

August 2024

# BeeEm

 **BMW  
MOTORRAD**

**BMW Motorcycle Club**  
Victoria Australia



Magazine of the BMW Motorcycle Club of Victoria



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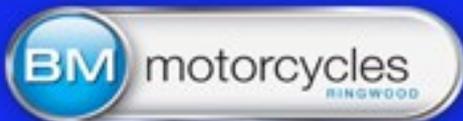
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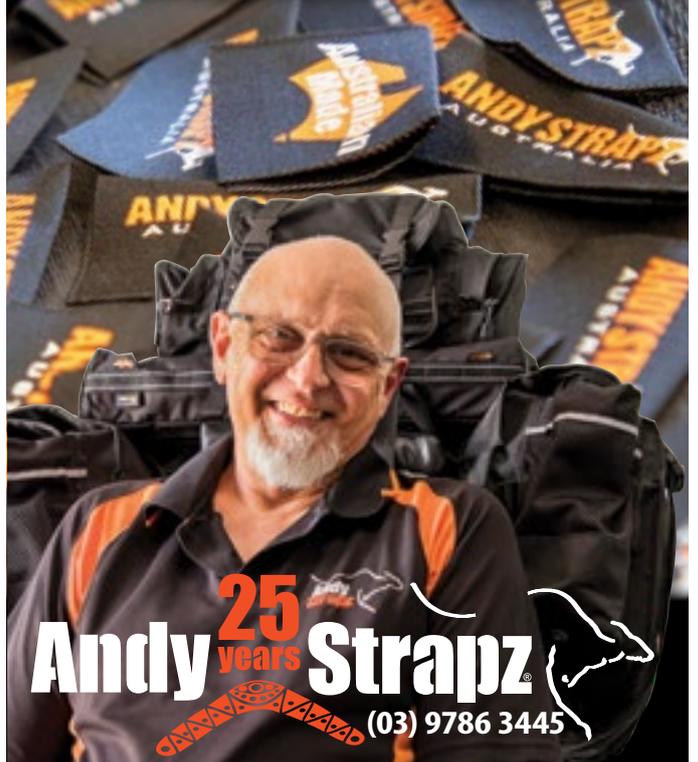
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BMW Motorcycle Club  
Victoria Australia



# BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

## CLUB MISSION STATEMENT

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

## POSTSCRIPT

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

**Committee meeting:** Contact President.

**Midweek rides:** Second Wednesday.

**Service days:** Location and dates to be advised.

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

## DEADLINE

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

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

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[advertising@bmwmccvic.org.au](mailto:advertising@bmwmccvic.org.au)  
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Thomas Kuen  
[classifieds@bmwmccvic.org.au](mailto:classifieds@bmwmccvic.org.au)

**BMWCCVIC INC**  
PO BOX 364  
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**Our cover:** Midweek ride to Trentham Falls - Paul Yee riding his F 800 GS

Magazine Layout Consultant: Jaz Effect Design

## Committee



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



**Vice President**  
VACANT



**Treasurer**  
Winfried Hessling  
E: treasurer@bmwmccvic.org.au



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



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



**Vice Captain**  
Chris Seabrook  
T: 0417 330 586  
E: vicecaptain@bmwmccvic.org.au



**Social Secretary**  
Bernard Schacher-Tayla  
T: 0403 899 374  
E: socialsecretary@bmwmccvic.org.au



**General Committee**  
Lynne Rosenthal  
T: 0415 286 855

## Support team



**Club delegate to BMW Clubs Australia**  
Jacques van Niekerk  
T: 0401 091 277  
E: clubdelegate@bmwmccvic.org.au



**Club photographer**  
**Midweek ride coordinator**  
Ian McKenna  
T: 03 9547 6864  
E: ianmckenna501@gmail.com



**Club Permit Co-ordinator**  
Warrick Tovey  
T: 0418 994 647  
E: clubpermitcoordinator@bmwmccvic.org.au



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



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



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



**Merchandise**  
Lynne Rosenthal  
T: 0415 286 855  
E: merchandise@bmwmccvic.org.au



**Service Day Team**  
Warrick Tovey  
T: 0418 994 647



**Members' Classifieds**  
Thomas Kuen  
E: classifieds@bmwmccvic.org.au

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## “ President's Message

I finish my third and final term as president with a sense of pride; the club has done very well.

This last year, July '23 to June'24, was a most important year during which we celebrated not only the hundredth centenary of BMW motorcycles but also the National Motorrad Rally in the Barossa Valley, South Australia.

We commenced the year with 852 members and finished with 802, a small decrease which could be indicative of the aging demographic within the club.

We had 52 rides over the past year, with a total of 416 people attending, an average of 13 per event.

Highlights of the year must include the continuation of events of the GS Riders Group, which has now progressed to a graded system of training and skills weekends at the Touratech premises at Carboor, near Wangaratta. 65 members and friends attended.

The club's attendance at the National Motorrad Rally, held this year in the Barossa Valley by the South Australian club, was notable with 41 of our members registered and for which, we won the highest club attendance award.

But most notable was a series of events to celebrate the 100th anniversary of BMW Motorcycles, beginning in August with:

A motorcycle display at the German Auto Show at Calder Park with the BMW Drivers Club of Melbourne which featured the evolution of boxer engine motorcycles, displaying an original R32 of 1923 and ending with a 2023 RnineT – we had 80 bikes on display – 73 members registered with a large number of guests and the passing trade of many members of the German car clubs.

This was followed by a weekend at Llanely where 54 members and 8 guests turned up and featured a visit to a local motorcycle museum, where members again had a chance to see the R32.

This event also included the R90s 50th anniversary day where 25 R90s were on display; 36 members registered and many more turned up just for the day.

Next was Trevor Verlin's 'Let's Go for a Ride' long weekend ride where 33 riders, including guests, went for a mystery ride through northern Victoria and southern NSW.

The last event, the Summit to Sea GS ride was unfortunately delayed due to bad weather and run in March 2024 with 19 members attending.

In all 174 turned up with 28 guests, for the 100th anniversary celebrations.

Other popular rides were the Xmas camp lunch at Yarram, where we had 37 in attendance with many members coming up from Melbourne and others from country areas. The biggest turn-up(s) were 19 each to rides to Powong and to Euroa.

The Annual Awards Lunch saw 25, with extras on the day.

The MotoGP breakfast at Torquay had 33, and the Xmas party had 35 attending.

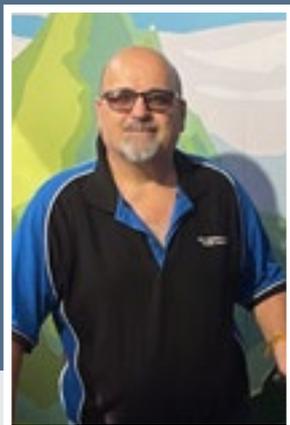
Our biggest attendance however was the BBQ meeting in January with 83 members registered.

The Club Permit Scheme finishing strongly with 243 members with over 352 motorcycle registrations. This represents approximately 35% of all club members.

Congratulations to the Committee and all of the Support Team members who selflessly put in so much of their time to make the club operate so smoothly and efficiently, and also to all who have put in a good deal of effort to arrange the 100th Centenary series of events.

