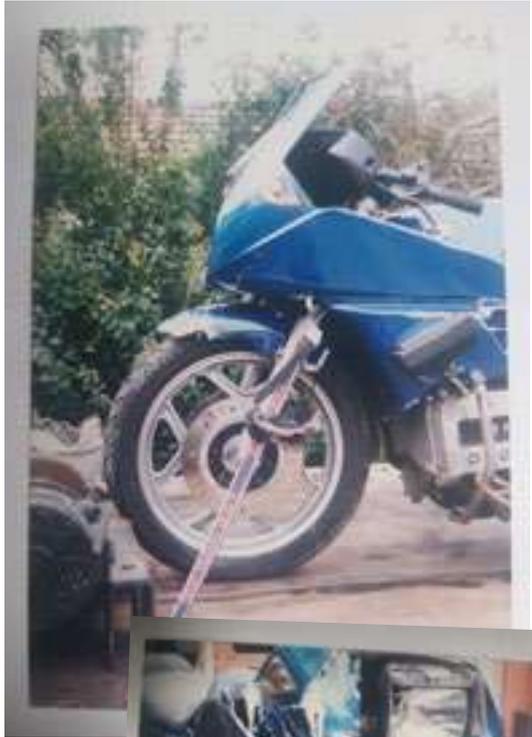
With the bike 'written off' and taken away by the insurance company, I experienced my first bike-less Christmas since 1975. As a weird coincidence, at two separate Christmas functions that year, I found the same Christmas Cracker joke:

Q. Why did the motorcycle fall over?

A. It was two tired.

With the dawn of the New Year, the priority was finding my next bike. Prior to the crash, I'd not had any thought of replacement. I was very fond of the bike. The K met my specifications which hadn't changed. Meanwhile none of the current new models appealed, nor met my requirements. Back in 1994, Angela and I had spent nearly 14,000 kilometres touring Europe aboard a later model K 100 RS. This had featured better brakes, was equipped with ABS and a 16 valve engine together with better suspension and radial tyres.

Could a bike like this be found? Kilometres on the clock didn't matter as long as it had been well maintained and kept in good nick.



(Photos of crashed Alaska Blau K on the back of the Tow Truck)

Before the Internet and Google, search tools were phone calls, faxes and photos though snail mail. This led to Angela and I taking a leisurely drive to Sydney in the middle of January 1999. Tom Byrne Motorcycles, a BMW dealer in the suburb of St. Peters, had a bike that seemed to fit the bill. And fit the bill it did, a lovely Pearl Silver 1992 K 100 RS-16v. A bonus was that it had only 19,202 kilometres on the clock.



(Photos sent by Tom Byrne)



(Photo of RTA & VicRoads forms)

Money changed hands and, as the bike was going interstate, the yellow number plates were removed to be replaced with nothing! In my pocket I carried a 'Seven day 'Permit To Operate an Unregistered Vehicle'.

I wondered how often the Police would pull me over for registration checks? So off we headed home. Although longer in time and distance, the decision to take the coastal route to Melbourne was made, This two day trip would be the first of many to come.

As VicRoads didn't accept the interstate RTA Authorised Inspection Station 'Safety Inspection Report', a VicRoads 'Certificate Of Roadworthiness' was obtained before Victorian Number plates were fitted. And how many times were we pulled over? Not even once, much to my surprise, And on one occasion, I even had a Police vehicle pull up behind me at some lights!



Costs (over 26 years)

- \$134,686.49 Grand Total costs (\$0.34/km, \$98.67/week.)
- 400,176 Kilometres ridden; (Avg. 15,245/annum, Avg.293/week.)
- \$26,419.09 Total fixed costs; (\$0.07/km)
- (Includes: Depreciation, Insurance & Statutory costs)
- \$80,316.61 Total Maintenance costs; (\$0.20/km)
- (Includes; Servicing, Repairs, Consumables & Accessories)
- \$27,959.79 Total Fuel costs; (\$0.07/km)
- 20,666 Litres PULP used; (19.4 Km/l., 54.7 Mpg.)

Repairs & Maintenance highlights

Tyres – Front

- 28-4-'99, 24,865km
- 2-5-'01, 45,973km
- 22-6-'02, 65,919km
- 19-7-'03, 80,316km
- 20-2-'04, 89,361km
- 12-7-'05, 106,417km

Tyres - Rear

- 28-3-'01, 44,219km
- 22-6-'02, 65,919km
- 19-7-'03, 80,316km
- 20-2-'04, 89,361km
- 12-7-'05, 106,417km
- 12-05-'06, 121,342km

- 12-05-'06, 121,342km
- 13-3-'07, 134,765km
- 11-10-'07, 149,050km
- 14-3-'08, 157,042km
- 20-11-'08, 171,509km
- 18-5-'09, 181,884km
- 8-1-'10, 193,867km
- 19-5-'10, 208,777km
- 7-3-'11, 220,020km
- 30-1-'12, 236,128km
- 4-9-'12, 249,084km
- 1-10-'13, 269,483km
-
- 3-7-'14, 285,288km
- 12-3-'15, 300,444km
- 6-2-'16, 318,704km
- 30-11-'16, 334,906km
- 24-7-'17, 347,345km
- 4-12-'18, 367,578km
- 27-1-'21. 391,713km

- 13-3-'07, 134,765km
- 11-10-'07, 149,050km
- 14-3-'08, 157,042km
- 22-10-'08, 169,942km
- 16-6-'09, 183,111km
- 22-1-'10, 195,561km
- 23-8-'10, 213,048km
- 23-9-'10, 213,677km
- 13-7-'11, 227,200km
- 30-1-'12, 236,128km
- 4-9-'12, 249,084km
- 23-11-'12, 253,080km
- 19-11-'13, 274,423km
- 3-7-'14, 285,288km
- 12-3-'15, 300,444km
-
- 22-8-'16, 328,192km
- 24-7-'17, 347,345km
- 4-12-'18, 367,578km
- 27-1-'21. 391,713km

Brake Pads - Front

-
- 29-5-'05, 105,523km
- 28-5-'06, 122,038km
- 26-8-'07, 146,519km
-
- 29-4-'09, 180,585km
- 7-7-'10, 210,251km
- 11-7-'11, 226,722km
- 6-7-'12, 246,673km
- 14-5-'14, 282,683km
- 12-3-'15, 300,444km
- 8-3-'16, 320,714km

Brake Pads – Rear

- 1-12-'02, 72,469km
- 12-10-'05, 110,942km
-
- 28-9-'08, 168,598km
-
- 7-7-'10, 210,251km

Brakes

- 3-3-'99, 22,260km - Front Brake Master Cylinder replaced
- 21-8-'99, 27,589km - ABS Reset - Fault code #1
- 19-9-'03, 82,425km - ABS Reset - Fault code #6
- 15-11-'03, 85,609km - ABS Reset - Fault code #6
- 7-1-'04, 99,827km - ABS Reset - Fault code #6 & replace split Brake hose
- 27-6-'04, 95,467km - Front Floating Disk Brake Mounting pins replaced
- 7-1-'05, 99,827km - Brake line replaced
- 22-9-'07, 147,829km - ABS Reset - Fault code #3
- 24-2-'08, 155,656km - Front Floating Disk Brake Mounting pins replaced
- 7-2-'09, 175,296km - ABS Reset - Fault code #1
- 18-1-'10, 195,434km - ABS Reset - Fault code #1
- 15-9-'10, 187,217km - Front Brake Lines replaced
- 7-7-'10, 210,251km - Front & Rear Brake Disks replaced
- 11-11-'10, 215,392km - Warped Front Brake Disks replaced - warranty
- 4-3-'11, 220,011km - Warped Front Brake Disks replaced - warranty

11-7-'11, 226,722km - Warped Front Brake Disks replaced
 22-2-'19, 369,084km - Front ABS Pump replaced (with second hand part)
 10-4-'18, 359,934km - Rear Mastercylinder replaced
 6-12-'19, 380,316km - Front ABS Sensor replaced

Battery

27-4-'07, 139,526km
 8-8-'11, 228,682km
 17-11-'11, 233,088km - Warranty
 19-7-'16, 329,089km
 5-5-'22, 403,584km

