

April 2024

# BeeEm

Magazine of the BMW Motorcycle Club of Victoria

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**BMW Motorcycle Club**  
Victoria Australia



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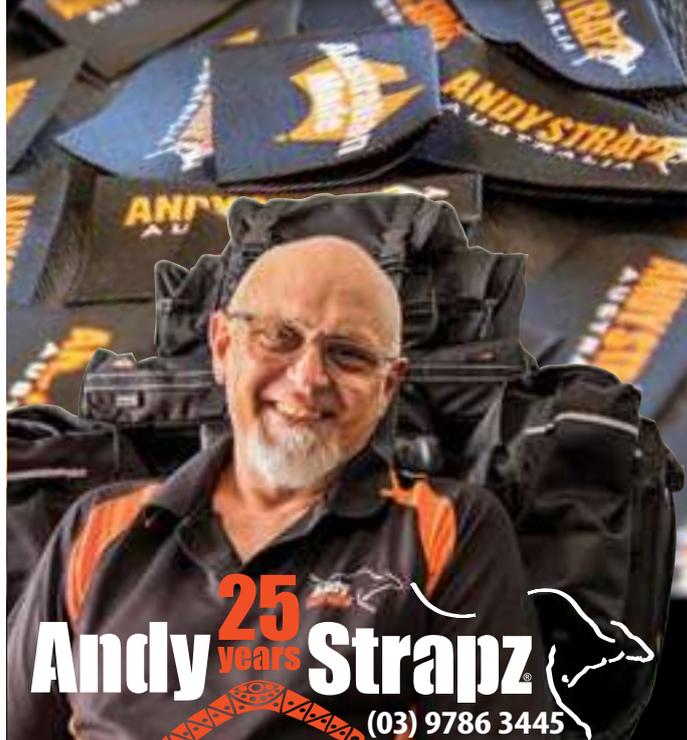
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BMW Motorcycle Club  
Victoria Australia



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

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

Commercial advertising material, members' trade ads should be sent to:  
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[advertising@bmwmccvic.org.au](mailto:advertising@bmwmccvic.org.au)  
Mobile 0403 302 230

Members' classifieds are to be sent to:  
Thomas Kuen  
[classifieds@bmwmccvic.org.au](mailto:classifieds@bmwmccvic.org.au)

**BMWCCVIC INC**  
PO BOX 364  
MOONEE PONDS  
VIC 3039



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**Our cover:** BMW R 1200 S Melbourne owners breakfast. Photo by Michael de Vink

Magazine Layout Consultant: Jaz Effect Design

## Committee



**President**

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



**Vice President**

Chris Seabrook  
T: 0417 330 586  
E: vicepresident@bmwmccvic.org.au



**Treasurer**

Winfried Hessling  
E: treasurer@bmwmccvic.org.au



**Secretary**

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



**Ride Captain**

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



**Vice Captain**

Vacant  
E: vicecaptain@bmwmccvic.org.au



**Social Secretary**

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



Last February, just for a change of pace, we changed our usual protocol of a set meeting to a dinner meeting, very social and casual. We went to the Doncaster Hotel, just down the road from BMW Doncaster. Surprisingly, we had 32 members turn up. It was an amazingly successful evening. Everyone had a good feed and a good time. Perhaps we can add this style of event to our yearly calendar.

As I write, the BMW National Motorrad Rally is only 5 weeks away. This time it is being hosted by the South Australian club, and for the first time being held mid-week owing to the difficulties of finding a suitable venue on the weekend. April is a busy month, we have Easter, school holidays, Anzac Day and it is a month when many clubs and associations choose to hold their own events. Since the Covid days many people are choosing to stay closer to home, undoubtedly because of the cost of travel and accommodation. That said, apart from my presidential duties I am busy preparing for my attendance. Being a national rally, this event is sometimes held in a far-flung location requiring a big commitment to attend. This year, not far from Adelaide, it is within easy reach.

Usually, rallies are a camping affair for me, all my gear is already cleaned and packed from the time before, so all that is left is to pack whatever food I need. This time I am sharing accommodation with some other club members, and now with another bike which is not abundantly fitted with luggage capacity, I am having to relearn travel needs and packing procedures. What fun!

So far, I am pleased to say, we have about 15 members showing interest. It should be a great event. All details are in the club calendar.

Ride Safe,  
**Bob Leggatt**



## “ Editor's Message

**A**fter January's meeting with a BBQ at Westerfolds Park, this month's meeting for February was held at Doncaster Hotel. Both are out of the norm for meeting venues, but as usual both provided a great turn out. It was good to see members enjoying the opportunity to see a wider audience, and Doncaster provided good meals and a great atmosphere.

There were several rides for all to attend with Frank eventually being the lone rider attending the Karuah Rally but he did try to bring extra guests he had not planned on and the roos were a hit and miss event. I think Frank's K 1100 took the brunt of their hit and Frank missed it ... a casual meeting. Good to see that, Frank decided not to partake on that adventure on this occasion.

February did not start off too well with the passing of Les Watt, he was a very well liked person in his own right and did a lot within the BMW Club's 100 Anniversary and had great input with the BMWCCVic club members in the Bendigo region area. A great turn out was made on his final resting day.

March has provided for some good rides with the Three Day Sea to Summit Ride starting on a Friday and finishing on a Monday, so that should provide for some interesting tales. The Girlstown ride and The Black Dog Ride.

Don't forget the National BMW Motorrad Rally held at Nuriootpa, Barossa Valley, South Australia. 10-11 April 2024 by the BMWOCSA club. Club members have arranged to depart as a group on Monday 8th with another mob on Tuesday 9th April. Now don't forget the scheduled SERVICE DAY on 21st April, at Staffordshire Reef. If you have the extra time and willingness to ride the distance, the Queensland Club has provided an invite to attend their Cane Toad Rally starting 26 April and ending on 28 April, at Mount Perry, Queensland.

That's basically all I have to say but before I go don't forget the BMW Motorcycle of Victoria GS Training with Touratech.

**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

Nigel Foster	R 1150 R
Ben Verlin	R 1100 GS
James Gannon	R 1200 S
Michael Hanel	R 1200 GS
Kim Bowen	Family
Trevor Coad	R 1250 GSA
Murray Berrill	R 50 US
Kim White	R nineT
Theo Cehun	Associate
Terence Petersen	R 1200 GS
Ian Bowley	R 1200 RS, G 650 GS
Denise Bowley	Family
Andy Walch	F 650 GS, R 80 ST
John Royall	R 1200 GS, R1200 C
Peter Skinner	R 1200 GSA

# BMW Motorcycle Club of Victoria preferred suppliers

Our club is fortunate to have the support of many suppliers, and the following is a list of those who support the club with a member's discount or club advertising. Proof of current membership should be offered and a club discount requested at time of purchase. We sometimes receive complaints from members who didn't get a discount because they failed to ask for it beforehand! Any member refused a club discount by a company on our list is asked to advise the committee.