I wish the new committee the best of luck for the forthcoming year.

Ride Safe,  
**Bob Leggatt**



## “ Editor's Message

Well, another month has passed and now we're in July where the AGM will be held with all positions made vacant and we'll see some faces take a step back, some possibly resit and new members take their rightful step up to the podium. One thing is sure, the volunteers each year that have taken on these roles have never let the club down.

I can only say thank you to all committee members and support staff past, present and future, thank you for keeping this club running and for your camaraderie.

It may seem daunting to try out the roles but at some point, in time everyone has taken on something new and it's all a learning curve. I myself have been on many committees over the years, mainly involved with sports, but the process is all the same and one thing is assured - you are not alone as there is always someone there to help. As Editor, I feel my role keeps me busy enough with our club, but remember if you're not on the committee there are always other ways to have a positive input, so don't be afraid to get your hands dirty to assist in any shape or form.

The month in June presented some good rides with July as well but at time of putting pen to paper (actually key punch to the keyboard) ... July had only begun so can only say we will have attended the Annual Awards Lunch next week ... rides not yet determined. If you read this before the AGM ... come along and support your club.

Hope that everyone has had a good month, be it sitting back in the armchair or on your bikes

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



WELCOME to all our new members on behalf of the BMW Motorcycle Club of Victoria. You have joined the biggest and most active BMW club, car or motorcycle, in Australia. The Calendar page and also on the reverse of the address sheet on the *BeeEm* issue provides the latest information about future club activities – rides, social events, meetings – and information about approved-of events outside the club. A full, updated online calendar can be viewed by browsing the Event Calendar section of the club's website.

Your level of participation is up to you but you will always get more out of the club by being active. Join our ride events and meet other like-minded members that love the two wheels (BMW). We welcome your thoughts and input so don't be shy, help out by taking on one of the many committee and support roles that are there to be filled. Just take a look at the Support Team page in *BeeEm* or browse the club website by using the 'Contact Us' tab to see 'About Us'.

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

## New members

John Norris	R 100 R
David Denham	R 1300 GS
Robin Johnston	G 310 GS
Ashley Mappin	R 1250 GSA
Brett Goldin	M 1000 R
Stephen Begg	K 75 RT
Julian Terry	R 18, R nineT
Colin Wilson	F 650 GS
Edward Hanlon	K 1600 GTL
Josie Hanlon	Family

# 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 <i>BeeEm</i>	
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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Torque it Up - Servicing and Repairs

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

## History of BMW Motorrad's Motorcycle Production

From Wikipedia, the free encyclopedia



BMW's first motorcycle, the R32

The company began as an aircraft engine manufacturer in the early 20th century and through World War I. BMW manufactured its first motorcycle in 1923, the R32, which featured a flat-twin boxer engine. BMW Motorrad still uses the flat-twin boxer configuration, but now manufactures motorcycles with a variety of engine configurations.

There are four lines of BMW motorcycles:

- F & G series singles
- F series twins
- R series
- K series

The series differ primarily in the class of engine that each uses.



BMW's best selling motorcycle R 1200 GS

### F and G series singles

The F Series of single-cylinder BMW motorcycles was first launched in 1994, as the F650, and was built by Aprilia around a carbureted 650 cc four-stroke, four-valve, single-piston engine, and chain drive. The mission for the F 650 was to provide an entry level BMW motorcycle. In 2000, the

F650 was redesigned, now with fuel injection, and labeled the F650GS. An off-road focused F650 Dakar model was also launched that year. 2002 saw the addition of the F650CS 'Scarver' motorcycle to the line up. The Scarver was different from the F650GS variants in that it utilized a belt drive system opposed to a chain, had a much lower seat height, and was intended for on-road use. All F650 motorcycles produced from 2000 to 2007 used a 652 cc engine built in Austria by Rotax and were built by BMW in Berlin.

In late 2006, the G series of offroad biased bikes motorcycles was launched using the same 652 cc engine fitted to the F650GS, although that engine is no longer manufactured by Rotax. The latest version of the 652cc single engine fitted in the new G650GS is now produced in Berlin after 2 years production in Loncin, China.

In November 2007, the G450X sport enduro motorcycle was launched using a 450 cc single-cylinder engine. The G450X contained several technological improvements over the Japanese off-road racing motorcycles but the most unusual and significant was the use of a single pivot point for the drive sprocket and the swing arm. This unusual configuration allowed for a very tense drive chain with no slop and eliminated acceleration squat. The former benefit saves on chain and sprocket wear and the latter allows for a more consistent drive geometry and fully available rear suspension travel during heavy acceleration.

### F series twins

In mid-2006, The F Series added two new motorcycles to the lineup, the F800S sports bike and F800ST sports tourer, both which use a 798 cc parallel-twin engine built by Rotax.

Both motorcycles also feature a belt drive system similar to what was in use on the F650CS. In 2007 the single-cylinder F650GS was replaced with the twin-cylinder F800GS and F650GS models. The latter uses a de-tuned version of the 798 cc engine fitted to the F800GS, marking a departure from BMW's naming convention.

### R series flat-twins



Four different BMW airhead and oilhead valve



1954 R68's two-fin valve cover

The R series are built around a horizontally opposed flat-twin (boxer) engine. As the engine is mounted with a longitudinal crankshaft, the cylinder heads protrude well beyond the sides of the frame. Originally, R series bikes had air-cooled heads but are now produced only with partial oil cooling or water cooling. The type of internal combustion engine cooling used across the various R series engines leads to the use of the distinguishing names airhead and oilhead.

### Airheads

Airheads are BMW motorcycles with an air-cooled vertical-single or horizontally-opposed twin engine that were built from 1923 to 1995.



Most airheads made from 1969 to 1995 used the BMW 247 engine, although 248/1 engines were used on mid-sized R-series motorcycles from 1978 to 1993. Even high-performance motorcycles, such as the R90S used the 247 engine; and its successor, the R100RS, was fitted with an oil cooler.

**Oilheads**

An "Oilhead" is a name to describe BMW flat-twin motorcycle engines with partial oil-cooling, and to distinguish these engines from the earlier air-cooled "Airhead" models.

The Oilhead's finned cylinders have conventional air-cooling, but the four-valve cylinder-heads are oil-cooled. Unlike earlier BMW boxers which had a single camshaft in the crankcase (variously above or below the crankshaft), the Oilhead has a camshaft in each head. (It is still technically an overhead valve engine rather than a true overhead camshaft unit, as the camshaft bears onto very short pushrods which operate valve rockers).



Water-cooling system diagram

In 2013, BMW introduced water-cooling to its boxer range. The engine is still used in the BMW R nineT line of motorcycles.

In April 2020 BMW launched its cruiser BMW R18 with BMW's largest boxer engine featuring 1,802 cc (110.0 cu in), 90 hp (67 kW) and 158 N·m (117 lbf-ft).

In April 2020 BMW launched its cruiser BMW R18 with BMW's largest boxer engine featuring 1,802 cc (110.0 cu in), 90 hp (67 kW) and 158 N·m (117 lbf-ft).

**Water-cooled boxer engines**

From 2013 (R1200GS), some BMW bikes have water-cooled heads, but (like the oilheads), the new engines still use air-cooling for the cylinders. Approximately 34% of the cooling is attributed to the water-cooling which is concentrated in the highest heat-generating areas such as around the exhaust-valve seats, etc.

