

THE ESSENTIAL BUYER'S GUIDE: BMW GS

Peter Henshaw delivers the low-down

There are buyer's guides, and then there are extraordinary buyer's guides. Case in point: the publications put out by Veloce Publishing.

This English publisher has produced several guides focused on very specific motorcycle makes and models, and the same author, Peter Henshaw has written them all. His latest in The Essential Buyer's Guide motorcycle series covers the BMW GS (ISBN: 978-1-845841-35-5, paperback, 64 pages, \$19.95 U.S., no Canadian price listed, www.veloce.co.uk).

Introduced in 1980, the GS was the motorcycle that essentially started the adventure-touring craze. GS, as Henshaw notes in his introduction, stands for 'Gelande Strasse', or quite literally 'Off-road/Street'.

While BMW wasn't the first manufacturer to offer an enduro-type machine, it was the GS that proved to be an ideal way to cover thousands of miles – regardless of road conditions. BMW's GS has recently been in the spotlight. Actors/adventurers Ewan McGregor and Charley Boorman used them exclusively in their slickly produced journeys Long Way Round and Long Way Down.

In his buyer's guide Henshaw has penned 17 chapters that cover every major point and detail regarding the GS. Chapters such as Serious Evaluation: 30 minutes for years of enjoyment, provide the reader with plenty of information. He points out every unique and significant detail about the GS motorcycle, and offers critical insight into checking items such as the Paralever shaft final drive on 1988 and later machines.

Henshaw's writing is concise and his points are also well illustrated with plenty of colour photographs. This is the book to have in your back pocket if shopping for a GS.

— Reviewed by Greg Williams

The Essential Buyer's Guide

BMW

GS



Your marque expert: Peter Henshaw



TIROX CHAIN LUBE – UPDATE!

Last year I told you about Tirox's unique and very effective chain cleaning system and I recommended it heartily. I've been using the brush and cleaner for a full season now, and I'm as enthusiastic as I was when I first discovered how easy it can be to clean a dirty chain.

At that time I also mentioned Tirox's Ultra Chain Lube, but I wasn't quite as thrilled about the stuff. At the time the lube went on white, appearing sort of like lithium grease. After getting my chain clean enough to eat off of, I wasn't exactly thrilled with the idea of gumming it back up with sticky white chain lube. The stuff worked well enough, that's for sure, as with 22,000km on my chain there's not a hint of stretch in the thing and that's proof enough – albeit anecdotal – of the lube's efficacy.

But now Tirox has released a revised formulation of its Ultra Chain Lube, and if not perhaps revolutionary, it sure is a serious evolutionary step above its predecessor. Tirox's new

formula goes on completely clear – so clear, in fact, that the first time I used it I wasn't even sure the spray was hitting the chain. Ultra Chain Lube doesn't feel like any other chain lube of my experience. First off, it's not sticky. Instead, it has a silky smooth feel sort of like, well – you know – "personal" lubricant.

As a major benefit of this sexy feel, Ultra Chain Lube keeps your chain clean longer; since it's not sticky it doesn't attract dirt like some other lubes. Ultra Chain Lube also doesn't seem to fling off. I purposely hosed my chain down with a whole load of the stuff just to investigate its 'flingability' factor. After about an hour on the highway the rear rim was completely lube-free.

According to the folks at Tirox, if you can still feel some of the lube on the chain then it's still doing its job, as the lube is self-healing, which I take it means that it creeps somewhat. So if it's hanging on to the outside of the chain, it's also creeping inwards to the o-rings, which is where you want it.

I don't often give my unconditional recommendation to a product, but so far my experience points to Tirox Ultra Chain Lube as standing head and shoulders above any other chain lube I've yet tried. Once you add in the fact that Tirox's lube is between \$4 and \$6 cheaper than the established brands, there isn't much point in buying anything else.

Tirox should be available at your local bike shop. You can find them on the web at www.tirox.ca.

— Reviewed by Jason Thorpe