Advantage Motorcycles	Club discount on apparel and parts
Andy Strapz	Club discount on panniers, straps, boots, parts and all good things.
Bike Logistics Australia	Club discount on motorcycle transport
Chipatronic Australia	Club discount on MCDV2 front and rear dashcam
Cottier Stenning Lawyers	Club discount on legal advice
D2D Accessories	10% discount. disc. code 'bmwmccvic' ( <a href="http://d2daccessoriesshop.com/">http://d2daccessoriesshop.com/</a> )
Doncaster BMW Motorrad	Club discount on apparel, servicing and parts
Global Rides	Club discounts on Road Tours and Riding Preparations
Good Wool Store, Berry	Club discount on sheepskin items
Hydroblast Shop	Club discount on wetblast restoration of metal parts
Melbourne BMW Motorcycles	Club discount on apparel, servicing and parts
Motorcycle Adventure Products	Club discount on all products
QBE Insurance	Club discount on motorbike insurance
REMUS Australia	Club discount on all products
Stephen at S B Light Engineering	Club discount on driveshaft repairs and UJ replacement
Used Motorcycle Parts Online	Club discount on parts
If possible, members are asked to patronise also the companies which are listed as advertisers in BeeEm	
BM Motorcycles Ringwood	Advertiser and donor of the monthly half-price tyre prize
K R Motorcycles Cheltenham	Advertiser
Shannons	Advertiser
The Good Wool Store	Advertiser

Proof of current membership should be offered and a club discount requested at time of purchase.

Any member who is refused a club discount is asked to advise the committee.

## More benefits are conferred by the club's affiliation with the Victorian Motorcycle Council

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

## Vale Les Watt – a life well lived

By Axel Leonhardt  
Photos by Chris Renwick



### “A life well lived .....” ... and a very BIG one it was!

A big laugh, a big booming voice, a big bloke with a big heart – you couldn't possibly overlook him.

That was Lesley William Watt, a club member who recently passed away quite unexpectedly and whose funeral was conducted today in Bendigo followed by the burial in Rheola, a peaceful small cemetery in a beautiful county setting near Les & Julia's farm.

So, why do I write about this bloke? After all, we are a club with a rapidly ageing membership (yes! I speak for myself) and members of ours have passed and will be passing sooner than later. Sorry to name the topic of death, an issue usually and preferably avoided as it only happens to 'others' – not me. However last time I checked the probability of dying for the human race, I kind of landed by nearly 100% ....., but I digress.

Why Les? Well, our club has almost 900 members and you, dear reader, you might know about 10% ? or probably less. However, what matters is that some people you meet during club events really strike a chord with you. You soon realise that you 'get on' with this person rather well, something clicks, might be something you have in common (other than beemers) or it's their aftershave ... dunno, but surely you get what I mean. And before you even know it, you form a bond, sometimes even an almost brotherly bond (and to be fair, sisterly bonds are equally possible).

So that's what happened here, between Les and myself, even though we came from much different corners. I met Les first at a long-ago Sunday Service Day event in Bundoora, that was when the motorcycle division of Southbank was in Bundoora. He rode from Bendigo to participate, and that alone I found impressive. After a short greeting he disclosed that he was after some spare part, and living on a farm near Llanelly he found it difficult to get. At the same time, our Service Day team had decided to sell off quite a few residual spare parts we had from previous Service Day Co-ordinator, or was it an actual Spare Parts Co-ordinator? Peter Cullen, help me out here. And so it happened that I had this exact spare part sitting around! Selling it for a few bucks I was happy to finally get rid of it and Les was happy to get it for such a bargain price. Immediately, I was in his good books ;-).

However, to be honest I met Les and his wife Julia again, much more properly, when I was on a club ride somewhere in Victoria and this was an overnight one, camping in

the middle. I happened to pitch my tent at a beautiful bush-spot and Les and Julia had theirs right close. Marcos Anastassiou was my riding buddy, and he knew Les from their common membership in the Bendigo Historical Motorcycle Club (BHMCC). Introductions were made and we kind of acknowledged each other from the bargain part sale back then. Since then, we met on several other club rides and his connection to the BHMCC led to the first Llanelly Service Day with many to follow, as recent as the 100 Year celebration in September last year.

Les and I came from opposite ends of the political spectrum. We had many debates as to who-was-what and who-was-good or bad. We always ended with a good laugh, realising that we couldn't convince one another. So, these 'discussions' were laced with many ribbings, taking the mickey, jest and roaring laughter.

I always saw Les as a WYSIWYG-man. Some of you, Apple Macintosh people know what I mean: “What You See Is What You Get”! No smoke or mirrors with Les. He called a spade a spade, sometimes a shovel and on occasions even worse. When it came to finding some organisers out in northwest VIC country to arrange some specific 100 Year celebration events, I immediately rang Les. I could rely on Les. He certainly stood by his word and despite some unfortunate opposition he roped-in several other members and they created and conducted a sterling event! All of you who went there would surely agree!

Then, in early December, I went to a swap-meet at the BHMCC in Llanelly, trying to sell my Triumph 'project' bike. That event, usually very well frequented by sellers and buyers was a bit of a fizzer, as rainstorms had been forecast which kept many away. Nevertheless, Les and Julia had their own little table there with some rather nice 'morsels' of motorcycle gear, and, to make it even better unbelievably low prices! I immediately bought some gloves, near new, for 5 bucks. Les said “10!”, but Julia insisted on 5. So I walked off with my great bargain. But Les' grumblings left a sour, perhaps guilty taste in my mouth, so an hour later I went back and gave him another 5 bucks – still a good bargain for me, and our friendship was saved .... Nahh, not really, Les had a big heart and it wouldn't have worried him much, moreover, he (and I) would have forgotten all about it the next day.

That was the last time I bantered with Les. The news of his rather swift passing came in late January. Today, on



February 6th I made sure to attend his funeral in Bendigo. A big crowd filled the entire funeral hall, I guess about 120+ people were there. Lots on motorcycles, members of the Bendigo club, the Ulysses club, our club and, of course family and non-motorcycle friends.

A moving service was thoughtfully conducted. Les' coffin showed a lone motorcycle rider (Les?) from a birds-eye perspective riding through what could have been the Grampians and his helmet was placed on top of the coffin. Family members and friends shared stories of his life, lots of things I didn't know about Les. All confirming this BIG man had a big and full life, his family always in the foreground. Unfortunately he went too soon.

After this celebration of Les's life and some snacks a large cavalcade with probably 30+ motorcycles and a dozen of cars took route to Rheola cemetery following the hearse. Family and friends bid their final farewell to Les. Rheola is a stone's throw away from Les & Julia's farm, so Les is resting in 'his' country, close to his home and Julia.

One thought I'd like to share reflecting about today was part of a speech given by one of Les' childhood friends. Several of them had met recently in a reunion and had planned to make it an annual event: "don't delay meeting



your family and friends whenever you can" was the message which remains firmly in my mind.

Personally, I would have liked to have Les around for a few more years. We could have had some more 'stoushes', filled with banter, ribbing and laughter. His booming laugh will be with me for a long time.

Rest in Peace, Lesley William Watt; my heart-felt condolences go to Julia and family.



# Motorcycling friendships

By Lynne Rosenthal

It doesn't matter where you go in the world, it seems to me that motorcyclists are happy to chat to anyone else riding a motorbike. That's one of the terrific benefits of riding - it's easy to make friends.