The inlets are now on top of the cylinder (not behind as before) and the exhausts are below (no longer in front).

**R series singles**

Between the introduction of the R39 in 1925 and the discontinuation of the R27 in 1967, BMW made motorcycles with single-cylinder engines. These were similar in design to their larger flat-twin motorcycles, including the use of shaft drive, but the engine was mounted vertically within the frame.

**K series straight engines**

The K series BMWs have water-cooled engines of three (K75), or four (K100, K1100, K1200, K1300), or six (K1600) cylinders. Up until 2004, all K series engines, whether three or four cylinders were that of the original "flying brick" layout, so called due to the external appearance of the engine. The layout of these original K engines is unique within motorcycling in that the engine is mounted lying on its side, with the crank on the right side of the bike and the cylinder heads and valve gear on the left. This format had the advantage of allowing the drive system to have only one 90-degree translation within the final drive housing, potentially reducing drive train losses. All of the original format K engines were also mated to a dry automotive-type clutch. The uniform use of the traditional K engine ceased with the K1200 models in 2005, with

a new 1200 series engine that was radically different from the flying brick in that it was a conventional transversely 55-degree slant-mounted four-cylinder engine coupled to a wet clutch and a unitary construction gearbox. It was at this time also that the K bike shaft drive moved from the right side to the left. Despite this new engine, the traditional flying brick K engine continued in service with the giant K1200LT luxury touring bike until 2009, at which point the flying brick bowed out along with the K1200LT. This was the event that presaged the development of the ultimate K engine in terms of size and complexity, the six-cylinder K1600 series fitted to the K1600GT and GTL models.

The first K-series production bike was the K100, which was introduced in 1983. In 1988, BMW introduced the K1 which had the Bosch Motronic fuel injection system.

From 1985 to 1996, the K75 740 cc three-cylinder engine was produced.



In 1991, BMW increased the displacement of the K100 from 987 cc to 1097 cc and the model designation became the K1100. The K1100LT was the first with the new engine displacement. In 1998 BMW increased the size again to 1170 cc. This upgraded flat-four engine appeared in the K1200RS. This engine continued in production for the K1200LT range, with a power-boosting update in 2004, until the end of the LT production run.

The later K1200 engine is a 1157 cc transverse inline-four, announced in 2003 and first seen in the 2005 K1200S. The new engine generates 123 kW (165 hp) and is tilted forwards 55 degrees. It is 43 cm (17

in) wide, giving the bikes a very low center of mass without reducing maximum lean angles.

In October 2008, BMW announced the new K1300GT, K1300S and K1300R models, all of which feature a larger capacity 1293 cc engine producing up to 175 hp (130 kW). The new engine produces maximum power output 1,000 RPM lower than the previous engine, producing more torque due in part from a butterfly flap fitted in the exhaust.

In 2011, BMW launched the K1600 range—the K1600GT and K1600GTL—featuring a new 1649 cc (100.6 cu in) straight-six engine, which is mounted transversely across the chassis. The engine is angled forward by 50°. The engine was originally used on the Concept 6, a concept bike that was shown at the 2009 EICMA Milan Motor Show. BMW claims that the engine at 560 mm (22 in) wide, just 67 mm (2.6 in) wider than the K1300 engine, is the narrowest six-cylinder engine ever produced. Cylinder bore is 72.0 mm (2.83 in) and the distance between cylinder centres 77 mm (3.0 in). The camshaft is hollow, with cam lobes pressed on, which saves around 2 lb (0.91 kg). The engine has electronic throttle control and multiple drive modes which can be set according to road conditions.

### Model designation

BMW uses a three-segment nomenclature for motorcycles. The first segment indicates the engine type, the second indicates the approximate engine displacement in cubic centimeters (with one notable exception: the F 650 GS, which has an engine displacement of 798cc), while the third indicates the class of motorcycle (e.g., sport, sport touring, dual-sport, etc.). The three segments are separated by blanks.

A similar 3-segment nomenclature is used for BMW automobiles. However, there is significantly less consistency across the range with respect to the second segment

(engine displacement/100).

Engine type:

- R – air-cooled, horizontally opposed ("boxer") 2-cylinder, oil-cooled 1994–2013, water-cooled starting with the 2013 R1200GS and 2014 R1200RT
- K – water-cooled, inline 3-, 4- or 6-cylinder
- F – water-cooled, vertical 1-cylinder (through 2006), vertical 2-cylinder (after 2006)
- G – water-cooled, vertical 1-cylinder
- S – water-cooled, inline 4-cylinder superbike

Engine displacement in cc:

- Current models: 1600, 1300, 1250, 1000, 900, 800, 650, 400 and 310. Previous models included 450, 850, 1100, 1150 and 1200.
- Older model BMWs divide the approximate engine displacement by ten for the model number. For example, K75 ≈ 750 cc.

Styling suffix designations:

- B – Bagger
- C – Cruiser
- CS – Classic Sport
- G/S – Gelände/Strasse Off-road/Street
- GS – Gelände Sport Off-road Sport (Enduro)
- GT – Gran Turismo or Grand Touring
- LS – Luxury Sport
- LT – Luxus Tourer (Luxury Tourer)
- R – Road or Roadster, typically naked
- RR – Racing Replica
- RS – Originally stood for Rennsport, but since 1976 has stood for Reisesport
- RT – Reise Tourer (Travel Tourer)
- S – Sport
- ST – Strasse (Street) or Sport Tourer
- T – Touring

Additionally, a bike may have the following modifiers in its name:

- A – ABS
- L – luxury
- P – police

- C – custom
- PD – Paris Dakar



R 1200 RT-P police model

Examples: K 1200 S, R 1200 RT, F 650 GS, R 1150 RSL, K 1200 LT, K 1200 LT-C, R 1200 RT-P, R 1200 RSA, S 1000 RR.

Prior to the introduction of the K 100 series and the R 1100 series motorcycles, the letter prefix was always the same, and the numbers were either based on displacement, as mentioned above, or were just model numbers.

### Technologies

#### Rear suspension

##### Single-sided rear suspension

The first BMW monolever suspensions appeared in 1980 on the then-new R80G/S range. It had a single universal joint immediately behind the engine/gear-box unit. This system was later included on updated versions of the K & R Series.

##### Paralever

Paralever is a further advance in BMW's single-sided rear suspension technology (photo right). It decouples torque reaction as the suspension compresses and extends, avoiding the tendency to squat or rise under acceleration and reducing tyre chatter on the road surface. It was introduced in 1988 R 80 GS and R 100 GS motorcycles.



Revised, inverted Paralever on a R 1200 GS

In 2005, along with the introduction of the "hexhead", BMW inverted the Paralever and moved the torque arm from the bottom to the top of the drive shaft housing (photo right). This reduces underhang of components and tends to increase ground clearance in right lean.

The term "Paralever" is a portmanteau word from "Parallelogram" and "Lever". The "lever" is the swinging arm; and the "parallelogram" is the shape between the four elements of the rear suspension (rear drive, drive shaft, transmission, and lower or upper brace). Other motorcycle manufacturers have patented similar designs, including Arturo Magni for MV Agusta and Magni-Moto Guzzi machines, and Moto Guzzi's Compact Reactive Shaft Drive.