Suspension - Front & Rear

9-3-'04, 90,454km - Fork Seals replaced
 27-11-'05, 113,357km - IKON rear Shock Absorber fitted
 12-5-'06, 121,347km - IKON fork springs fitted
 27-9-'06, 128,744km - Fork Seals replaced
 21-10-'06, 129,791km - Fork Seals replaced - Warranty
 28-9-'08, 168,595km - Rebuilt IKON rear Shock Absorber refitted - Warranty
 17-1-'09, 174,495km - Fork Seals replaced
 29-4-'09, 180,585km - Fork Seals replaced
 26-3-'10, 198,904km - YSS rear Shock Absorber fitted
 2-12-'10, 215,392km - Re-chrome Fork tubes & rebuild Forks
 14-5-'14, 282,683km - Replace Fork Seals
 17-6-'15, 305,731km - Replace Fork Seals
 23-9-'16, 332,712km - Replace Fork Seals
 28-10-'16, 332,832km - Rear Shock Refurbishment
 25-6-'18, 363,183km - Replace Fork Seals

Driveline

10-11-'04, 98,919km - Drive Shaft replaced
 17-3-'06, 118,281km - Starter Motor changeover
 12-11-'07, 150,078km - Clutch (contaminated) replaced & Gearbox checked
 11-11-'10, 215,392km - Final Drive overhauled
 5-4-'13, 260,045km - Refurbish Oil/Water Pump
 24-4-'15, 302,236km - Replace Clutch & Gearbox rebuild
 12-10-'17, 351,393km - #2 Front Exhaust Valve replaced

Other & Accessories

21-10-'00, 38,516km - Staintune full Exhaust system fitted
 15-6-'02, 65,576km - #2 Spark plug Lead replaced
 29-5-'05, 105,523km - Ignition Switch wiring harness replaced
 14-1-'06, 114,994km - Clutch Cable replaced
 15-10-'06, 129,718km - Clutch Cable replaced - Warranty
 29-10-'09, 190,129km - L/h Switch Assembly replaced
 30-1-'10, 195,991km - Metal Magician Pack Rack/Top Box mount installed
 7-7-'10, 210,251km - Thermostat replaced

19-10-'10, 215,251km - #2 Plug Lead replaced
 2-3-'11, 219,968km - Front Wheel replaced
 11-7-'11, 226,722km - Front Wheel machined
 14-8-'12, 247,929km - Ignition Control Unit.
 10-12-'13, 274,192km - Thematic Fan replaced
 17-1-'14, 275,122km - Ignition Switch Wiring & Relays
 25-8-'15, 307,882km - Replace Radiator Hose
 6-4-'17, 340,854km - #4 Plug Lead replaced
 30-8-'17, 349,640km - Front Wheel Bearings replaced
 15-9-'17, 350,694km - Engine Temperature Sensor replaced
 22-2-'19, 369,084km - Steering Stem replaced
 9-12-'20, 389,704km - Ignition Control Module replaced
 13-12-'20, 389,822km - LED H4 Headlight Globe fitted
 24-1-'22, 400,062km - 'Metal Magician' Auxiliary Light Frame fitted
 24-1-'22, 400,062km - Pair LED Auxiliary DRL Lights fitted
 5-2-'22, 400,716km - Pair LED Auxiliary 4' Spot Lights fitted
 5-5-'22, 403,584km - Pair Engine Cover Guards fitted

Motoring TV Show begins in July

We have become aware of a TV show called Cool Cars which will go to air on the 7MATE network in July this year. We're guessing that cars will be main feature of the show but we have been told that motorcycles will also be featured so this is just a heads up from your Committee in case you are interested.

Sit back every Saturday afternoon at 1.30pm and enjoy an Aussie made "fair dinkum" motoring show on the 7MATE network from 6 July 2024 for 8 weeks. This second series will cover everything "cars, trucks, 4x4's & bikes", from what's under the bonnet to what's in the boot, from tyres to flyers, the key is turned, the handbrake is off, and our team will showcase everything that the Australian motoring enthusiast needs to know from the top to bottom and everything in between.

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BMW Motorcycle Club
Victoria Australia



2024 Awards Lunch

7th July 12pm

Join us for a social moment to celebrate and recognise outstanding members of the BMW Motorcycle Victoria Club

161 NELSON PLACE WILLIAMSTOWN
PHONE: 03 9397 8888
WWW.CUSTOMSHOUSEHOTEL.COM.AU



Code of conduct and values

1. OUR MISSION

The purposes of the BMW Motorcycle Club of Victoria Incorporated (the Club) are:

- (a) To enhance the enjoyment of BMW motorcycling,
- (b) To provide opportunities for members and their families to interact socially,
- (c) To encourage safe riding practices, and
- (d) To support advocacy for safer motorcycling.

We are a social club. We create and sustain life-long friendships. We enjoy motorcycle riding, support the motorcycle community and promote rider safety and training. Our passion for BMW motorcycles and all things BMW Motorrad drives us to “make life a ride”.

None of our activities are mission critical to cause anxiety to members and participants.

2. OUR VALUES

Our club encourages and values respect, community, professionalism, tolerance and support all of the things that are necessary for members to feel valued in our club. It is not about what you can get from the club, but what you are willing to contribute to the club that will enrich your club life – ask any life member.

In **summary**, to pursue our club’s mission, we commit to the following values:

- **Respect** of club, members, property, the BMW brand and the BMW community.
- **Honesty** and integrity are forefront in all we do.
- **Community**: We are a supporting and welcoming community grounded in teamwork to make big jobs small through the contribution of every volunteer.
- **Servant heart**: A volunteer is someone who delivers what they promise.
- **Boundaries**: Committee members and the Support Team have a life outside the club.
- **Professional**: Always represent the Club and the brand in a professional manner.

UNPACKING OUR VALUES

Respect of club, members, property, the BMW brand and the BMW community.

- We embody compassion and empathy.
- We treat people how we would want to be treated.
- We are open to all.
- We behave like adults and treat each other like adults.
- We have zero tolerance for abuse (bullies) and people who behave like victims.

Honesty and integrity are forefront in all we do.

- We are reliable and trustworthy.
- We honour our commitments.

Community: We are a supporting and welcoming community grounded in teamwork to make big jobs small through the contribution of every volunteer.

- We are a family of friends and BMW enthusiasts.
- We are committed to improving members’ experiences through club activities, rider training and social events.
- If you see a problem, say something or do something – please don’t ignore it. Mention it to a committee member and follow the right channels. Please don’t use social media to air your dissatisfaction.
- If you are willing to call out a problem, then we would like you to also come up with workable solutions - be ready to volunteer to implement.

Servant heart: A volunteer is someone who delivers what they promise.

- We appreciate and value the contribution of every volunteer.
- Volunteers are willing to work and go the extra mile without a thank you.
- Volunteers serve their fellow club members and community for their own personal reasons.

Boundaries: Committee members and the Support Team have a life outside the club.

- Our club operates on the goodwill of volunteers.
- There are boundaries and club members need to operate within the limits set.
- We are not a business and don’t operate on a fee for service basis.
- We will not tolerate members who make unreasonable demands, or are aggressive or abusive towards any club volunteer.

Professional: Always represent the Club and the brand in a professional manner.

- We are proud to belong to the BMW community. We behave in a professional manner worthy of a global brand.
- We value partnerships, cooperation and goodwill in the motorcycle and automotive community.
- We will not tolerate conduct likely to bring the club and the BMW brand into disrepute, or to risk or cause harm to the interests of the club, the BMW brand, fellow members, Committee Members and the support team.

References:

Club meeting workshop held on 25th September 2023.
<https://clubrespect.org.au/>

Please read this code of conduct in conjunction with the club’s social media code of conduct.
<https://bmwmotorcycleclubofvictoria.wildapricot.org/forums>



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. Koonwarra, Wonthaggi, Mirboo North, San Remo. Check website.

Emerald Gathering:

Fourth Saturday of the month, from 9.30 am at Emerald Bakery, 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 Bonnie Doon



19
BMW National Motorrad Rally South Australia



27
Midweek ride Maryborough



29
Service Day at Staffordshire Reef



32
Sunday ride to Royal Hotel Seymour



33
Emerald coffee run



Departing Bonnie Doon with a group photo

CRL to Bonnie Doon Hotel

BY IAN MCKENNA

1 APRIL 2024

Fronting up at Peppers Paddock on Easter Monday we had 10 riders on 8 bikes and a truck. The General Store was closed, which wasn't surprising. Neville Borgelt joined us on the ride with his Iveco truck, leaving a couple of minutes before us, and Sharon and Oscar Lorman rode their new F 700 GS.

We saw just two cars on the first part of the ride but both held us up severely, heading to St Andrews and the winding road to Kinglake. Westfield Road then took us on a much better run to the Melba Highway near Glenburn and to Yea where we enjoyed morning coffee at Marmalades Cafe.