Our club was contacted a few months ago by a motorcycle club in Germany to ask if we could offer assistance to one of its members who would be arriving in Victoria in December 2023 for a motorcycling holiday. Unfortunately the motorcycle tour Lara had booked was cancelled at the last moment – could we help?

Various members offered suggestions and in no time, Winfried, Kerrie, Jacques and I had a plan to offer Lara, and things fell into place. Winfried loaned her his F700 GS and some gear and some beautiful rides ensued. The first ride took in the sights of the Peninsula. Other rides showcased the great scenery of Gippsland, taking in Inverloch, Korumburra, etc. Then it was off to the Great Alpine Road for overnight stays at Omeo and Yackandandah. We know our mountains can't be compared to the stunning European Alps but, hey, there's nothing quite like our High Country either.

It was a wonderful few weeks for us to share with Lara, a new friendship made through motorcycling. We all trusted our instincts. I stood at the airport with my 'Lara' sign waiting to meet a fellow motorcyclist who would stay the night and begin her adventure here with people she'd never met. It all worked beautifully and we had fun. In my experience, that's motorcycling the world over. Aren't we lucky?





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The 30<sup>th</sup>

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**WHEN:** 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup> April 2024

**WHERE:** Wolca Reserve, Bania Rd. Mount Perry, Qld.  
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**GPS:** -25.132795 151.619289

**COST:** \$25 Entry (includes Rally Badge)  
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The Mt. Perry Grand Hotel will have a **Bar onsite**, Friday and Saturday.

**Self-guided Bike Tours of local area** on Saturday.

**Light Entertainment** on Friday and Saturday nights around campfires.

**Screen printing** of the "Cane Toad Logo" **onto your T-Shirt** done on site for \$2.  
There will be the traditional **Rum Hunt, Gymkhana and usual Awards.**

For further Details:

[canetoadrally.com.au](http://canetoadrally.com.au) email: [canetoadrally@gmail.com](mailto:canetoadrally@gmail.com)



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### Coffee get-togethers Victoria

**Melbourne:**

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

**Western Victoria:**

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

**Gippsland:**

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

**Central Victoria:**

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

**South Gippsland/Bass Coast:**

Third Saturday of the month, from 10.00. 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](http://bmwmotorcycleclubofvictoria.wildapricot.org)

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Emerald coffee run



## Emerald coffee run

**BY FRANK CACHIA'S R26**

27 JANUARY 2024

Hiya girls,

You beauty, the first month of a New Year and only Frank is holding me back. Come on you old fart, I'm ready to venture forth across the plains and mountains to another Emerald adventure.

Finally, Frank showed up. Oh no, you're not coming out wearing that old jacket? That thing should have been placed in a museum decades ago. Better yet, why not take it to some archaeologist and see if he can carbon date it. This is so embarrassing.

On this Australia Day weekend, with the majority of speed camera operators out on strike, I could really open up and speed, that is, if I could. But of course speed isn't an issue and so once we climbed to Mt Evelyn and with the sun on Frank's back we serenely cruised along towards Monbulk.

It didn't last, a police siren very briefly sounded directly behind me. Well, that woke Frank up. Oh good on you mate, you finally used the rear view mirror. We pulled over and came to a dead stop, which at 20kph below the speed limit isn't hard to do. Engine shut down, helmet removed, followed by a G'day salutation.

While one rather tall policeman circled around me, I nervously saw both Frank and the other policeman in the rear view mirror. I managed to overhear the policeman asking Frank that he should speed up as he's holding up traffic. Laughingly Frank's reply of "Sorry mate I'd love to be sporty but she only does forty" was to say the least quite unexpected to both me and likewise to the 2 policemen.

Noticing my Red Plate the policeman asked for the log book. "Finally" said Frank, still giggling "I've been carrying this book around for years and it hardly ever sees the light". Oh Frank, behave, they didn't stop you for friendship's sake. Frank looked into what I consider to be a bottomless back pack and produced my log book.

The policeman duly checked the registration and the log entries. "Well" said the policeman, showing the book to his colleague "all in order, you do get around especially to Monbulk, you have listed Monbulk in practically nearly every line". "Not really, it's just that I know how to spell it" And with that, Frank started laughing at his own joke whilst supporting himself against the police car.

It's going to be one of those days, this is so embarrassing.



There wasn't that much traffic but I bet every vehicle that passed by looked over and wondered what type of demented person heartily laughs whilst leaning against a police car. The policemen just shook their heads, handed the log book back, returned to their vehicle, switched off the flashing lights and drove off.

Frank came back, helmet on and ignition on, no need to kick start me just roll for a couple of metres, drop the clutch, my spark plug woke up the piston and ever so casually we rode off.

A few minutes later we arrived and departed Monbulk. Things are looking up; Frank, especially after the brush with the law didn't require the usual mid run pit stop. He must have gone before we left home.

Right, enough cruising, concentration fully switched on, mode changed to racing, a winding road, absolutely no traffic, including cyclists, it was time to unleash the beast. And for the next 10 kilometres we played through the winding road, motorcycling at its best. All too soon, pedestrians, traffic and Emerald main street roundabout announced our arrival. Two more roundabouts later and I've once again brought Frank to another BMW club event.

Feeling lighter as Frank dismounted, and thanks to his left leg, with the grace of a wrestler, I was reversed and neatly parked next to a R100RS. The fuel tap was moved to the off position and the ignition key removal helped my innards come to a complete stop. Now whilst Frank went walkabout alongside other members it was time to start a cooling cycle.

Wow, look at all these bikes and unrecognised faces. Well it turned out that a few members from the Latrobe Valley and a first timer popped in. That's the Emerald gathering for you, quite popular and you'll meet the nicest people there.

A number of the regulars were away, but then again a three day long weekend would change family priorities. In total, 15 club members and guests spent the next 2 hours chatting about us motorbikes.



Itching to once again go carve up the twisties, I carried Frank back home arriving precisely at 12.30pm, a few minutes ahead of three other club members. The gathering continued in the garage, with me being once again admired alongside the garage's other vehicles.

What a run, one simply couldn't ask for any better. The first Emerald run of the New Year was over.

### Participants:

Adrian Camilleri on the usual immaculate 1959 R 60  
Andrew Novak came on his R 1100 R  
Jake Novak showed up on his F 650 GS – yes they're related  
Mark Doherty on his R 1200 RT  
Matt Gale on a F 650 GS  
Paul Koedijk on R 1200 GS  
Michael De Vink on a R 1200 S  
Frank Mickan on a R 1200 GS  
Geoff Riddle on a R 1100 RT  
Chris Renwick on the K 1600 GTL  
Chris O'Callaghan on a F 650 GS Funduro  
Philip Lamont on a R 1250 RT  
Brendan Webb on a R 850 GS  
Mick Matthyssen on a R 100 RS  
And a speed demon – R 26



## Jamieson ride

BY MARC TRACY  
2 FEBRUARY 2024

A lovely sunny day of 23 degrees with light winds, 4 RT's, an R, and a GS mustered at Lilydale on Friday the 2nd of February, to be shepherded by Max Parfett through the back roads of Gruyere to Healesville.

Picking up Geoff & Paul on their RT & GS, a complement of 8 riders took on the Black Spur Road, having a wonderful clean run without competing traffic.