**Front suspension**  
**Telescopic fork**

In 1935, BMW fitted the first mass-produced hydraulically damped telescopic fork to its R12 and R17 motorcycles. BMW still uses telescopic forks today on its F-series, G-series, HP, and S1000RR motorcycles.

The R-series, which had used only the Telelever and the Duolever front suspensions for several years, has partly returned to telescopic forks in the 2015 model year with the introduction of the R 1200 R and R 1200 RS.

**Earles fork**

Englishman Ernest Earles designed a unique triangulated fork that, unlike telescopic forks, resists the side-forces introduced by sidecars. BMW fitted the Earles fork to all its



*Earles fork on a BMW R60/2*

models for 14 years from 1955. In the event, this was the year that use of sidecars peaked and quickly fell off in most European markets (e.g. the UK) but the Earles fork system was well liked by solo riders too. It causes the front end of the motorcycle to rise under braking — the reverse of the action of a telescopic fork. The mechanical strength of this design sometimes proved to be a weakness to the rest of the motorcycle, since it transfers impact pressure to the frame where damage is more difficult and expensive to correct.

**Telelever fork**

Developed by Saxon-Motodd in Britain in the early 1980s, the Telelever fork aims to improve handling stability during cornering and braking. The Telelever uses conventional telescopic forks, but the stanchions contain only lubricating oil. Springing and damping functions are dealt with by a monoshock attached to a "Telelever" wishbone. The wishbone pivots on the front of the engine block, and the wishbone's forward end is attached via a rose-joint to a brace connecting the fork sliders. As there is no lower triple clamp, the fork sliders are longer and lighter than on a conventional telescopic fork, and the greater slider/tube overlap reduces both torsional flex and unsprung weight.



*BMW's Telelever front suspension on a R1150R*

The Telelever system's main benefit is that it separates the steering function from the braking and suspension functions. Braking forces are taken back via the wishbone, thereby eliminating brake dive. During braking, the trail and castor angle (rake) increases instead of decreasing as with traditional telescopic forks. Some riders used to conventional forks reported that the Telelever

can initially lack "feel", and that the absence of dive is initially disconcerting; but the R1100S BoxerCup Replika (a model with its own race series) shows that the Telelever fork provides responsive and predictable handling.

The term "Telelever" is a portmanteau word from "Telescopic fork" and "Lever"; the "lever" being the wishbone arm.

**Duolever**

In 2004, BMW announced the K1200S, incorporating a new front suspension based upon a design by Norman Hossack. BMW recognised this fact but paid Hossack no royalties. BMW named its new front suspension the Duolever. As of 2018, the Duolever has been used on all K1300 and K1600 models.

The official BMW Motorrad explanation of the duolever includes this:

The advantage of this front wheel suspension on the motorcycle market at present is its torsional rigidity. The BMW Motorrad Duolever front wheel suspension is not influenced by negative forces in the same manner as a conventional telefork whose fixed and take-off tubes twist laterally as well as longitudinally during jounce/rebound and steering. Its two trailing links absorb the forces resulting from the jounce/rebound and keep the wheel carrier stable. Thus, any torsioning is excluded and the front wheel suspension is very precise. The steering commands of the rider are converted directly and the feedback from the front wheel is transparent in all driving conditions.

A kinematical anti-dive effect is additionally achieved, just as for the Telelever, due to the arrangement of the trailing link bearings. While a conventional telefork during strong braking manoeuvres jounces heavily or locks, the Duolever still has sufficient spring travel remaining in this situation and therefore the rider can still brake into the corner extremely late yet directionally stable.

# BMW Motorrad's Current Motorcycle Production

From Wikipedia, the free encyclopedia

With the exception of the G310 series (which is produced at TVS's Chennai, India plant), all BMW Motorrad's motorcycle production takes place at its plant in Berlin, Germany. Some engines are manufactured in Austria, China, and Taiwan. Most of the current motorcycles in BMW Motorrad's range were designed by David Robb, who was the company's chief designer from 1993 to 2012 when he was replaced by Edgar Heinrich.



The most popular model is the R1200GS and its sibling R1200GS Adventure, which sold 24,467 units – accounting for 28% of BMW's annual production. Current production includes a variety of shaft and chain driven models, with engines from 310 cc to 1,802 cc; and models designed for off-road, dual-purpose, sport, and touring activities.

In 2008, BMW introduced the DOHC Boxer HP2 Sport, and entered the serious off-road competition motorcycle market with the release of the BMW G450X motorcycle.

BMW Motorrad motorcycles are categorized into product families, and each family is assigned a different letter prefix. The current families are:

**C series** – maxi-scooters called Urban Mobility Vehicles by BMW. Models are CE04, CE02, C400GT and C400X.



BMW C Evolution (CE04)

**F series** – parallel-twin engines of 853 cc and 895 cc capacity featuring chain drive. Models are F750GS, F800 GS, F900 GS Adventure, F850GS, F850GS Adventure, F900R, F900 GS, F900XR.



BMW F 800 R

**G series** – single-cylinder engine of 313 cc capacity featuring chain drive. Models are G310R, G310GS, and G310RR, all manufactured in India by TVS Motor Company.



BMW G 310 R

**R series** – primarily twin-cylinder boxer engines of 1254 cc and 1300 cc capacity featuring liquid cooling



BMW R 1250 GS

and shaft drive. Models are R1250GS, R1250GS Adventure, R1250RT, R1250R, R1250RS, R1300GS. This family also includes the R nineT, which uses the previous generation air and oil-cooled boxer engine, and the R18, which uses a newly designed air and oil-cooled 1802 cc boxer engine.

**K series** – straight-six engine of 1649 cc capacity featuring shaft drive. Models are K1600B, K1600GT, and K1600GTL.



BMW K 1600 GT

**S series** – performance-oriented inline-four engine of 999 cc capacity featuring chain drive. Models are S1000RR, S1000R, and S1000XR.



BMW S 1000 RR

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# 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

☎ **Paul Koedijk: 0491 167 199**

### Central Victoria:

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

☎ **Simon McCall: 0450 216 440**

### South Gippsland/Bass Coast:

Third Saturday of the month, from 10.00. Koonwarra, Wonthaggi, Mirboo North, San Remo. Check website.

☎ **Bruce Higgs: 0412 261 901**

### Emerald Gathering:

Fourth Saturday of the month, from 9.30 am at Emerald Bakery, Kilvington Drive, Emerald

☎ **Frank Cachia: 0499 844 000**

*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



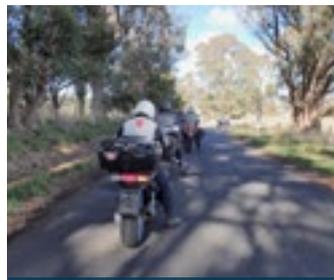
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**CRL to Three Sugars Cafe**



20

**Midweed ride to Trentham Falls**



22

**Sunday ride to Tallarook Hotel**



26

**Emerald coffee run**



28

**June General Meeting**



Short stop at Gruyere Reserve with the ride group

## CRL to Three Sugars Cafe

BY IAN MCKENNA

3 JUNE 2024

Ian McKenna's K75S

Taking off into a light drizzle we had six riders on six bikes including new riders Clive Davies and Nathan Ranft. With Ian McKenna leading and Ross Wright as tail rider we rode to Yarra Glen and Coldstream having decided not to go north to Cottle's Bridge and St Andrews first. The weather cleared but damp roads prevailed most of the way.