Richard Smith joined us here, riding his R 90 S and having ridden a short way from Woodfield. With thunderstorms expected in the afternoon we noted the traffic to Melbourne was piling up much sooner than expected.

We made it to the Bonnie Doon Hotel without difficulty although we ran through a short local shower near

Kanumbra. The pub was packed but we got an outside table and were served good lunches eventually.

Sharon and Oscar headed home via Euroa and the Hume Freeway, but most of us trudged through slow traffic to Molesworth where we caught up to a local shower. Putting on some wet weather gear we decided to split up and take several routes home.

The rain turned out to be brief but the traffic wasn't. I made it to Yarra Glen rather late and got home shortly before the real rains started, which then kept going all night. This made a very long day of riding.

Participants:

Neville Borgelt	Iveco Truck
Des Crockford	F 800 GS
Paul Davis	R 18
Sharon & Oscar Lorman	F 700 GS
Ian McKenna	K 100 RS
Anthony Mills	R 1250 GS
Brendon Webb	F 850 GS
Hans Werner	R 1200 R
Ian Wright	S 1000 R
Richard Smith	R 90 S

Rides, Rallies & Events



Starting at Peppers Paddock with the ride group



Morning Coffee in Yea with Sharon & Oscar Lorman and Ian Wright



Des Crockford riding his F 800 GS



Paul Davis riding his 1800cc R18



Hans Werner and Richard Smith



Hans Werner and Richard Smith



Sharon & Oscar Lorman riding their F 700 GS



Lunch at Bonnie Doon with Richard Smith, Hans Werner, Oscar Lorman, Des Crockford and Brendon Webb



Anthony Mills riding his R 1250 GS



Anthony Mills, Neville Borgelt and Paul Davis



BMW National Motorrad Rally South Australia - Group 1

Visit to the Seppeltsfield Winery

BY IAN MCKENNA

10-11 APRIL 2024

Starting on Monday at the BP Rockbank Service Centre we had four riders with Michael Abberfield, Pat Bajraszewski, Ian McKenna and Tony Littman. We waited a while for potential latecomers and then rode to Ballarat for coffee at the Beechworth Bakery on the east edge of town.

Riding on to Ararat, we lunched at Waacks Bakery in the main street. Afternoon coffee was at Brad's Coffee; a small shed on the edge of town which we reached just before closing. Overnight we stayed at the Commercial Hotel in Kaniva where three more joined us for a pizza dinner at the pub - the only meal available.

Tuesday Morning we made it to Keith and had a good breakfast at the Keith Bakery. Following a recommendation we stopped at the Tailem Bend Raceway where the foyer to their huge accommodation block had about a dozen sports and race cars and a view of the race tracks which were huge and complicated.

Arriving at the Big 4 Barossa Tourist Park in Nuriootpa about mid afternoon, we found the National Motorrad Rally marquee where we signed in, received show bags with wine and brochures, and a yellow safety vest from the South Australian BMW Club.



Michael Abberfield, Tony Littman and Pat Bajraszewski

Wednesday after enjoying breakfast at a cafe in town I met some people and joined the Orientation Ride around the Barossa Valley which had 27 riders and bikes. Over several hours we visited Menglers Hill Lookout and rode some good roads through Eden Valley and Springtown to the southwest. We stopped at Williamstown to the south west and then finished at Seppeltsfield Winery and Cafe, close to Nuriootpa.

A few of us rode south again to the Whispering Wall at Barossa Reservoir and returned to the Rally about mid afternoon. In the evening our hosts put on a wine tasting and pizza dinner, and we partied well into the night.



Departing the Beechworth Bakery in Ballarat after Morning Coffee



Commercial Hotel in Kaniva



Lunch at Waacks Bakery in Ararat



Afternoon Coffee at Brad's Coffee in Horsham



Tony Littman



Paul Koedijk and Marc Tracy



Ian McKenna, Paul Koedijk, Marc Tracy, Pat Bajraszewski, Michael Abberfield, Lorraine Amor and Tony Littman

Thursday started with egg & bacon rolls, followed by a group photo of all the bikes and riders. Several led rides were organised, starting with a GS Ride headed north to Quorn with about a dozen riders on board. A road ride south to Goolwa was run with ten riders. I settled for the Wine Processing Demo at the Wine Education Centre just a few hundred metres from the Rally Site, which drew an attendance of about two dozen.

Dinner and award presentations were done at the Vine Inn Hotel in town, with over a hundred guests. The South Australian Club President, Bailey Gifford, welcomed us and introduced two speakers, with Simon Turvey presenting the GS world championships in Mongolia, and Drew Bradford and his book *Not All Ringers and Cowboys* and work with the ABC touring Australia for several years.

A photo of the State BMW Club Presidents was followed by these Award Presentations -

- Longest Distance Male Rider - Steven Blight from Western Australia.
- Longest Distance Female Rider - 'E J' from Western Australia.
- Longest Distance Pillion - Cherie
- Oldest BMW - Des Chabrell's 600c R67 and Sidecar
- Oldest BMW and Rider - Des Chabrell and his 600cc R67 and Sidecar.
- Interstate Club Attendance - Victoria, with 44 Riders.

Bailey closed the meeting, ending a good evening.

Friday started again with bacon & egg rolls, and with most riders heading off I joined Bob Leggatt, Tony Littman and Andrew Novak. Andrew's bike failed to start so he stayed and arranged to have his bike trailered to Melbourne.

We crossed the Murray River at Mannum and found Pat Bajraszewski and Michael Abberfield, whose R 1100 RT had fallen over and conked out, which looked like another trailer job. Bob and I had coffee at a servo in Taillem Bend, and stayed at Mount Gambier in separate accommodations.

On Saturday we couldn't find each other, so I trotted home on my own. We enjoyed a good week in Barossa Valley.



Tony Littman and his R 1200 R



Michael Abberfield riding his R 1100 RT

R 100 GS and Sidecar belonging to Ross White



R 100 and Sidecar belonging to John Sargent



Visit to the Bend Raceway near Taillem Bend with Tony Littman



The ride group with most of the 27 riders ready to start



Menglers Hill - Barossa Memorial



A view of the race track with Tony Littman and Ian McKenna



The Big 4 Barossa Tourist Park in Nuriootpa



Morning arrivals checking in at the BMW Clubs National Motorrad Rally



Rides, Rallies & Events



Whispering Wall near Lyndoch



Rally site



Noel and Lea Gilliland

Tour of the Wine Education Centre in Nuriootpa



Vine Inn at Nuriootpa for dinner and presentations



The Rally Award Trophies and some cash voucher prizes

The Club Presidents from the various State BMW Clubs



The Club Presidents from the various State BMW Clubs

Bob Leggatt and Tony Littman waiting at the ferry in Mannum

Participants - Over 100 Riders including 44 from Victoria:

Michael Abberfield	R 1100 RT
Pat Bajraszewski	R 1100 RT
Mathew Gale	F 650 GS
Lea & Noel Gilliland	R 1100 GS Sidecar
Melinda Hindson	F 700 GS
Bob Leggatt	G 310 R
Tony Littman	R 1200 R
Ian McKenna	K 100 RS
Andrew Novak	K 100 Sidecar
Laszlo Papp	R 1200 RS
Chris Seabrook	K 1600 GT
Sheryl Townsend	F 650 GS
Ben Verlin	R 1100 GS
Christine Young	R 1200 R
Alan from Wodonga	
Lorraine Amor	
Trevor Bennicar	
Neville Borgelt	
Alan Dance	
Kerry & Winfried Hessling	
Marlene & Stan Klusek	
Paul Koedijk	
Trevor Lever	
Ann & Brian McDonald	
Marc Tracy	



Laszlo Papp, Bob Leggatt and Andrew Novak

BMW National Motorrad Rally South Australia - Group 2

BY ANDREW NOVAK

10-11 APRIL 2024

The Ride to Nuriootpa, but not back

A Just returning from Queensland - I drove there and back to watch my son play for Victoria U/23's Men's Netball Championship. Then a nine-hour drive to Sydney and another nine-hour drive to Qld on the way back. But it was worthwhile, as they won the Grand Final against South Australia, how fitting considering on the day of return following I was heading off to the BMW National Motorrad Rally, Nuriootpa, SA. I kept their loss to myself to avoid upsetting anyone.