Resting briefly at Thornton Cafe for some very decent coffee, while meeting local (and that day riderless (R1200R)) Christine for a yarn, we joined the Mansfield to Jamieson Road for a wonderfully lengthy & twisty ride across Mt Torbreck, before stopping at the lookout over Eildon, for a photoshoot in a successful tongue in cheek attempt to achieve the front page of John Eacott's FB page!

Down into Jamieson for a great meal & drinks at the Cafe, Geoff (RT) & Paul (GS) then set off home to Gippsland via Licola, while the rest rode homeward to Mansfield,



interrupted by frustratingly numerous unmanned roadworks.

Quickly into Mansfield for refuelling, Marc (R) & Peter (RT) departed direct to home via Yea, while the remaining RT's of Max, George & Peter, with Gerhard on his GS, turned off to take the more promising & taxing 20 odd kilometres of gravel Skyline Road, on the way home, which is reportedly in generally good riding condition.

Thank you to Max Parfett for organisation, and fellow riders for their company.



## Karuah River Rally

**BY FRANK CACHIA, R 26**

10–11 FEBRUARY 2024

Every Karuah run is in its own way unique, some solo, some with others, some were sun baked and others completely water logged, some fast, some slow but each one has offered an adventure. This one can be classed as a one-off, because it had all of the above and more, much more.

As the plan was an early start, bedtime was at 11.00pm. The problem was, I went to bed too early and was so much looking forward to the event; all I succeeded in doing was endlessly toss and turn. Eventually I managed to doze off, waking up after only 70 minutes. Well, so much for a restful sleep!

In planned order following a shower, shave and breakfast, I wheeled out my fully laden K 1100 RS. A stab on the starter button and the adventure began. Peter Wade on his K 1200 RS came into view and as I passed, he tagged behind; destination 1224 km away.

It's not often that a headlight picks two rabbits looking at each other right in the middle of the road. I'm sure they weren't related, as they hopped off opposite to each other. Other than a dead possum lying right down in the centre of the double lines and a couple of kangaroos way in the distance, the road was ours.

We rode through a number of light rain cells, mostly being quite annoying because you just don't know whether the next bend is wet or dry. Although predawn light showed cloud cover, it soon started to dissipate. With this year's rain both Lake Eildon and Lake Nillahcootie were filled to the brim. As planned, we once again reached the Benalla turn off just as the sun appeared over the horizon.

By the time we reached the NSW border it was wall to wall blue sky. The sun started to make itself felt so at the first fuel stop it was a case of removing a layer of clothing. Back on the road with both bikes purring, we soon peeled

off saying goodbye to the Hume and entered the Olympic Highway; yippy no more dead straight roads. From here on it was a simple secondary road, and apart from going through towns, very light traffic; just a rider, bike and road.

Unfortunately, whenever we gained an advantage, we lost it to the numerous road repair delays; so much so that we would switch off the bikes, get off, stretch and chat while waiting for the traffic light to change.

Getting into any town and it was the opposite, bumper to bumper at crawling speed or stationary especially when someone is trying to reverse park. As the outside temperature continued its rise, inside full leathers, this didn't help.

Back out in the open road and all was right with the world, except just after Young township. Checked my rear-view mirror, and Peter is not there. He must have got stuck in the traffic so I pulled over and waited, and waited. Something's not right, so I executed a U turn and rode back into town. I rode to the end of the town but no Peter. He must have taken the wrong turn off. He'll soon realise his mistake and get back on the right road. Knowing full well where we're stopping for lunch, I sent him an SMS and continued on.

At Cowra I checked for any messages and found that just before we entered Young he had a rear wheel puncture. Repairs proved fruitless and therefore he was stuck by the side of the road. Estimating we're around 75 kilometres away from each other, there was no point in backtracking so an exchange of phone calls saw me finally get in touch with a company to arrange a tilt truck pick up.

Peter's last call about an hour later stated that he is going to leave the trip. That's quite understandable, not knowing how long before the pick-up, the repair or replacement; and the remaining distance to be covered; far too much time would have passed resulting in him arriving at the rally way too late.

Stopping only for an apple, it was now a solo ride. About three quarters of the way into the Putty Road, the bike's odometer showed that I had covered 1000 km since leaving home. Even though I was only an hour away from the last town before the rally I decided to call it a day, stopping in Singleton with an early start the following day. Unpacking the bike revealed that one of the pannier rack bolts was missing. It was replaced by the bolt that attaches the registration label holder.

How demoralising is it to open the run-down motel curtain just after dawn to see a cross between a downpour and a deluge. The run to Dungog was under full wet weather gear and at times, down to second gear, avoiding atrocious road conditions. The good news was that one can see where all the pot holes are, you could just about swim in the larger ones.

At the Dungog pub car park, the temporary fix showed

that the bolt had strangely come out, so the club editor managed to secure it with three cable ties.

The one thing that Dungog cafés offer are delicious meals. Catching up with all the gossip from the NSW mob was just as enjoyable. The rain stopped, the clouds stayed and the humidity increased. Still wearing the wets, I once again entered the Chichester State Forest and the annual running of the NSW Motorcycle Club rally.

It was once again great to catch up with so many of my mates but regrettable to see many grudgingly cancel and return back home. The idea of once again tackling muddy roads and putting up a tent in such conditions wasn't exactly something to look forward to.

Incidentally, apart from a tiny handful of road bikes most were sidecars, trail bikes and GS's. Mud covered riders were a testament of who had dropped their bikes. With the rain returning at times with a vengeance, some members rode in, collected their badge and rode out. After the presentation I did the same.

It was incredible, as soon as I left the forest the rain stopped. It was just on 6pm that I left Dungog. The decision whether to stop or ride through the night wasn't a hard decision, as the run to Singleton was the opposite of the morning, dry and traffic free. I still kept my wet weather gear on as once the sun drops and heading into both a valley than ascending to a higher plain would eventually see a temperature drop.

I arrived at the start of the Putty Road just as the setting sun lost its blinding effect. Bends and corner galore, presenting a most enjoyable ride. Well I would like to say that, but it's wasn't the case. So much time was lost as road works were still around, with some sections controlled by traffic lights. It was a matter of stopping at the lights for what seemed like an eternity; wait till it was safe to proceed. It's not often you see either landslides or road collapse. With only one lane open, it's quite disconcerting to travel a few kilometres on the wrong side of the road amidst countless red cones and worse, blind corners. You're constantly caressing the brake lever.

Once away from the tight bends, of which some are posted down to 25kph, switch on high beam and enjoy night riding. In the long straights, with the road being lit up with countless reflectors, it looked like an airport runway stretching out into the blackness. It was incredible, mile after mile with no one coming from the opposite direction.

No one coming, that's true but unfortunately, I wasn't by myself. I just caught a movement at the corner of my right eye, that's all it was. Travelling at 120kph my boot hit the kangaroo directly across his head. His momentum didn't stop, hurling him into the bike's belly pan. The cracking sound was unmistakable. It didn't do my leg much good either. All I wanted to do was stop and start nursing my toes and ankle.