Killara Road took us to the Warburton Highway with a short stop at Gruyere Reserve. The old Warburton Way, Barak Road and Station Street kept us mostly off the highway to Millgrove. We arrived at Three Sugars Cafe in Warburton about half an hour early. Going in the back way we entered the car park next door by mistake and had to go out and in again. One bike and rider fell over in the mud there and had to be picked up.

Vivien and Mark Doherty made an appearance when we were enjoying a light lunch.

Having eaten we took off to Woori Yallock, Cockatoo and Emerald. There were just two of us left by Emerald where Tom Coghlan and I met David Peck. A short coffee then ended a good half day of riding.



# Rides, Rallies & Events

Nathan Ranft and his R 1250 GSA



Marc Tracy and Clive Davies



Marc Tracy and a map of the Yarra Valley



Lunch in Warburton with the ride group at Three Sugars Cafe



Mark & Vivien Doherty and Ian McKenna



Ross Wright and Tom Coghlan



**Participants:**

Tom Coghlan	F 650 GS Dakar
Clive Davies	R 1250 R
Ian McKenna	K 75 S
Nathan Ranft	R 1250 GSA
Marc Tracy	R 1250 R
Ross Wright	R 1200 GS
Vivien & Mark Doherty	R 1200 RT



# Midweek ride to Trentham Falls

**BY IAN MCKENNA**

12 JUNE 2024

Despite us copping a partial soaking on the way to the start, the weather was full sunshine when we were ready to depart from the BP Rockbank Service Centre. We left with five riders on four bikes with Ian McKenna leading and Wojtec Jancewski as tail rider.

We rode Greigs Road to Parwan and turned off to Bacchus Marsh. The Pentland Hills Road was more interesting and took us to Myrniong, Greendale and Ballan. The Old Melbourne Road then led us to Gordon and Bungaree. Lastly we reached Creswick.

Peter Howell met us here and informed us the Smoky Town Cafe wasn't serving coffee, so he led us 100 metres to Cafe 56 which served our needs. When we were about to leave Adrian Newman joined us, thus making up seven riders on six bikes.

Good riding took us to Daylesford and Trentham and the nearby Trentham Falls which we visited. After a look at the falls we did a quick blast south to Blackwood and Greendale. The Greendale Hotel gave us an excellent lunch and we had a live performer with guitar. Ron Joosten who was with another group met us here.

Taking the Pentland Hills road we then headed home on the Western Freeway and I finished the ride at the servo on the Western Ring Road at the end of a good day of riding.

### Participants:

Anita F & David Yee	K 75 C
Wojtec Jancewski	R 1100 RT
Ian McKenna	K 100
Paul Yee	F 800 GS
Peter Howell	F 800 GS
Adrian Newman	R 100 S
Ron Joosten	



Anita, Paul Yee, David Yee and Wojtek Jancewski



Paul Yee riding his F 800 GS



Wojtec Jancewski R 1100 RT



Adrian Newman and his R 100 S



David Yee and Anita F riding



Adrian Newman and his R 100 S



Trentham Falls



Morning Coffee at Cafe 56 in Creswick  
Wojtec Jancewski, Anita F, Peter Howell, David Yee and Paul Yee



Lunch at the Greendale Hotel Paul Yee, Adrian Newman,  
Peter Howell, David Yee, Anita F and Ian McKenna



Finishing the ride in Warrandyte with the remaining riders and bikes

## Sunday ride to the Tallarook Hotel

BY IAN MCKENNA

16 JUNE 2024

Heading into fog in all directions centred on Lilydale we had a longer wait for the whole group to arrive; Chris Seabrook had forgotten the ride was leaving half an hour later today. For the first time in ages we got all the riders who promised to come and no ring-ins; 10 riders on 11 bikes including Edward K1600GT, Johan Geldenhuys and Duncan Heard.

At 9.30 am Chris Seabrook led with Ian McKenna as tail rider. Riding on the Maroondah Highway we only had had one turn and that was in Alexandra. Morning Coffee was at Elli & Ivy Cafe, one of the few that survived the Covid outbreak. Alan Dance, Christine Young and Ron Hedger joined us here.

Taking off to Yarck and then the great back roads to Terip Terip where we stopped briefly, we turned off at Highlands towards Seymour and again to Trawool on the Goulburn Valley Highway. One more road took us into Tallarook where we enjoyed a good lunch at the Tallarook Hotel. John from Kansas City and Michael de Vink joined us here bringing our group up to 16 riders.

Riding off onto the Hume Freeway, we did a u-turn and two wrong turns before we found the Pyalong road way back in Tallarook. We then rode to Hilldene and Seymour, and Kerrisdale to Strath Creek and Flowerdale. I lost the ride near Hilldene but rejoined at Strath Creek where a stop was made to regroup.

The final run was through Glenburn, Kinglake, St Andrews and Kangaroo Ground to Warrandyte where we finished beside the south side of the Yarra River with four riders left after a great day of riding.



David Yee and Julia Niselle and their K75C



Starting in Lilydale with the ride arriving at the Shell Service Station



Duncan Heard riding his R 1200 RT



Simon Cahoon riding his R 1200 GS and Edward K 1600 GT



Coffee in Alexandra with Christine Young, Max Parfett, Alan Dance & Ron Hedger



Max Parfett, the tail rider Ian McKenna and the ride leader



Departing from Alexandra with Alan Dance and his F 800 XR



Departing from Alexandra with Ron Hedger riding his Can Am Spyder



Brief stop near Terip Terip with Sandy Richards riding his R 1200 RT



Lunch at the Tallarook Hotel in Tallarook with John from Kansas City, Johan Geldenhuys, Chris Seabrook, Tom Coghlan and Michael de Vink



Duncan Heard, Ron Hedger, David Yee, Julia Niselle, Simon Cahoon, Alan Dance, Max Parfett and Edward



**Participants:**

Simon Cahoon	R 1200 GS
Tom Coghlan	F 650 GS Dakar
Edward	K 1600 GT
Johan Geldenhuys	R 1200 GSA
Duncan Heard	R 1200 RT
Ian McKenna	K 100
Max Parfett	R 1250 RT
Sandy Richards	R 1200 RT
Chris Seabrook	K 1600 GT
David Yee & Julia Niselle	K 75 C
Alan Dance	F 800 XR ?
Ron Hedger	Can Am Spyder
Christine Young	R 1200 R
John from Kansas	City R 1200 GS
Michael de Vink	R 1200 S



Departing from Tallarook with a row of riders ready to depart



Finishing in Warrandyte with Sandy Richards, Tom Coghlan and Chris Seabrook



Remaining riders and bikes



Tallarook Hotel in Tallarook



## Emerald coffee run

BY R 26 (AKA FRANK CACHIA)

22 JUNE 2024

**H**ello all you singles and others,  
It's show time, yep even though we're in winter; it's the right time of the month. And that means it's all happening in Emerald.