I had pre-packed my K 100 outfit for the journey the following day to attend. Woke up early Tuesday only to find that the weather had decided to throw a curve ball to my trip with the presence of rain, every biker's dream. On to the Western Ring Road only to find myself stuck in a car park as traffic was at a standstill, apparently a couple of people decided to have a car accident to slow my trip. With expected departure of 9am from the BP Service Centre in Rockbank it was touch and go if I was to get there on time, only to Bob who lives the closest to this starting point was caught up on this traffic jam. One blessing though, was that the rain had stopped.

Make-shift fix, ol' reliable cable ties



Despite the small numbers arriving, Chris Seabrook presented the Black Dog Awards with first prize to Frank, second prize to Brad, and third prize to Mannic who was absent. We finished the ride here on what had at least started as a good day of riding.

On our merry way we made several stops on our journey to our overnight

stop at Bordertown ... well, as I had pinched a nerve in my lower back the country roads dealt constant sharp pain as if someone was prodding me with a knife, and all those road works and countless number of B-double trucks it was easy to just get out of their way. Upon reaching Bordertown I was feeling the pain so half an hour under a hot shower did wonders and as soon as I saw that electric blanket...well it was on all night. With all the driving travelled in the last few days it had taken its toll, and I fell asleep in no time. Dead fast asleep, I missed Bob's call to have tea with Laszlo and himself but as I slept like a log an earthquake wouldn't wake me...better asleep than being awake feeling the pain.

Following day, I felt like a new man, then I looked in the mirror and that was clearly not the case, but the pain had subsided. With only three and bit hours of travel left to reach our destination to the rally site in Nuriootpa, we headed off. But it did not go as smoothly as I had thought; I noticed that I was not getting many kilometers per tank full, that was roughly around 150k's before the fuel light went on but at the time I didn't think much of it.

As we were about 100km from our final destination, with the constant workout on the suspension due to rough roads my tachometer bracket snapped; so much for cast aluminium. Luckily, prior to leaving Melbourne I had gathered some basic tool needs, and electrical tape was one of them, so a quick temporary fix was made. Later I upped the ante with a more secure fix ... cable ties. On our last leg of the journey of about 60 km the bike started to lose power when revs were under 2,500 or over 3,500 ... about 3,000 revs was the sweet spot where it ran OK.

Finally we had reached our destination and upon arrival we fronted up to the Rally HQ to sign in. We were treated with a show bag, felt like a kid again attending the Melbourne show, what a generous



BMWOCSA presented all attendees with a show bag

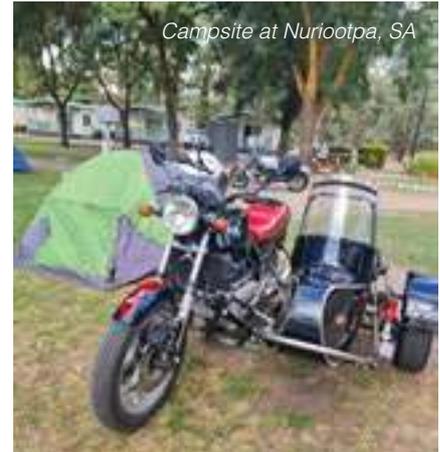
offer made by the BMW Owners Club of SA (BMWOCSA); choice of Barossa's finest red wine or bubbly, glass to drink it from, rally badge, key ring, safety vest with the rally logo and numerous pamphlets showing scheduled rides they had planned, and a booklet of the Barossa Valley.

It was then time to check the bike, by the looks of the exhaust it was full of black soot and as my son Jake said over the phone "that this means bike is running rich so you will be using more petrol" which explains the low mileage I was getting "but that is far better than running lean otherwise it would not be good news".

With my camping gear all packed in the sidecar I commenced to set up camp. Handy thing having a chai it enables you to carry more than you would if just on solo bike, hence why I came along on my sidecar unit, but did not anticipate the issues I encountered.

The South Australian BMW club arranged daily rides but unfortunately, with the way things were I was not in a position to tag along. However, I did make good use of the lovely camp site and its picturesque surrounds and walking distance to the township.

At the presentation dinner we had a couple of guest speakers, door prizes, raffle and several presentations handed out such as longest ride which went to a couple from WA and combined age of bike/rider. We were also given some facts about the rally



Campsite at Nuriootpa, SA

itself; combined kilometers travelled by all attendees - 96,784 km, average fuel used - 4,842 litres...I reckon I would have made up 20% of that by the way my bike was running - and the most attendees by a club being Victoria as you couldn't really consider SA club as they only had to travel approx. around 100 km from their destinations but if we did.... there was not much in it.

Rally organisers did well with a good morning breakfast each day. Missed the first day's breaky as my time spent on the road caught up with me. I made sure that I didn't miss out on dinner. With SA having a ban on lighting fires we were denied a camp fire so it was early to bed for most with only a few of us left still standing around at 9pm, yes you read it right, most had gone to bed before 9pm.

On the day of departure I packed up my camping gear, but as we were ready to go... my bike was not. All I got was a puff of black smoke from the exhaust each time I tried to start it, and after several attempts it would pop. Tried several times with same result; there were a few "K" aficionados there but they could not put a finger on it.

As I looked towards our group, I told Bob to go without me as no point hanging around but did appreciate their gesture. Called my son Jake, he said he was heading to Ballarat on Saturday and could come over with a trailer. With that as my fallback advised it would require a 5x8 trailer, so spent additional two



Use of ocky straps for temporary steering

days in Nuriootpa and with that made the most of my stay, thankfully SA presented two good sunny days at that.

Organised a cabin as Jake was bringing along his girlfriend and to be frank, I was in no mood to set up my tent again. This presented another issue, the cabin I was given was way over the other side from where the bike was parked. Now how was I gonna get the bike there, as it would not run and with chair attached not an easy task to push the bike as it would turn in all directions, then an old movie came to mind ... Ben Hur, well eat your heart out mate, grabbed a couple of ocky straps, attached it to the mirrors to ensure the bike steered straight and it enable me to push the bike and if needed I was able to pull on a strap to adjust the steering ... simple as that.

Upon son's arrival at 9pm as he was delayed, we planned to depart early Sunday morning. Well, that was the plan, but we were slightly set back. When I first bought the bike, I got a 5x8 trailer but I had a flatbed trailer where Jake came along with a 5x8 cage trailer, this meant the bike would not fit with chair attached.

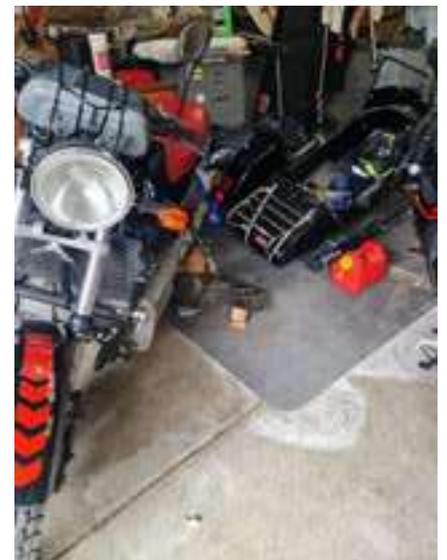
This meant we required to split the bike from the chair and the caravan park were kind enough to lend us a couple of spanners to get the job



Bike and chair split to fit in trailer

done. Firstly, we loaded the bike, then the side car was squeezed in. I don't think the chair and bike have been so close as this before ... luckily, they have been mated together for a while so were used to each other. Don't think the chair was happy to have to go through this ordeal because the bike decided it had had enough and wanted a free ride home.

All in all, arrived safely home, in the dark may I say. With the chair split from the bike, this left the mounting bracket on the bike that is attached at base of motor and used that as a makeshift side-stand, it's the only positive note on this. Now the dilemma begins.... Where do I start?



Bike at home all set to go to the mechanics

Participants:

Bob Leggatt	G 310 R
Laszlo Papp	R 1200 RS
Mathew Gale	F 650 GS
Andrew Novak	K 100 RT Outfit



Regathering at Newstead with the seven riders after lunch

Midweek ride Maryborough

BY IAN MCKENNA

17 APRIL 2024

Starting off at BP Calder Park Service Centre on the Freeway we had 13 starters on 13 bikes including Bernie Beccara R 1150 R, Tony Stevens R 60/7 and Leigh Durham R 80.

With Ian McKenna leading and Peter Lawford as tail rider we set off to Sunbury, Monegetta, and Lancefield. The Three Chain Road in Lancefield took us to Carlsruhe and Kyneton.