I didn't even have time to back off when another kangaroo this time from my left side hopped out and was T-boned by the front wheel and instantly killed. Incredibly, the steering shook off as if annoyed and continued on. How I didn't crash was more from good luck than good management. This completely rattled me and I slowed, continuing travelling at no more than 70 kph. For mile after mile, I rested both my right hand and sore right leg on the brakes; shaken, with a dry throat and eyes scanning the roadside edges. I've never travelled along the Putty Road at this speed before.

I was glad I had kept my wet gear on as I rode into a number of light drizzles. Shortly before arriving in the next major town of Windsor, I took a short cut that took me to Kurrajong. Once there, it's the run to Lithgow via the delightful Bells Line of Road.

I spoke too soon, the drizzle changed and I was soon riding through a heavier downpour. Past Kurrajong Heights' petrol station, which offers some shelter, I was now committed to continue on. As I started to ascend the Blue Mountains, accompanying the heavy downpour, the wind rose up, making conditions worse. To make it more miserable at the very top crossing Mt Bell, low cloud dropped visibility. And worse was the occasional car leaving its high beam on longer, enough for me to flash him to drop the beam down.

I have traversed the Bells Line of Road during the day and night, but never under these conditions. Every time I came from behind a rock face, temporarily offering shelter, out into the open, the side wind just about blew me over. The weighbridge station which would have offered some shelter was closed and gated.

Finally, the end of the Bells Line of Road, this is not something I would normally say - but this time I was grateful it was over. As I left the high plain and descended into the historic town of Lithgow, the rain and wind had stopped. As I was now below the low cloud level, complete visibility returned. The first set of traffic lights since leaving Singleton just under five hours ago was red, naturally.

The mountains were behind me now. From now on the bends become sweepers, the roads wider and traffic was few and far between. And better yet, a dry road. I could once again cover a better hourly average. It was just past midnight when I rolled into a Bathurst petrol station. Much to my surprise I realised my foot wasn't hurting anymore. Inspecting the bike's right side showed a missing paint and a major crack in the belly pan. There was no blood but there was animal hair trapped in the sizeable crack. With a bit of imagination one could see the kangaroo's head outline where it had made contact.

For a Saturday night it was eerily quiet, even McDonald place was shut. Passing the Mt Panorama turn-off signals the end of the town; another hour and I would have reached the half way mark. By now riding confidence and

increased touring speed returned. Under a starlit sky I enjoyed night riding and listening to the engine purring along in the cool temperature. It didn't last long. As I was approaching Cowra, I realised that I was starting to reduce speed; yawning didn't help either.

Yep, it was time to take a break, so when I arrived at a memorial park outside Cowra; I pulled over, lay down on a park bench and in the silence, had a power nap.

Two hours later, a stretch, followed by a yawn and a bike covered in heavy dew. A short warm up before venturing into Cowra and thankfully the only opened petrol station. Although I filled up in Bathurst, I hadn't got the range to make it to Albury so a top up here was a must. Barring any delays it'd be just a 4 hour dash and breakfast.

It was once again gratifying to see the first hint of light as dawn began to appear over my left shoulder. As both time and bike moved on so did the sun, finally breaking out into the open and starting to warm up a bug splattered bike and rider.

Keeping in mind that from Wagga to the border, one passes through three small country towns, some no bigger than a couple of wheat silos; this is where the highway patrol likes to hang around. An increase in road traffic meant that Albury was practically now in sight. With the last fuel top up and all wet weather gear stowed away, I crossed back into Victoria.

It was here, decades ago, where tourists would be stopped for quarantine and fruit fly inspection. It was also the ideal place to stop and take photos posing underneath the border sign. All that's gone; now the only photos taken belong to the ever vigilant speed camera vehicles.

The other missing sign is the one no more 'Rough Surface Ahead' signs. Here the Hume is flatter, wider and offer smoother verges. By why does it have to be so boring? Why can't they place a bend between two straights?

Passing Wangaratta showed that another 1000 km had passed by. Mercifully, after an hour of looking at the odometer slowly turning over, the Benalla sign appeared. Living in the eastern suburbs, this was the right turn off, continuing on the back way. This offered more bends and better scenery.

With the bike running as strong as ever, I once again entered suburbia. Yep, it never fails to amaze me how the first set of traffic lights is always red. And shortly after, I rolled up my driveway bringing my 47th Karuah River Rally run to an end.

A few hours later I received word that within minutes of leaving the rally, I was the only one that made it out. A very large tree fell across the track, blocking all passage. Those that wanted to go out or come back in couldn't. It took till 7am the following morning to allow traffic through again.





## Midweek ride to Boolarra

BY CHRIS SEABROOK

14 FEBRUARY 2024

Starting at the BP Officer Service Centre on Princes Freeway we had 12 riders on 9 bikes. Having had storms and blackouts the night before, finding the Service Centre open was encouraging. With Ian McKenna leading and David Yee & Jenny Scholes as tail riders we headed off on the Old Highway.

Getting too much traffic in Pakenham we made it to Nar Nar Goon and headed south. The Bunyip River Road then took us to Bunyip, and we followed on to Longwarry and the crowded streets of Drouin to Warragul.

Morning Coffee was at That Yellow Door Cafe in Warragul where we joined Hollie Bushel R 1200 GSA and two dogs, Kim Perry R 1200 RT and Ken Wright F 800 GT.

Coffee'd up we rode south to Ellinbank and Seaview to the Grand Ridge Road. Approaching Mirboo North things went awry; the road was totally blocked by fallen trees near Allambie South, so we had to turn back. Gerhard & Sylvia John got a flat tyre near Hallston so we regrouped here and found riders missing including the tail riders.

We then found the phones were down, so no communication. Ten of us retreated to Leongatha where



most of the shops were shut, and we had a very basic lunch at Le Cafe the only place open who offered today just egg & bacon sandwich and instant coffee.

Heading towards home we rode through Korumburra and Poowong to Drouin South and Longwarry. Nothing was open at Garfield so the five of us remaining settled for afternoon coffee at the Nar Nar Goon take away. We finished the ride here after an eventful day.





**Participants:**

- |                           |                         |
|---------------------------|-------------------------|
| Tom Coghlan               | F 650 GS Dakar          |
| Mathew Gale               | F 650 GS                |
| Vaughan Humphries         | KTM 890                 |
| Gerhard & Lindy John      | R 1200 GS               |
| Ian McKenna               | K 100 RS                |
| Peter Skinner             | R 1250 GSA              |
| Paul & Silvia Wenger      | R 1200 RT               |
| David Yee & Jenny Scholes | K 75 C                  |
| Paul Yee                  | F 800 GS                |
| Hollie Bushel             | R 1200 GSA and two dogs |
| Kim Perry                 | R 1200 RT               |
| Ken Wright                | F 800 GT                |



## BMW R 1200 S Melbourne owners breakfast

BY MICHAEL DE VINK

17 FEBRUARY 2024

Mid February in Melbourne is late summer when the sun can be searing, but on the way to the R 1200 S Melbourne Owners breakfast the 550m climb up the Kinglake Range was draped in misting low cloud and light drizzle. The promise of breakfast and a meet up with other R 1200 S owners and their bikes made it worth the slow crawl up to the town through the swirling fog.