Winter, what a horrible thing to have; Frank had so much clothing on he resembled a penguin when he approached me. He was frugal with petrol, generously priming my carburettor. After a few slow kicks to get my innards lubricated, he invited the electrics to join in and I rewarded him by firing up on the first kick. A few moments to warm up and we're ready to depart. Cold air wrapping itself around my engine fins, I simply purred along looking forward to another adventure.

Getting to Mountain Highway was quite pleasant; riding up the mountain wasn't. Apart from being on an incline, I had to contend with a wet road and incredibly thick fog which drops visibility down to, at times, almost nothing. To turn this scene into a nightmare, there were cars and



especially cyclists without any lights looming out of the gloom.

And a fright did happen; in one 35kph corner, a locked back wheel and the rear end stepping out was an accident looking for a place to happen. With less than half a metre to spare, wheel traction took over and managed to avoid going over the edge. I'm sure the four-wheeled drive car with its blazing headlights sitting uncomfortably close behind us had quite a good view of the dramatic manoeuvre. What the driver didn't know was that with the impending disaster unfolding, I took over control, saved the day and let Frank take the credit.



Bright sunshine welcomed us as we ascended to the top at Olinda only to be plunged back into mushroom thick fog on the run down to Monbulk. Tom Coghlan F 650 GS Dakar wasn't waiting for us but then again that's understandable, we were running way behind schedule.

More time was lost when Frank once again stopped at the way station. This time it is quite acceptable; a locked back wheel, the rear end stepping out and the heart misfiring isn't a daily occurrence.

After Monbulk, with his enthusiasm slightly off edge, coupled with a lighter fog bank and still a wet road, one can excuse Frank from not taking me racing to Emerald. We were lucky we didn't, rounding one of the shallow bends we came face to face with an oncoming car being driven on the wrong side of the road. That's enough to warrant another visit to the comfort station.

Bright sunshine and a few scattered clouds hovered over Emerald. Entering the gathering Frank was made welcome by three members each pointing at their wrist watch. Yep, we were late; the usual 40 or so run took an extra 30 minutes.

The laying down of a new concrete path directly in front of the bakery saw members getting drinks but no tables and chairs to sit on, so everyone congregated among us air, oil and water-cooled bikes. Honestly, you should be a fly on the wall listening to our owners telling tall stories.

It was a successful gathering as 16 bikes and 17 members were present.

A number of riders started departing just before midday. This was quite understandable as those few scattered

clouds started to join up, forming a darker shade. Well, we pressed our luck today so it'd be best to return back to base before the weather turns. A gentle kick and a minute to let the piston warm up and once again we headed back home. What started as another dash to Monbulk turned into a gentle cruise as raindrops and a wet road ahead were present; I'm sure clouds follow Frank.

Typically, after tackling the uphill run to Olinda with the run practically over, the sun made an appearance. That's all, bye bye singles and others; the next adventure takes place in mid-winter.

R26

**Participants:**

Colin Mc Donald	R 1250 GS Adventure Rallye X
Brett Riddle	R 1200 GSA
Tom Coghlan	F 650 GS Dakar
Dieter Ludwig	Suzuki Across
Thomas	F 650 GS twin
Mark Doherty	R 1200 RT
Matt Gale	F 650 GS
Paul Koedijk	R 1200 GS
Brendan Webb	R 850 GS
Ross Wright	R S1200 GS
Adrian Camilleri	1959 R 60
Max Parfett	R 1250 RT
Owen Crombie	F 650 GS
Enzo Mannizza	R 1200 GSA
Nathan Ranft / Son Hugo	R 1200 GSA
Geoff Riddell / Granddaughter Anabell	R 1100 RT
And yours truly / Frank Cachia	R 26



Guest Speakers Robert Chrisomalidis from Blood Bikes Australia

## June General Meeting

BY ANDREW NOVAK

24 JUNE 2024

Monday night drive to the club's monthly meeting and as I turned into Through Rd, Camberwell I noticed that there were quite a number of vehicles already there, checked my watch to see if I was running late, but to my surprise I was actually early, it was good to see a great turn out so early.

As I entered the building, I headed straight for the hot water kettle to grab a coffee, paid my nominal entry and said hi to several members before settling myself at a table for the meeting to commence.

For this month's meeting the committee had arranged a guest speaker, Robert Chrisomalidis from Blood Bikes Australia with assistance from club members Chris Renwick and Melinda Hindson who are active volunteers with Blood Bikes Australia.

Blood Bikes Australia is made up of a group of volunteer motorcyclists, nationwide, with the express purpose of transporting blood and medical supplies to and from

where they are required free of charge, thereby freeing up more money for the delivery of healthcare.

This concept was initiated by Peter Davis who was inspired by this program in the UK. He commenced the same program in Qld back in September 2019 and from there it has flourished and grown with now around 300 volunteers across Australia wide. Apparently approximately 40% of the riders, ride BMW's... damn bloody good bikes to carry this role....no pun intended, well yes there was.

If you want to know more about it, look it up on the website:

<https://www.bloodbikesaustralia.com.au/about.html>.

As for the rest of the meeting the usual general details transpired with one notable topic being the AGM in July. It was noted that the required changes to the Club's Constitution needed to be adopted based on the New Model Rules as per Consumer Affairs requirement.

From there we had two members reaching 400,000 km on their bikes - David Yee on his K 75 C and Karl Haering on his K 100 RS. Now that is quite some feat to get that far and it's the good ol' mighty Bricks taking the honour. Not to be too modest but David put Karl to the task as

Some of the blood bikes Australia crew



Chris Renwick and his K 1600 GTL



Melinda Hindson riding on a Current Affair program

to who can get to the 500,000 km mark first... this will be interesting to see.

Then came the drawing of the door prizes and lucky me got one, a nice pocket knife combo. That, coffee, plus the usual party pies, sausage rolls and cake dished up by Winfried, went down quite well to end the night.



Bob Leggatt presents the 400.000 on 1 Award to David Yee



Bob Leggatt presents the 400.000 on 1 Award to Karl Haering

# Far Cairn Rally

20th to 22nd September 2024

The BMW Touring Club of NSW proudly presents the 16th Far Cairn Rally to raise funds in support of the Motorcycle Accident Rehabilitation Initiative (MARI) and Royal Flying Doctor Service.

The Far Cairn Rally is held at Tottenham Racecourse, approximately 3km from the town's centre. The course's grassy paddock is a great camp site, has hot showers and some under cover space. There is limited accommodation available at the Tottenham Hotel. Saturday night dinner and Sunday breakfast will be BBQ cooked by the local Lions Club. Breakfast is included in the entry cost along with a rally badge. Other meals and grog are obtainable at the pub and supermarket. Saturday night will feature raffle, awards and a bonfire. Please, no fires in the grassy paddock.

Tottenham is approx 120kms north of Condobolin and 120kms west of Dubbo. The Centre Cairn monument is located 33kms out of town near Five Ways and marks the centre of NSW. Fuel is available at Tottenham on Saturday 8 -noon and Sunday 8-11 am or 24hr fuel (credit card only and 95RON) at Albert.