On the edge of Kyneton near the Freeway was Fika Cafe where we joined 6 more riders on 6 bikes including Anthony White R 1100 GS, Greg Falkiner R 1200 GS and Dan Bolwell R 1250 GSA. We took a group photo before moving off and stopped briefly at the Public Toilets in Kyneton.

Leaving Kyneton we rode the winding back roads to Lauriston, Glenluce and Vaughan Springs, a little bit of dirt road got us to Guildford where we then followed the railway to Newstead. Regrouping here we took the Pyrenees Highway to Maryborough.

Arriving a bit early we took time to visit Maryborough Railway Station which is one of the biggest station buildings in Victoria, once a major junction, it now gets just two passenger trains a day. Looking inside we noted the polished wood ceiling in the foyer. By popular suggestion we enjoyed lunch at the Station Cafe on the station platform.

After lunch about half the group followed me to Castlemaine where I stopped to check directions. Simon McCall then led us through Castlemaine to Elphinstone before turning south. We fuelled up in Taradale and stopped in Malmsbury beside the Malmsbury Bakery which was open but promptly closed as we got our gear off.

Our coffee stop was then in Kyneton at Monsieur Pierre Cafe, where the remaining few of us enjoyed a final coffee before dispersing in several directions. I took the Calder Freeway back to Melbourne, finishing a good day of riding.

Rides, Rallies & Events



Starting at Calder Park



Maryborough Railway Station

Lunch at the Station Cafe



Arrival at Fika Cafe



Leigh Durham and his R 100 GS



Simon McCall riding his F 700 GS



Stop in Malmsbury



Simon McCall riding his F 700 GS

Participants:

Bernie Beccara	R 1150 R
Geoff Dick	R 850 R
Leigh Durham	R 100 GS
Jarred Elison	R 1250 GS
Peter Lawford	R 1200 GS
Ian McKenna	K 100 RS
Brian Micallef	S 1000 XR
Tony Stevens	R 60/7
Michael Stoltenberg	R nineT
Tony Stevens	R 60/7
Hans Werner	R 1200 R
David Yee	K 75 C
Paul Yee	F 800 GS
Dan Bolwell	R 1250 GSA
Leon Cox	R 80
Greg Falkiner	R 1200 GS
Peter Howell	R 1100 S
Simon McCall	F 700G S
Anthony White	R 1100 GS
Stewart Davidson	R 1150 GSA
Greg Hobbs	R 1200 GS





Service Day at Staffordshire Reef

Group photo on Nolan's Bridge

BY IAN MCKENNA

20-21 APRIL 2024

Starting at BP Rockbank Service Centre on Western Highway we had 5 riders with David Yee & Rhonda Hill K 75 C and Nic Watson R 1100 GS. With Ian McKenna riding his K 100 leading and William Wong K 100 RT as tail rider we set off on Exford Road to Glenmore Gorge, and Slate Quarry Road.

We made it to Meredith General Store in time to join John Crewdson, Graham Hehir and Jeff Dobell and his dog Oakey for morning coffee. We then rode some good winding roads to Mount Mercer, Dereel, Rokewood Junction and Cape Clear. I stopped here to check directions and John Crewdson led us to Staffordshire Reef from Newtown.

Arriving at Terry Guys property we found an excellent huge shed for working in. Bob Ayton and David Richardson put on a barbecue lunch. After lunch Graham Hehir demonstrated how to clean out disc brake callipers and Jeff Dowell showed us Earmold moulded earplugs for which Jeff is an agent.



The demos over Terry Guy led us on a tour of the local sights with the town site of Staffordshire Reef where the only thing left is a huge oak tree which is over 150 years old and was once on the edge of town. A short distance away we visited Berringa, another ghost town from the gold mining era, this time the tree marking the site was dead.

Rides, Rallies & Events

Further on we visited Nolan's Bridge near Newtown, a railway bridge on the former Ballarat-Skipton railway. Across the valley was a view of the Golden Lake mine which now looks like a giant ant hill. Back at Terry's place Bob Ayton cooked us curried sausages and we spent the night by the wood fired stove outside.

Sunday Morning, Started with a barbecue breakfast. Warrick Tovey launched his drone for a short flight. We soon had more guests for the Service Day with a total of about 33 in attendance

Several jobs were done with John Crewdson changing the brake fluid in his F 650 C\GS and William Wong disassembling the rear of his K 100 RT to grease the shaft spline. Chris Hearne produced a BSA Easy Rider Moped with a 50cc two stroke engine and tried to get it running. We got it going but not too well.

Warrick Tovey and Peter Near checked Peter's R 1100 RT with a view to applying for a Club Plates Permit. Bob Ayton checked several bikes with his GS-911 unit including Chris O'Callaghan's RnineT and Dwayne Job's R 1200 GSA. We finished about 3 pm after two really good days.



Firing up the camp stove with the host Terry Guy



William Wong test riding John Crewdson's F 650 CS



Lunch with Charlie Maguire, Neville Borgelt, David Yee and Bob Ayton



Arrival at the Service Day Venue with Neville Borgelt setting up signs



Demonstration of brake maintenance with Graham Hehir



Demonstration of Earmold Earplugs with Jeff Dobell



Parking the Barbecue Trailer with David Yee, Pat Bajraszewski, and Warrick Tovey



Ready to depart the Service Day site with David Richardson, Brian Green and David Yee & Rhonda Hill



Algerian Oak Tree planted in 1870 on the edge of Staffordshire Reef



Bob Ayton checks out Dwayne Job's R 1200 GSA



Information shed at Berringa, Nic Watson and Brian Green



Nolan's Bridge



Warrick Tovey's drone



Participants:

- Ian McKenna K 100
- David Yee & Rhonda Hill K 75 C
- Nic Watson R 1100 GS
- William Wong K 100 RT
- John Crewdson F 650 CS
- Jeff Dobell & his dog Oakey R 1250 RS
- Graham Hehir K 100 RS
- Peter Near R 1100 RT
- Chris O'Callaghan R NineT
- Mark Willey R 100 RT
- Brian Green R 1100 GS
- Noel Gilliland R 1100 GS Sidecar
- Wayne Green RnineT
- David Hehir R 1150 RS
- Dwayne Job R 1200 GS
- Steffan Kissar R 90/6
- Chris Hearne BSA Easy Rider Scooter
- Winfried Hessling R 1100 GS
- Dr Yeuj
- Bob Ayton
- Pat Bajraszewski
- Neville Borgelt
- Mick Fagan
- Terry Guy and Linda
- Charlie Maguire Triumph Bonneville
- David Richardson
- Ross Wright
- Warrick Tovey
- Vicky & Neil Williamson
- Lynda & Detlef Lamp



John Crewdson changes the brake fluid in his F 650 GS



Chris Hearne tries to restart his BSA Easy Ride Moped



Warrick Tovey and Peter Near check Peter's R 1100 RT for the BMW Club Plates Application



William Wong greases the shaft spline on his K 100 RT



Sunday ride to Royal Hotel Seymour

BY CHRIS SEABROOK

21 APRIL 2024

Sunday morning at 9am, twelve intrepid riders with two pillion left the BP Calder for a tour around Mt Macedon and across to Seymour and the Royal Hotel for lunch. Out of the twelve only ten made it as far as Seymour. Firstly, Nick Watson's clutch arm decided to snap which left him stuck on the side of the road just 5 kilometres from the start. And then Duncan Heard headed off home to get on top of his plumbing problem.

Today's ride was scouted out and put together by Paul Liistro, who brought along his daughter, Samantha on a Honda CBR300. Our first stop was the top of Mt Macedon, where Paul explained the

significance of the area on Anzac Day, and how he is involved with the organising committee of the ANZAC Day service. Then it was down to Newham and the General Store for morning tea.

Then we rode off to Seymour via Hanging Rock, and Tallarook for lunch at the Royal Hotel. With the weather being kind to us, it allowed us to grab a table outside where we were joined by Ron Hedger. After lunch we headed out the back of Seymour towards Ghin Ghin, before traversing through Yea, Flowerdale, Strath Creek and, Broadford, completing the ride in Wandong. Again losing a couple of members along the way as they headed directly home.



Participants:

Michael Stoltenburg	R 1200 S
Ronald Hedger	CanAm Spider
Nick Watson	R 1100 GS
Chris Mannix	F 900 R
Brian Micallef	S 1000 XR
Gregory Bray	R 1100 S
Paul Liistro (Lead Rider)	R nineT GS
Samantha Barnett	Honda CBR300
Duncan Heard	R 1200 RT
Chris Seabrook (Tail End Charlie)	K 1600 GT
Simon Cahoon	S 1000 XR
Tanya Cahoon	Pillion
David Yee	K 75 C
Anita Fothergill	Pillion



Emerald coffee run

BY FRANK CACHIA'S R26

27 APRIL 2024

Hello all you singles out there, it's the right time of the month.