The enigmatic BMW R 1200 S was released in early 2006 as the successor to the very popular R 1100S but low sales ended the model run, with the last of only 6,174 VIN's issued in December 2006. Probably too different at the time from its R-series predecessors and even with a 20% power increase to 122bhp from the 12.5:1 compression air/oil cooled boxer, it just did not catch on. Was it a quirk of the buyer demographic in 2006 and 2007, the lack of a comfortable pillion seat or was it just out-gunned by its in-line 4 big sister the 165bhp K 1200 S? Buyers can be fickle and BMW's marketing strategy was changing and the higher performance HP2 Sports and S 1000 RR's were also not far away.

Eighteen years later, and across the world the R 1200 S has become deeply appreciated by its owners for its unique

styling, simplicity in execution, balance, and deliciously willing power delivery. Around town its personality is slightly grumpy house cat, but when asked it can turn on a proper tiger fight.

Owners all seem to say pretty similar things about the R 1200 S. They love the ride, it's got great balance, the clean style, the pure analogue style of instruments, lack of electronic interventions and easy and open serviceability of the air/oil cooled engine. Possibly, the appeal is also about the rarity.

The opportunity of an R 1200 S Melbourne Owners Breakfast was too good to miss and five owners and their bikes made the misty morning journey for breakfast at the Songbird Café in Kinglake.

BMWCCVIC club members Michael Stoltenburg, Barrie Morton and Mike de Vink attended with the cohort completed with fellow owners Arne Faraway and Glen Pickering. Three of the owners; Arne, Glen and Mike are recent buyers. Their low odometer bikes have all been previous owner's lounge room furniture, but are now getting regular rides. Barrie and Michael on the other hand are well travelled, very experienced R 1200 S owners with many kilometres clocked on their silver machines.



With the flock of five rare birds parked on the forecourt of the Songbird Café three of the four colour variants were represented with two silvers, two red/silvers (affectionately referred to as 'colgates') and a black. No yellow was present, although yellow owners will usually assert theirs is the fastest colour. Quite a few of the factory and aftermarket options for these bikes were also on display. Barrie's silver S carrying a very rare full Zard exhaust system. Glen's colgate fitted with a quick shifter. Four were sporting the factory optioned Ohlins shock absorbers and three carried Akropovic titanium exhaust slip-ons. All had factory ABS and the wider rear rims for a 190 tyre.

Stand out for beautiful condition was Arne's black S with only 28,000 km and looking as perfect as it did the day it left the showroom.

Over eggs, avocado toast, and excellent Melbourne-style coffee the discussion ranged across the various owners' interests and history of affection for their R1200S. Glen, Arne, Michael and Barrie had all wanted to own one from around the time the model was first released. Mike mentioning he had no idea he wanted one until the social media algorithm worked out he needed one in 2022.

With breakfast over and the sun finally appearing Barrie left on his silver for another commitment. Still keen for more R1200S fellowship Glen, Arne, Michael and Mike followed up breakfast with an impromptu R1200S group ride led by Glen, completing a 120km loop through Flowerdale, Broadford and Wandong before going their own ways home from Doreen.

There is a plan to have another R1200S Owners Breakfast again in the year ahead.





## Emerald coffee run

**BY FRANK CACHIA'S R26**

24 FEBRUARY 2024

**H**ello fellow Singles!  
It's that time of the month; yep I'm taking Frank to the Emerald Gathering. Oh, I have so much to tell you.

First we have to stop to pick up his mate on a screeching two stroke Suzuki. I don't know what's worse, the two stroke noise or the countless cyclists met along the way.

I led the way; after all I prefer cool non-smoked air around my fins. The run along Mountain Highway was quite spirited, Frank was testing me or I should say testing the clutch.

You see, since Frank introduced me to his garage way back in February 1992, he has fussed over me by keeping up a strict service and tune up schedule. The maintenance, even down to manually greasing the cam lobe, couldn't be faulted.

However, on the way back home from annoying the tourists along Mt Dandenong Tourist Road we both noticed a minor change in clutch operation. One thing that hadn't ever required adjusting was my clutch, so, armed with 4 spanners, well he has to get the right one sooner





or later, he carried out the adjustment. Satisfied with a job well done, he checked my oil and tyres, once again ready for the next adventure.

And speaking of adventure, did you hear about Frank's escapade the previous week when he attended a rally just west of Sydney. On the return run he was enjoying playing in the twisties darting from one bend to the other; honestly, a man at his age should know better. Anyway, later that night, once the twisties turned to boring straights he just let his big 4 cylinder K 1100 RS stretch its legs. A moment later he ricocheted off a kangaroo which damaged the bike's belly pan and then he T-Boned another. He was fortunate he didn't come off, bouncing off two kangaroos in as many seconds. An accident such as this can ruin one's day.

Just past midnight at Bathurst, following a fuel top up, he inspected the bike, the collision showing the belly pan having a sizeable T-shaped crack with fur stuck to the shattered edges. He never learns, so back at speed on traffic free roads he continued, riding through the night till eventually his eyes said enough. In the early hours he wisely stopped and took a nap on a park bench. How adventurous can one be?

Anyway, enough talk, we're approaching Monbulk from where, as we know, it's racing time to Emerald. But first a rest room stop. Not again, I think your bladder has sprung a leak, Frank. Returning back to the bike the two-stroke man was being entertained by the rambling of a man who was explaining the differences in the size of the 1970's Triumph and BSA petrol tank badges in excruciating minute detail,

We hurriedly departed.

A complete car, cyclist and kangaroo free run to Emerald were an absolute joy. Playing in the twisties, darting from

one bend to the other; a man at any age on a R26 – ah that's living.

As expected Emerald was chock-a-block with traffic and it was a relief to arrive at the gathering. Finding a parking spot was another story. Numerous bikes, now sunbathing as they cooled down, watched the world go by.

Wow, look at all these bikes and unrecognised faces. Well it turned out that a few members from the country and first timers had popped in. That's the Emerald gathering for you, the right place to be seen.

As usual, as the sun approached its highest point, it was time to go to other adventures. So as to avoid the numerous cyclists, I led the way back to Monbulk but then detoured, climbing up to Olinda, past the annoying slow driving tourists and the long downhill run back home.

The two-stroke followed me taking up space in the driveway as Frank and his mate enjoyed a cup of coffee. This signalled the end of another Emerald gathering.

### Participants:

Oliver O'Rourke	R 100 GS Paris-Dakar
Dale Barnett	R 100 GS Paris-Dakar
Martin Preuss	R100 GS Scrambler
Karl Haering	K 100 RS
Colin McDonald	R 1250 GS Adventure Rallye X
Matt Gale	F 650 GS
Geoff Riddell	R 1100 RT
Steve Riddell	R 1200 GSA
Tom Coghlan	F 650 GS Dakar
Dieter Ludwig	Suzuki A70
Rob Chapman	Royal Enfield 650
Thomas	F 650 GS
Paul/Sylvia Wenger	R 1200 RT
Andrew Novak	K 100 with Kozi sidecar
Chris O'Callaghan	Hyundai I20
And Me, with Frank	BMW R 26

# February General Meeting

**BY ANDREW NOVAK**

26 FEBRUARY 2024

The February Meeting was held at the Doncaster Hotel for dinner. Generally, all club meetings are held at Lynden Park Recreational Facility in Camberwell with exception of January where a BBQ event is held at Westerfolds Park. I believe the change to February's meeting this year was an idea to coax members back out to attend, as COVID with all its lockdowns has impacted on number of members returning to the general club meetings.