The locals are looking forward to the Far Cairn Rally as much as we are. Please remember we will be the guests of the Tottenham community, at all times please respect the township, its speed limits, showground property and the community amenities. The Far Cairn Rally is open to all motorcyclists who enjoy a relaxed ride into country NSW. Tottenham is accessible by sealed roads, as well as dirt roads for off road riders, from several directions.

While paying entry fee is possible on arrival, please consider pre-entry and payment to help us with ordering the correct quantities of badges, shirts and catering. Please ensure t-shirt pre-entries are received by 31st July 2024, 'entry only' prepayments will be accepted until September 1st.

Entrants Full Name: .....  
 Pillion/Partner: .....  
 Address/Contact details: .....  
 Club (if any): .....

Entry fee/ person (includes a Badge & Sunday breakfast) \$35.00 \$.....  
 Rally Tee Shirt – Size ..... Black or Purple \$30 \$.....  
 Rally Tee Shirt – Size ..... Black or Purple \$30 \$.....  
**TOTAL \$.....**

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Please include your surname and "FCR" in the transaction description

Email entry forms to: [membership@bmwtcnsw.org.au](mailto:membership@bmwtcnsw.org.au)

For more information contact:  
 Marie Pennykid 0428 393 093

Or visit our website: [www.bmwtcnsw.org.au](http://www.bmwtcnsw.org.au) and follow the links for contacts.

Find us on Facebook: BMW Touring Club of NSW  
 For more information on MARI, have a look at this website: [mari.org.au](http://mari.org.au)





BMW Motorcycle Club  
Victoria Australia



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



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

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 cost 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](http://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](mailto:bmwmccvic@gmail.com); [clubdelegate@bmwmccvic.org.au](mailto: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 canoe

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.

### Saturday Morning Coffee Rides

**Every Saturday Morning - Melbourne Coffee – Albert Park**  
Join in for a friendly coffee every Saturday morning from 9 am at Laurent Bakery, 109 Dundas Place, Albert Park. (Melway 2K C7). All welcome. Please park safely and leave footpaths clear.

#### 1st Saturday of the Month - Western Coffee Morning – Ballarat

Ride approx. 200km return. **Start:** Shell Lilydale Servo 8.30 am for 9 am stop at Silvan Reservoir, Wesburn Park on the Warburton Highway. **Morning Coffee:** On Warburton Hwy east of Woori Yallock. **Lunch:** Reefton Hotel at 1 pm. Option of riding to Donna Buang after Lunch. Contact Ian McKenna for further details if required on 9547 6864.

#### 2nd Saturday of the Month - Macedon Ranges and Gippsland Coffee Mornings – Malmsbury and Maffra

The Macedon Ranges group meets at The Stables, 50 Clowes Street, Malmsbury, at 9 am. Please sms Mark Griffiths 0481 834 900, to ensure you have company for a coffee and chat. The Gippsland group meets at the Maffra Bakery, Main Street, Maffra at about 9.30 am. Why not connect with members in your area and join them?

#### 3rd Saturday of the Month - Central Coffee Morning – Bendigo

Come to meet other members on the third Saturday of the month from 10 am onwards at the Bridge Hotel, 47 Bridge Street, Bendigo, to have a chat and possibly a ride afterwards. All welcome.

#### 4th Saturday of the Month - Eastern Coffee Morning – Emerald

Meet members and friends on the fourth Saturday of the month from 9 am onwards at the Emerald Bakery, Kilvington Drive, Emerald, to catch up on the news.

## JULY 2024

**Every Saturday Morning - Melbourne Coffee – Albert Park**

#### 20th July – Saturday – Central - Bendigo, Sth Gippsland/ Bass Coast Morning Coffee – Mirboo Nth

#### 21st July – SUNDAY RIDE (South-West OTWAYS)

Shared route... From Port Campbell, Victoria 3269 to Torquay, Victoria 3228 via Great Ocean Rd/B100. 3 hr 10 min (191 km). BP Truckstop, 455 Geelong Ring Rd, Corio VIC 3214 to Port Campbell, Victoria 3269 via C143. 2 hr 26 min (200 km).

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

## AUGUST 2024

**Every Saturday Morning - Melbourne Coffee – Albert Park**

#### 3rd August – Saturday – Western Coffee Morning

#### 5th August – Monday – CRL - TO NEERIM SOUTH HOTEL

Ride of 145 km to Neerim South Hotel. Ride via Warrandyte, Croydon, Mount Dandenong, Monbulk, Emerald, Beaconsfield Upper, Nar Nar Goon and Longwarry. Return via Nayook and Yarra Junction to Wandin North for a total distance of 205 km. Start at Peppers Paddock General Store in Wattle Glen at 10.00 am. Stop at Beaconsfield Upper. Lunch at the Neerim South Hotel in Neerim South at 12.30pm. Final coffee at Yarra Valley Deli & Cafe in Wandin North at 3.00 pm. Ride leader Ian McKenna ph 0487 868 466.

#### 6th August – Tuesday - BMW DRIVERS CLUB INVITATION TO DONCASTER BMW MOTORRAD

The BMW Drivers Club Melbourne is inviting our members to join their members for their August club meeting. The meeting will be held at Doncaster BMW Motorrad 18:00 - 20:30, so here is your chance to have a good look at everything BMW, cars and motorcycles. Browse the Motorrad showroom at your leisure and learn more about the dealership. The Drivers Club is hoping to arrange a speaker for the night and refreshments will be available, but registration is essential. Here is the link to register on The Drivers Club website. This will be a very informative and enjoyable evening.

#### 10th August – Saturday – Gippsland Coffee Morning, Heyfield

#### 14th August Wednesday - MIDWEEK RIDE TO MAROONA HOTEL, MAROONA

Ride of 210 km to Maroona Hotel in Maroona. Ride via Western Freeway, Ballan, Mount Egerton, Yendon, Bunninyon, Smythesdale, and Streatham to Maroona. Return via Streatham, Smythesdale, Ballarat and Western Freeway to Rockbank for a total distance of 410 km. Start at BP Rockbank Service Centre on Western Freeway at 9.00 am. Stop at Bunninyong, Maroona, Ballarat and Rockbank. Coffee at the Old Bluestone Cafe in Bunninyong at 10.30 am. Lunch at Maroona Hotel in Maroona at 1.30 pm. Coffee in Ballarat at 4.00 pm. Finish at Servo near Rock Bank on Western Freeway at 5.00 pm. Ride leader Ian McKenna ph 0487 868 466.

**17th August – Saturday – Central - Bendigo, 5th Gippsland/Bass Coast Morning Coffee – San Remo**

**18th August – SUNDAY RIDE (North-West)**  
 TBA - Keep an eye out for more details.  
 Ride Leader: Chris Seabrook 0417 330 586  
 Other Inquiries: Ian McKenna 0487 868 466

**24th August – Saturday – Emerald Gathering Coffee Morning**

**24th August – Saturday - 2024 BMW GS ADVENTURE TRAINING WITH TOURATECH (ADVENTURE - L1)**  
 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. 2024 will be our second year to partner with Touratech to offer GS / adventure rider training. All levels of GS rider's welcome. The event needs a minimum of 10, with a maximum of 20riders. Paid bookings will be receiving priority. 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 \$95 pp (including lunch). For those that will camp at the Carboor Hall, the total costs is \$155pp (inclusive of training and lunch). 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

the organizer with proof of payment. If you wish to confirm the club's bank account, please contact Winfried Hessling (treasurer, 040 330 2230).