What a day, a day to thoroughly enjoy with not a cloud to be seen, wall to wall blue and although the shade was quite cool, it was a different story in the sunlight.

Come on Frank, fire me up, it's time we're racing to the Emerald gathering. Well, racing isn't the right word, cyclists and slow moving cars along Mountain Highway resulted in, at times, just crawling along.

Once we left Olinda behind there was no traffic to speak of, as a matter of fact it was completely void of traffic. The same applied to Monbulk, it was strangely traffic free. If it wasn't for the fact that Frank had to once again carry out a relieving pit stop, we could have sailed through the town completely unhindered.

The race track between Monbulk and Emerald was once again a joy to ride through. A set of different radius bends and corners, an empty road and an R 26 running at peak efficiency, what more does a motorcyclist want?



It was once again a surprise to enter Emerald completely unobstructed; hardly a car to be seen. This scenario should be played more often.

As expected a colourful sight was to greet me and Frank as we entered the parking area; wall to wall bikes. As I started my cooling cycle, Frank joined the others chatting at the bakery and the usual spot, out in the sun.

Apart from two bushy bearded, long haired middle aged men whose chains attached to belts vanished into their tattered jeans pockets, they must be from a chain gang; a sight that turned heads was the passing of a McLaren car, an unexpected sight to see far away from the high roller avenues.



What was a more surprising were the two men who pulled out what look like expensive mobile phones and started taking photos of me. Wow fellas, you even got my good side. After a close inspection and commenting on my interesting features they moved on. There goes a pair of fine upstanding gentlemen of the community.

It was just past midday that we departed. There was no need to wave to anyone as we, for a change were the last to leave.

This time traffic was certainly present as it was a first gear crawl to the turnoff. A kilometre later and once again we had the road to ourselves and so in the time honoured tradition, Frank released all my horses, arriving back in Monbulk, with me purring along and an ear to ear grin on Frank's face.

Instead of going on to Mt Evelyn, we took the steep run to Olinda and then enjoyed the 11 km of downhill twisties to Montrose. There once again we caught up to bumper to bumper traffic at the time consuming roadworks.

Only 4 weeks before we do it all again---see you there.

Participants:

Colin Mc Donald	R 1250 GS Adventure Rallye X
Matt Gale	F 650 GS
Geoff Riddle	R 1100 RT
Paul/Sylvia Wenger	R 1200 RT
Frank Mickan	R 1200 GS
Russell McGee	R 100
Jerry John	R 1200 GSA
Mark Doherty	R 1200 RT
Max Parfett	R 1250 RT
Frank Cachia	R 26

CHRISTMAS IN WINTER

Yes it's on!
A Christmas Gathering

Saturday 13th July 2024 - 5pm

This the season for a cheer, in the heart of the land,
Where friends will unite, a joyous band.
In Finley NSW, the Canberra Club does plan,
A Christmas celebration, a truly grand span.

From near and from far, we'll gather with glee,

To share in the warmth of community.

The Murray River, our border to cross,
An invigorating journey, no matter the cost.

Through Shepparton's fields, we'll journey with ease,
Embracing the winter, 'the chill in the breeze.

A weekend away, a chance to unwind,
With club members and friends, a bond to be signed.

**Mark the date and travel by bike or by car
Register on our website or ask below**

**Inquiries: Bernard Schacher-Tayla
0403 899 374**

socialsecretary@bmwmccvic.org.au



2024 BMW Motorcycle Club of Victoria GS Training with Touratech (1. Adventure / 2. Explore / 3. Extreme)



Program:

Friday - Travel for those that want to get out early from Melbourne and set up camp. Do BBQ in evening at Carboor Hall kitchen (bring your own meat and salad).

Saturday - Breaky at Milawa Bakery at 8am or bring your own breakfast.

9.30am for 10am: Commence GS training at the Carboor Reserve. Lunch and refreshments will be provided by Touratech. Continue GS training after lunch, followed by a ride on dirt. **3 / 4pm:** Conclude GS training.

BBQ in evening (bring your own meat, salad and refreshments).

Sunday - Clean, pack up and head home.

QR code for Carboor Hall



Calling all **GS and adventure riders** to join us for GS training with Robin Box and the Touratech team. Club and non-club members and all brands of motorcycles are welcome. Our aim is to offer new riders to GS a safe space to learn the basics and also challenge experienced riders.

2024 will be our second year to partner with Touratech to offer GS / adventure rider training. All levels of GS riders are welcome. Guests and friends are welcome. The event needs a minimum of **10**, with a maximum of **20** riders. Training will be held at the Carboor Reserve (refer address on right). Riders can stay at the Carboor Reserve town hall or camp. The facilities are great and include fully outfitted kitchen (cutlery, fridge, microwave, boiling water), porcelain toilet and shower. There are two halls for accommodation and a covered area for BBQ and bikes. For those that don't want to stay in the Carboor hall or camp, there is accommodation in nearby towns: Wangaratta, Milawa, Oxley, Beechworth, Myrtleford, Moyhu and Bright.

The training will be held on a **Saturday** and the cost of training is **\$95pp** (including lunch). For those that will camp at the Carboor Hall, the total costs is **\$155pp** (inclusive of training, lunch and hall hire).

All fees are to be paid on booking via the club's Wild Apricot site (for BMW club members). If you are not a BMW club member, please use the following reference **LAST NAME_GS event <date>** and deposit funds into the club's bank account, **BMW MCC Vic, BSB 063000, account 00804344**. Email or text the organizer with proof of payment. If you wish to confirm the club's bank account, please contact Winfried Hessling (treasurer, 040 330 2230).

There are **three-levels** of training for 2024. Training is additive and there is a pre-requisite to complete the previous course to attend the next training course. If you attended training during 2023, then you have completed **Adventure**.

Adventure: Cover the basics and ride after training.

Explore: Warm-up and then progress to basic / intermediate ascends, descends and recovery, and time permitting progress to steeper ascends and descends. Ride after training.

Extreme: Warm up and then progress to emergency braking, sand riding, mud riding, river crossing, or whatever is in the training program. Ride after training.

Event dates for 2024: The following dates are available for 2024 (book via the club's website

(www.bmwmotorcycleclubofvictoria.wildapricot.org) or by contacting the event organiser. Touratech have asked for a **two-week cut off** to arrange catering.

Adventure: 17 February 2024 (book and pay by Friday, 2 Feb 2024)

Explore: 4 May 2024 (book and pay by Friday, 19 April 2024)

Extreme: 22 June 2024 (book and pay by Friday, 7 June 2024)

Adventure: 24 August 2024 (book and pay by Friday, 9 Aug 2024)

Explore: 2 November 2024 (book and pay by Friday, 18 Oct 2024)

Extreme: 7 December 2024 (book and pay by Friday, 22 Nov 2024)

Please contact Jacques Van Niekerk (bmwmccvic@gmail.com; clubdelegate@bmwmccvic.org.au

or send text to 04 0109 1277) if you have any questions.



BMW MCC Vic AU
GS Riders



Location: Carboor Town Hall,
opposite Touratech,
1533 Carboor Everton Rd
<https://www.touratech.com.au/>
Tel: (03) 5729 5529



Carboor reserve opposite Carboor Hall

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 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

25th May – Saturday – Emerald Gathering Coffee Morning

27th May – Monday – Monthly Club Meeting

The monthly meeting will be held on Monday 25th of May at 7.30pm at Lynden Park Recreational Facility, Wakefield's Grove, 64A Through Rd Camberwell 3124. Enter via access road between no's 64 and 66 Through Rd. This will be a general meeting to update you on current events. We will provide further details if a guest speaker is to be arranged for this meeting.

JUNE 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

1st June – Saturday – Western Coffee Morning

3rd June – Monday – CRL TO THREE SUGARS CAFE, WARBURTON

Coffee Ride Lunch to Three Sugars Cafe in Warburton. Ride of 100 km to the Three Sugars Cafe in Warburton. Ride via Pantom Hill, Smiths Gully, Yarra Glen, Healesville, Woori Yallock and Warburton. Return via Warburton Highway to Montrose for a total distance of 140 km. Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00 am. Stop in Healesville. Lunch at Three Sugars Cafe in Warburton at 12.30 pm. Ride leader Ian McKenna ph 0487 868 466.