As the Jan BBQ has always been a big hit, it was decided to create the February meeting as an informal gathering with Doncaster Hotel as its meeting point. With this in mind it was hoped to bring members back out and get together and have that opportunity to catch up again. An avenue to break that barrier and enable members to come out, so to speak.

The attendance was great with about 30 people in attendance. Got the chance to meet up with the regulars but was also fortunate enough to meet up with a few new members: Andrew Johnstone, Jennifer and Paul Cassar. It was wonderful to get to know them where in normal circumstance that chance may not have occurred.

A good evening was had by all, an enjoyable meal that has rounded up the February meeting idea as a success in the making.





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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.

### MARCH 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

**23rd March – Saturday – Emerald Gathering Coffee Morning**

**25th March - Monday – Monthly Club Meeting**

The monthly meeting will be held on Monday 25th of March 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.

### APRIL 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

**1st April – Monday – CRL to Bonnie Doon Hotel**

Monday Coffee Ride Lunch to the Bonnie Doon Hotel. Ride of 135 km to the Bonnie Doon Hotel in Bonnie Doon. Ride via St Andrews, Kinglake, Westbridge Road and Yea to Bonnie Doon. Return via Yea and the Melba Highway to Yarra Glen for a total distance of 255 km.

Start at Peppers Paddock General Store in Wattle Glen at 10.00 am. Stop in Yea in both directions. Final Coffee at Yarra Flats Bakery in Yarra Glen at 3.30 pm. Ride leader Ian McKenna ph 0487 868 466.

**6th April – Saturday – Western Coffee Morning**

**8th / 13th April – Monday / Sunday – RIDE to NATIONAL MOTORRAD RALLY – NURIOOPTA, BAROSSA VALLEY SA**

Six days Ride, with three nights stay at Nurioopta in the Baroosa Valley to BMW National Rally and two days return. Register yourself at the Rally. Book your own accommodation at Kaniva 8th April, Nurioopta Three Nights 9-10-11 April, and Mount Gambia 12th April.

See website for full details.

Ride Leader Ian McKenna ph 0487 868 466.

**13th April – Saturday – Gippsland Coffee Morning, Heyfield**

**17th April – Wednesday - MIDWEEK RIDE TO PARK HOTEL IN MARYBOROUGH**

Ride of 170 km to the Park Hotel in Maryborough. Ride via Bulla, Lancefield, Carlsruhe, Kyneton, Lauriston, Vaughan, Guildford and Newstead to Maryborough. Return via Eiphistone, Taradale, and the Calder Freeway to Calder Park for a total distance of 315 km.

Start at BP Calder Park Service Centre, Calder Freeway at 9.00 pm. Lunch at the Park Hotel in Maryborough at 1.00 pm. Finish at the BP Calder Park Service Centre, Calder Freeway at 5.00 pm. Ride Leader Ian McKenna ph 0487 868 466.

**20th April – Saturday – Central - Bendigo, Sth Gippsland/ Bass Coast Morning Coffee – San Remo**

**20th / 21st April – Saturday / Sunday – SERVICE DAY at STAFFORDSHIRE REEF**

Staffordshire Reef approximately 25km south from Ballarat. Details T.B.A. later. advance notification for servicing & GS911 bookings will be appreciated. Contact Warrick Tovey 0418 994 647

**21st April – Sunday - SUNDAY RIDE - SEYMOUR (NORTH WEST)**

Ride to Seymour (170km) Departing at 9:00am from BP Outbound Calder Highway. Seymour (Lunch 12:30) Royal Hotel. Returning Via Ghin Ghin ending at Wandong (End 4:30), Ride Leader: Chris Seabrook 0417 330 586 (Paul Liistro), Other Inquiries: Ian McKenna 0487 868 466

**22nd April - Monday – Monthly Club Meeting**

The monthly meeting will be held on Monday 25th of March 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

**26th -28th April – Friday – Sunday - CANE TOAD RALLY QUEENSLAND**

The Queensland Club invites us to attend their Cane Toad Rally. Location: Mount Perry Queensland, Wolca Reserve, Bania Road, Mount Perry.

Entry \$25. Camping on large campground with hot showers, flushing toilets and campfires; sounds positively luxurious!

**27th April – Saturday – Emerald Gathering Coffee Morning**

### MAY 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

**4th May – Saturday – Western Coffee Morning**

**4th May – Saturday - 2024 BMW GS ADVENTURE TRAINING WITH TOURATECH (EXPLORE - L2)**

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.

**6th May – Monday – CRL to CAROME HOMESTEAD IN MERNDA**

Coffee Ride Lunch to Carome Homestead in Mernda. Ride of 115 km to Carome Homestead in Mernda. Ride via Diamond Creek, Broad Gully Road, Mine Road, Mittons Bridge, Steels Creek, Kinglake, Whittlesea and Mernda. Return via Hurstbridge, Wattle Glen and Kangaroo Ground to Warrandyte 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 at Kinglake. Lunch at the Carome Homestead in Mernda at 12.30 pm. Final Coffee at Stonehouse Cafe in Warrandyte at 2.30 pm.

Ride leader Ian McKenna ph 0487 868 466.

8th May Wednesday – Midweek Ride to Churchill Hotel  
Ride of 165 km to the Churchill Hotel in Churchill. Ride via Silvan, Seville, Yarra Junction, Willow Grove, Trafalgar and Thorpdale to Churchill.

Return via Yinnar, Driffield, Thorpdale, Trafalgar, Willow Grove and Yarra Junction for a total distance of 315 km.

Assemble 8.30 at Shell Lilydale Service Station for departure at 9.00 am. Stop at Noojee, Churchill and Seville. Coffee at the Little Red Duck Cafe in Noojee at 10.30 am. Lunch at the Churchill Hotel in Churchill at 1.00 pm. Finish at Branded Burger & Bar in Seville about 5.00 pm.

Ride leader Ian McKenna ph 0487 868 466.

11th May – Saturday - Gippsland Coffee Morning - Heyfield

18th May – Saturday – Central - Bendigo, Gippsland/Bass Coast (Koonwarra) Coffee Morning

19th May – Sunday – SUNDAY RIDE - TBA (SOUTH EAST - GIPPSLAND) - TBA

TBA - Keep an eye out for more details

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

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.

\*Check website for full details.

## WANTED

Wanted for a BMW R1200 GSA 2010 model:

- Pannier rack to suit
- Hard pannier cases and possibly top box.

Either original BMW or an alternate brand.