**26th August - Monday – Monthly Club Meeting**  
 The monthly meeting will be held on Monday 26th of August 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.

## SEPTEMBER 2024

**Every Saturday Morning - Melbourne Coffee – Albert Park**

**2nd September – Monday – CRL TO FOZZIGOBBLE CAFE, YARRAGON**  
 Ride of 140 km to Fozzigooble Cafe in Yarragon. Ride via Yarra Glen, Healesville, Yarra Junction, Neerim Junction, Crossover and Nilma to Yarragon. Return via Ellinbank, Princes Freeway, Longwarry, Pakenham and Cockatoo to Emerald for a total distance of 235 km. Start at Peppers Paddock General Store in Wattle Glen at 10.00 am. Stop at Yarra Junction and Neerim South. Lunch at Fozzigooble Cafe in Yarragon at 12.30 pm. Final Coffee at Emerald Village Bakery at 3.00 pm. Ride leader Ian McKenna ph 0487 868 466.

**7th September – Saturday – Western Coffee Morning**

**11th September – Wednesday - MIDWEEK RIDE TO MEENIYAN HOTEL, MEENIYAN**

*\*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

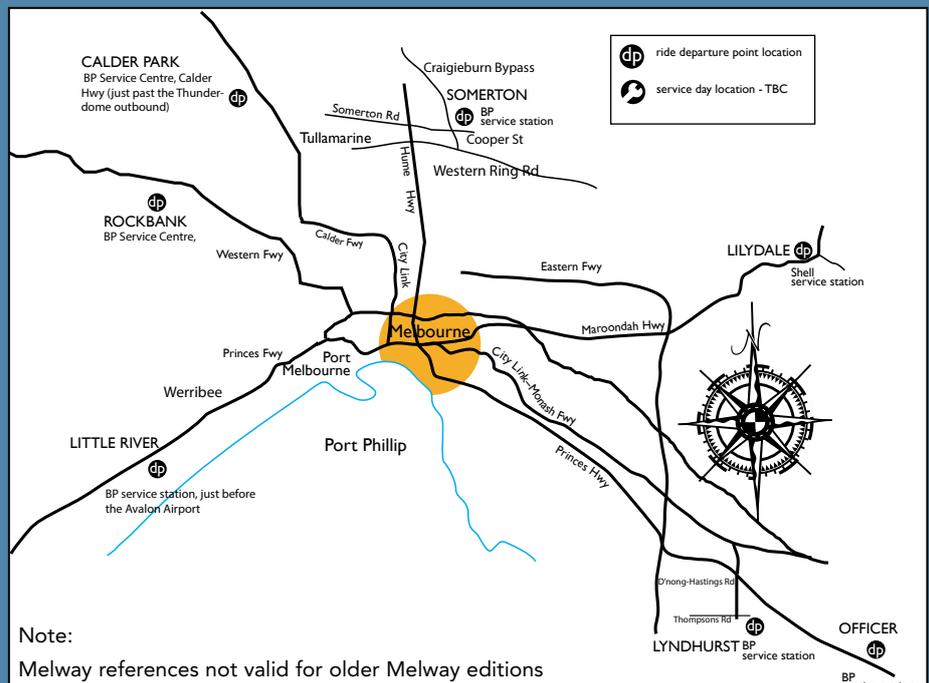
**LILYDALE DEP. POINT**  
 Shell Service Station, Maroondah Hwy (1 km east Lilydale), Lilydale. Melway ref map 38 H3

**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 with a Chrome Toaster Tank (Blue) - \$10,000 Neg.**

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 (Bayswater)

**Mobile:** 0452 570 264

**Email:** louishelbig@gmail.com



#### **K1300GT SE Parts - FREE**

Original K1300GT SE seat and Screen. I managed to destroy the rest of the bike.

More photos on website.

**Contact:** Mick Murray

**Email:** mick.quickbrownfox@gmail.com



#### **BMW R1200GS 2009 (ESA Model) - \$9,500 ONO**

Very good condition.

- 81,000 klms
- Registered until April '25
- Keyed alike Vario Panniers
- Tank Bag
- Pivot Pegz brand Footpegs
- Recent full service, including tyres, steering head bearings, drive shaft boots.

Only selling due to my D.O.B.

**Contact:** Greg Hobbs (Ballarat)

**Mobile:** 0419 208 811

**Email:** gkhobbs2003@outlook.com



#### **BMW R1250R Sport (White) - \$20,000**

- 7,800 kms - immaculate condition
  - Registered till August 2024
  - Low seat
  - Keyed BMW Hard Panniers
  - Comfort, Tour and Dynamic packages
  - BMW Nav. mount
  - BMW cylinder protectors
  - Includes 3 screens and original naked fly screen
  - Plus many Wunderlich accessories
- Sold and last serviced in January (5,000 kms)

**Contact:** Murray Boyd

**Mobile:** 0418 537 641

**Email:** murray.boyd@icloud.com



#### **SW-MOTECH EVO CITY TANK BAG - \$220**

A SW-Motech Tank Bag with a capacity of 11-15 L. In very good condition, comes with Evo tank ring that fitted my BMW R1200RS and R1250RS.

It also fits many other BMW models, some Triumphs, KTMs and Ducatis.

**Contact:** Jeff Dobell (Ballarat)

**Phone:** 0491 759 383

**Email:** jeffdobell0@gmail.com



#### **BMW AUXILIARY SPOTLIGHT KIT - \$350**

A complete BMW Auxiliary light kit with full BMW wiring loom and specific handlebar clamp that allows the additional switch block to be fitted on the left side of the handlebars. Previously fitted to a 2016 R1200RS. This wiring loom will also plug straight into the R1200GS and R1200R models.

**Contact:** Jeff Dobell (Ballarat)

**Phone:** 0491 759 383

**Email:** jeffdobell0@gmail.com



**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

**Phone:** 03 9479 2223

**Email:** w.grant@latrobe.edu.au

**Staintune Collector Box for BMW R100RS Monolever Series (and more) - \$300**

Should fit any monolever R series BMW but best to do your own research ... in very good condition with no dents or scrapes and will polish up really well.

Built to similar dimensions and to replace the factory collector box. Much quieter than the Staintune and other manufacturer's crossover pipe systems.

I have lots of other monolever parts, so call me if you are looking for something else.

**Contact:** Jeff Dobell

**Mobile:** 0491 759 383

**Email:** jeffdobell0@gmail.com

**WANTED****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 (Hawthorn)

**Mobile:** 9818 4320

**Email:** swkrots@dod.com.au

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

**Contact:** Trevor Verlin

**Mobile:** 0447 778 070

**Email:** tmverlin@hotmail.com

**Pannier rack to mount Krauser bags to 1970 BMW R75/5 short wheel base**

**Contact:** Mark Lee

**Mobile:** 0408 413 936

**Email:** marklee01@aapt.net.au





**BMW  
MOTORRAD**

# THE BMW M 1000 XR

## 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.

Learn more → [bmw-motorrad.com.au/m1000xr](https://bmw-motorrad.com.au/m1000xr)



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://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://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://bmw-motorrad.com.au/ringwood)

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

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