7th/10th June – Friday / Monday – ALPINE RALLY

Annual Alpine Rally..... The 55th Alpine Rally will hold this year from Friday 7th June to Monday 10th June at the Yarrangobilly Camping Ground, New South Wales. It'll be chilly but that's no surprise for this back-to-basics annual Rally.

FRIDAY 12th JUNE, Assemble 8.30 for 9.00 Departure from Barossa Tourist Park. Lunch at Kingston (or Robe) about 2.00 pm. Overnight and Petrol in Mount Gambia - 12th June, arrive 6.30 pm for a total of 405 km. Accomodation at (1) Motel Mount Gambia ph 08 8725 5800, (2)Blue Lake Motel ph 08 8275 5211, (3) Park Hotel 08 8726 7500, (4) Limestone Coast ph 08 8723 2469.

SATURDAY 13th JUNE, Assemble 8.30 for departure at 9.00 am. Lunch and Petrol at Warrnambool at 1.00 pm. Ride Leader Ian McKenna ph 0487 868 466.

8th June – Saturday – Gippsland Coffee Morning, Heyfield

12th June – Wednesday – MIDWEEK RIDE TO TRENTHAM FALLS, TRENTHAM

Midweek Ride to Trentham Falls, Trentham. 12th June. Ride of 160 km through Bacchus Marsh, Ballan and Gordon, Daylersford, Trentham and visit Trentham Falls. Return via Pentland Hills and Finish near Rockbank. Assemble 8.30 at BP Rockbank Service Centre on Western Freeway for departure at 9.00 am. Morning Coffee in Creswick at Creswick Roast about 11.00. Enjoy Lunch at the Greendale Hotel about 1.00 pm.

Finish Ride near Rockbank about 3.30 pm for a total distance of 200 km. Ride Leader Ian McKenna ph 0487 868 466.

15th June – Saturday – Central - Bendigo, Sth Gippsland/ Bass Coast Morning Coffee – Wonthaggi

16th June – Sunday – SUNDAY RIDE - TBA (NORTH EAST)
TBA - Keep an eye out for more details or lets us know if you have any preferences.

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

22nd June – Saturday – Emerald Gathering Coffee Morning

22nd June – Saturday – 2024 BMW GS ADVENTURE TRAINING WITH TOURATECH (EXPLORE – L3) - BOOK BY 7th JUNE

Please contact Jacques Van Niekerk (bmwmccvic@gmail.com; clubdelegate@bmwmccvic.org.au or send text to 04 0109 1277) if you have any questions. All details on previous page flyer.

24th June – Monday – Monthly Club Meeting

The monthly meeting will be held on Monday 25th of May at 7.30pm at Lynden Park Recreational Facility, Wakefield's Grove, 64A Through Rd Camberwell 3124. Enter via access road between no's 64 and 66 Through Rd. This will be a general meeting to update you on current events. We will provide further details if a guest speaker is to be arranged for this meeting

JULY 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

1st Jul – Monday – CRL - COFFEE RIDE LUNCH TO COMMERCIAL HOTEL BROADFORD

Ride of 135 km to the Commercial Hotel in Broadford for Lunch. Ride via Kinglake, Break O'Day, Yea, Kerrisdale and Flowerdale to Broadford.

Return via Wandong, Whittlesea and Kinglake to Yarra Glen for a total distance of 230 km. Assemble 9.00 at Peppers Paddock General Store at Wattle Glen for departure at 10.00 am. Stop at Murchison Gap. Lunch at the Commercial Hotel in Broadford at 12,30 pm.

Finish at Yarra Glen about 3,00 pm. Ride Leader Ian McKenna ph 0487 868 466.

3rd July – Monday – CRL TO THREE SUGARS CAFE, WARBURTON

Coffee Ride Lunch to Three Sugars Cafe in Warburton. Ride of 100 km to the Three Sugars Cafe in Warburton. Ride via Pantom Hill, Smiths Gully, Yarra Glen, Healesville, Woori Yallock and Warburton. Return via Warburton Highway to Montrose for a total distance of 140 km.

Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00 am. Stop in Healesville. Lunch at Three Sugars Cafe in Warburton at 12.30 pm. Ride leader Ian McKenna ph 0487 868 466.

6th July – Saturday – Western Coffee Morning**7th July – Sunday – 2024 Awards Lunch**

The Annual Awards Lunch will be held at the Customs House Hotel, 161 Nelson Place, Williamstown, 3016, on Sunday 7th July at 12.30pm.

Registration and payment for this event is now open. This will be a great chance to catch up with members and friends you may wish to invite, they're welcome too. There is an opportunity to add guests when you register. Registration strictly closes on Sunday 30th of June. This is a very popular event and we look forward to the opportunity to present Annual Awards to club members for their dedicated service to the club in various ways. Awards to be presented include: Clubman of the Year, Clubwoman of the Year, Country Member of the Year, Castrol Award, New Member of the Year and the President's Award.

The 3 course meal at the Customs House Hotel.

See website for full details.

Any inquiries Bernard Schacher-Tayla, 0403-899-374.

10th July – Wednesday - MIDWEEK RIDE TO MOTO FINISH CAFE IN RUSHWORTH

Ride of 190 km to the Moto Finish Cafe in Rushworth. Ride via Glenburn, Flowerdale, Seymour, Nagambie, Kirwins Bridge and Murchison to Rushworth. Return via Murchison, Euroa, Merton, Yarck and Yea to Coldstream for a total distance of 395 km. Assemble 8.30 at Shell Lilydale Service Station for departure at 9.00 am. Stop at Seymour, Rushworth, Yarck and Coldstream. Coffee at Aramintas Tearoom in Seymour at 10.30 am. Lunch at Moto Finish Cafe in Rushworth at 1.00 pm. Coffee at Bucks Bakehouse in Yarck at 3.45 pm. Final Coffee at Coldstream Brewery in Coldstream at 6.00 pm. Ride Leader Ian McKenna ph 0487 868 466.

13th July – Saturday – Gippsland Coffee Morning, Heyfield**20th July – Saturday – Central - Bendigo, Sth Gippsland/ Bass Coast Morning Coffee – Mirboo Nth****21st July – Sunday - SUNDAY RIDE - TBA (South-West OTWAYS)**

TBA - Keep an eye out for more details or lets us know if you have any preferences.

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

22nd July - Monday – AGM – Annual General Meeting / Monthly Club Meeting

Join us on Monday July 22nd 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. Enter via access road between no's 64 and 66 Through Rd

Since the July monthly meeting also includes the AGM, a speaker has not been arranged. At the AGM we will elect a new committee for 2024/25 and receive a series of committee reports including a financial report, but we will ensure there is plenty of time for socialising whilst sharing supper together. 30 club members are required to attend in person or proxy, under the rules of our constitution, in order to make this meeting valid.

Copy of Notice, proxy and minutes for 2023 are available online in July Calendar section.

27th July – Saturday – Emerald Gathering Coffee Morning

**Check website for full details.*

Melbourne ride departure points

NORTHERN DEP. POINT EPPING

BP Service Centre Cnr Scanlon Dr & Cooper St Epping. Melway ref map 181 D11

LYNDHURST DEP. POINT

BP Service Station, Cnr Dandenong-Hastings Rd and Thompsons Rd. Melway ref map 128 K8

LILYDALE DEP. POINT

Shell Service Station, Maroondah Hwy (1 km east Lilydale), Lilydale. Melway ref map 38 H3

LITTLE RIVER DEP. POINT

BP Service Station, Princes Freeway (Geelong bound) just before the Avalon Airport turnoff. Melway ref key map p11 D12.*

OFFICER DEP. POINT

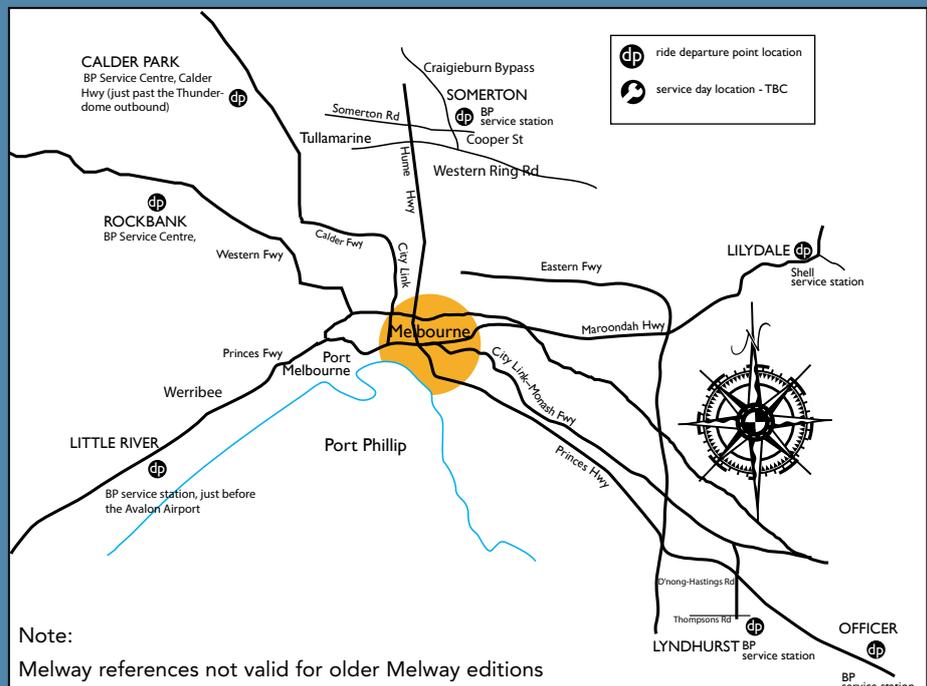
BP Service Centre - Officer Outbound 65 Princes Fwy, (M1) Officer. 2 km South East of Beaconsfield Exit on M1

ROCKBANK DEP. POINT

BP Rockbank Outbound Truckstop, 1789 Western Freeway, between Hopkins Rd and Troups Rd Nth. Melway ref 355 D11* (Not the other BP SS)

CALDER PARK DEP. POINT

BP Service Centre, Calder Highway (just past the Thunderdome outbound) . Melway ref map 354 J3.*



Classifieds

Please see Classifieds at <https://bmwmotorcycleclubofvictoria.wildapricot.org> for more information and photos.

FOR SALE

BMW R50/5 1972 (Blue) - \$10,000 Neg.

A 1972 R50/5 with a Chrome Toaster Tank.

- 48,000 miles, original condition
- Registered on Club Plates
- No RWC

A rare R50/5 with chrome tank & short wheelbase -purchased in Canada 24 years ago & brought to Victoria in 2016. Only 8,000 R50/5 were produced (vs 38,000 R75/5) & chrome tanks even rarer. The /5 were the first 'modern' airheads. Few, if any, examples in Australia (only R60 & R75 were sold here). Comes with original British Columbia regular & classic plates.

Original points ignition, reliable slide carbs. New battery. It's a classic and turns heads, but is also a solid, reliable bike, that can still be used for getting around (I explored much of Victoria with it).

Holes in seats are bear claw tears (true story); Phil at K&R can recover the seat if new owner likes. Have original chrome passenger seat bar which can be reattached

Contact: Louis Helbig

Mobile: 0452 570 264

Email: louisshelbig@gmail.com

Location: Bayswater



BMW K75S 1993 (Dark Blue) - \$5,000 Neg.

A 1993 BMW K75S in good condition.

- 80,800 kms, Good condition
- Registered on Club Plates
- No RWC

IMO the best of the K bikes - 3 cylinders and counterbalanced driveshaft are much smoother than the 4 cylinder K100s. Nimble & quick, I use it to get around the city (lane splitting) and the country-side runs.

New rear brake rotor and pads done by Phil at K&R. Recent, new injector & fork seals. Panniers have clean, nearly new suitcase liners. Have a stack of receipts going back to the bike's purchase.

Contact: Louis Helbig

Mobile: 0452 570 264

Email: louisshelbig@gmail.com

Location: Bayswater



BMW R65 Monolever 1985 (Black) - \$5,000 Neg.

An R65 Monolever in original "factory" condition, with the original logbook and manual, toolkit and BMW panniers, is for sale.

- 77,700 kms, original "factory" condition
- Registered, No RWC (negotiable too)

It has been serviced by BM Motorcycles and is in excellent mechanical condition. Extensive overhaul of brakes and shocks at 55,000km and new timing chain at 68,000km. Overall body condition is excellent considering the age of the bike.

Contact: Warwick Grant

Mobile: 03 9479 2223

Email: w.grant@latrobe.edu.au



BMW R65 1988 (Silver) \$7,500

A 1988 BMW R65 with a genuine 56,000 km. Bike recently recommissioned, been sitting a number of years.

- Runs and rides well - needs some final fine tuning
- New battery
- New carburetor floats
- Good original condition
- New Metzeler tyres

Contact: Glyn Griffiths

Mobile: 0409 958 398

Location: Research



BMW R1200RT 2013 (Ex-Police)

\$4,000 ONO. A 2013 BMW R1200RT bike is for sale. The bike runs well at 215,000 kms. It has 3 months rego (no RWC). It is an Ex-police bike with a single seat and electric screen.

Contact: Laszlo Papp

Mobile: 0451 146 665

Email: laszlo1234@hotmail.com



BMW R/50 1958 \$25,000 (firm)

A restored 1958 BMW R/50 ex-Military Police bike is for sale. It is registered on Club Plates (exp. Sep-24), comes with a RWC, and has travelled 99,543 kms. One owner since leaving the Watsonia army barracks.

Since the restoration was completed, it's done around 800 kilometers. It's now time to pass it on to someone who can and will get it out on the road. So, if that's you call me, and we can talk.

Contact: Murray Berrill

Mobile: 0418 641 176

Email: murrayberrill@bigpond.com

Location: Bendigo



BMW R1200R 2015 (Blue) - \$13,800

- Odometer reading: 22,468 kms
- Registered to June 2024
- RWC will be supplied

In excellent condition. No dents and scratches. Owners manual stamped for all services at Procycles, Sydney to 12/2020, invoices for services at other shops thereafter available.

Contact: Stanley Stork

Mobile: 9818 4320

Email: swkrots@dod.com.au

Location: Hawthorn



BMW 316 PLATES – Offers

These were on my first car, recently purchased and Club Plated, so are surplus to requirements. If I'd returned them to VicRoads, they'd charge you \$545 for a Classic Retro. Additionally there is the value of the Marque and Model designation.

Contact: Karl Haering

Mobile: 0422 882 416

Email: pearl_brick@y7mail.com



Crash Bars for BMW F750GS/ F850GS \$360

A pair of black crash bars for a BMW F750GS or a F850GS (2018-2023) - NEVER USED

Can deliver to Melbourne or Gippsland area.

Contact: Laszlo Papp

Mobile: 0451 146 665

Email: laszlo1234@hotmail.com



Oxford Motorcycle Cover (Medium) - \$30

An Oxford Rainex motorcycle cover for medium size motorcycle with a top case is for sale (never used). The motorcycle in the photo (BMW F700 GS) has a high windshield, a 52 litre top box, plus a big side case.

Contact: Stanley Stork

Mobile: 9818 4320

Email: swkrots@dod.com.au

Location: Hawthorn



BMW K100 1985 (Silver) - \$3,900

ONO Travelled app. 153,000kms, currently registered on non-transferable club plates, and will be sold as is (no RWC). I love the bike, but need space in the garage and one bike has to go. I am the second owner of this very original naked K100. Bike is in roadworthy condition and ready to be enjoyed on long rides. Panniers and K100 tank bag included. A few spare parts come with the bike (rear shock, battery covers, ...)

Contact: Stefan Kisser

Mobile: 0406 014 212

Email: stefan.kisser@gmx.de

Location: Chelsea



WANTED

BMW pannier top case for R1100GS (GS or RT will fit).

Contact: Trevor Verlin

Mobile: 0447 778 070

Email: tmverlin@hotmail.com

Head light for F650GS – 2000 model

Contact: Trevor Verlin

Mobile: 0447 778 070

Email: tmverlin@hotmail.com



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BORN TO LEAD

The lightest and most powerful production crossover bike in the world. An M bike through and through that has been trimmed down for maximum performance.

The M XR can move you at over 275 km/h. From 0 to 100 in 3.2 seconds; to 200 in 7.4. This is made possible by the BMW ShiftCam four-cylinder engine of the RR, adapted for the XR, with 201 hp (147 kW) at a maximum speed of 14,600 rpm. In conjunction with the sports gearbox with shorter ratios in 4th, 5th and 6th gear, as well as a shorter secondary ratio, the M XR is perfected for performance-oriented long-distance journeys. This helps you take the lead whenever you feel like it.

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