**Contact:** Trevor Verlin (Member)

**Mobile:** 0447 778 070

**Email:** tmverlin@hotmail.com

## 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

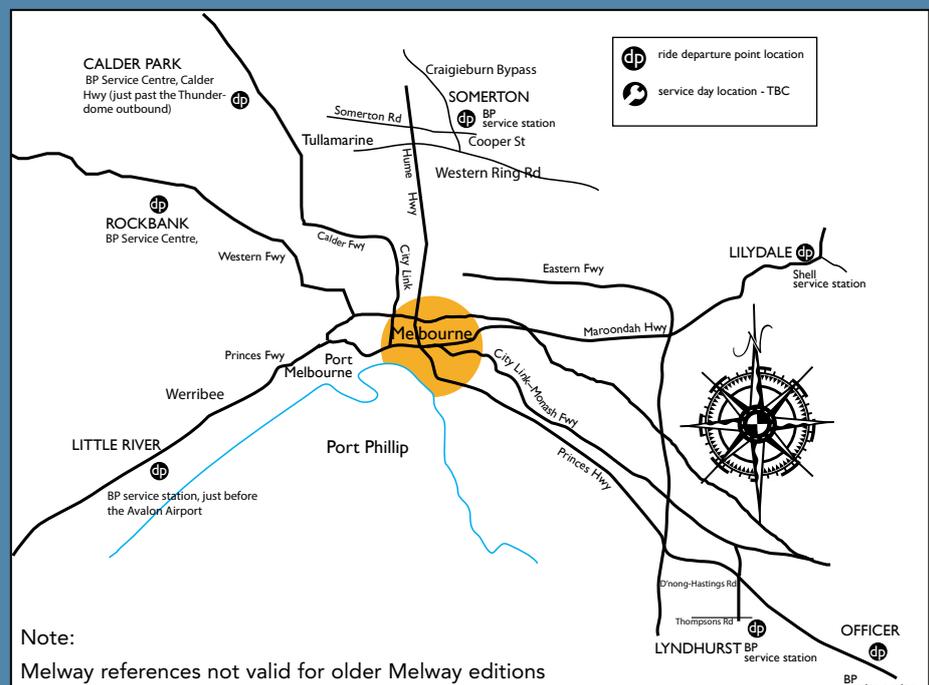
BP Service Centre - Officer Outbound  
65 Princes Fwy, (M1) Officer.  
2 km South East of Beaconsfield Exit on M1

### 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.\*





**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.



## 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 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](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.



Location: Carboor Town hall, opposite Touratech, 1933 Carboor Everton Rd <https://www.touratech.com.au/> Tel: (03) 5729 5529

Carboor reserve

Carboor hall

Carboor reserve opposite canoe

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

**FOR SALE**

**SW-Motech Legend Panniers for R18 \$675** Brand new removable lockable panniers. Still in the box with mounting kit and keys. RRP \$1,366.

**Contact:** Sam Schon  
**Mobile:** 0412 178 888  
**Email:** marx2@optusnet.com.au  
**Location:** St Kilda / Caulfield



**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 1200 ST \$6,500** Black. Great fun bike. 74,000 km, Staintune pipe, unique paint. New Michelin Pilot Road 6 on back, near new Pilot Road 5 on front. In Jan Juc but can bring to view.

**Contact:** Victor, Jan Juc  
**Mobile:** 0419 883 780  
**Email:** vr.de.koster@gmail.com



**1968 BMW R60/2 \$27,000** Has Schorsch Meier Sports petrol tank and pillion seat. Close to concours condition with negligible mileage since restoration. Engine, gearbox and Kardan drive rebuilt. New pistons, valves, bearings, seals etc. New clutch, stainless exhaust, wheels rebuilt, etc. See website for further details.

**Contact:** Lawrie Bradly  
**Mobile:** 0400 764 043  
**Email:** lawriebradly@a1.com.au



**BMW R1250GS Adventure (Triple Black) - \$30,000** Schorsch Meier Sports petrol tank and pillion seat. Close to concours condition with negligible mileage since restoration. Rebuilt engine, gearbox etc. See website for further details.

**Contact:** Steve Barnett, Wonthaggi  
**Mobile:** 0455 519 198  
**Email:** steven.barnett1@bigpond.com



**New Tyres \$450 ONO**  
 Motoz Tractionator Adventure tyres, brand new, to fit BMW F 800 GS. Front 90/90 21", rear 150/70 17"  
**Contact:** David Robertson  
**Mobile:** 0429 134 136  
**Email:** quilrobe@bigpond.com



**1958 BMW R50 \$24,000** Replica Victoria Police mobile traffic section solo. Near concours condition with negligible mileage since restoration. Fully rebuilt engine. Original Vic' Police fairing, emergency lights, new wiring harness and switches. Full details on website.

**Contact:** Lawrie Bradly  
**Mobile:** 0400 764 043  
**Email:** lawriebradly@a1.com.au



**R1100GS - \$3,000**  
 Bike was retired at 110,000 km. It is in excellent working order and near new tyres. It will be club plateable in 2024.

**Contact:** Bill Ellul  
**Mobile:** 0409 796 146  
**Email:** bill@ecopower.com.au



**Sena 10c evo communications and camera \$250**  
 With headset and speakers. Shoei modular helmet \$350 Size L  
**Contact:** John Tighe  
**Mobile:** 0411 458 314  
**Email:** johntie131@gmail.com



## Classifieds

### KLIM Artemis Riding Pants \$400 ONO

As new black and dark grey Gore-tex KLIM Artemis riding pants. Waterproof and Windproof. Gorgeous pants, comfortable to ride in. American size 6 (38 or AU 10) Cost over \$800. Hardly worn.



**Contact:** Melinda Hindson

**Mobile:** 0407 367 279

**Email:** melhindson@bigpond.com

### BMW R 100 R 1992 (Black) \$7,500

Very good condition (134k kms), but not original. Club registration (to Feb-24), with RWC. Always garaged. New tyres. Owner retiring. Complete with custom saddle bags, top box, tank bag and 3 custom screens. Custom dash. Led driving lights.

**Contact:** Dietmar Brisker, SE Suburbs

**Mobile:** 0419 567 542

**Email:** dbrisker@bigpond.com



### BMW R100GS 1992 (red) - \$10,000

12 months red plate registration  
RWC provided - 48,000 kms

- 12 months red plate registration
- Roadworthy certificate provided
- 48,000 kms

**Contact:** Peter Near, Bacchus Marsh

**Mobile:** 0417 335 908

**Email:** nearallyse@gmail.com



### BMW K100RS (1992) \$7,900

Transformed into a silver cafe racer style bike. Started during Covid as a home project - progress has been good, and there is not much more to do, but I have run out of time. See the website for much more detail.

**Contact:** Russel Barnes

**Mobile:** 0409 090 448

**Email:** russelbarnes@gmail.com



### BMW R100R 1983 (Classic Series 500) \$10,000

A very well presented two tone blue and silver Classic Series 500 model (Bike # 374) - only a small number came to Australia. 131k kms, registered (to Dec-23) on Club Plates, RWC. Comes with BMW panniers. Bike has been completely repainted and screen replaced. A tank top bag and weatherproof cover included.

Lots more information on the website.

**Contact:** John Jarvis

**Email:** johnandraelene@gmail.com



### BMW R SERIES REPAIR MANUAL

- Offers Genuine factory workshop manual ... best offer.

**Contact:** Charlie Maguire

**Mobile:** 0458 377 487

**Email:** charles.maguire1@icloud.com



### WUNDERLICH TOURING SCREEN (BMW F800R 2017) - \$150

A clear winter/touring screen by Wunderlich from a BMW F800R (2017). It is in as new condition and was a perfect fit when on the bike.

**Contact:** John Hammond

**Email:** jfhammond@gmail.com



### BMW R100RS 1983 (blue) - \$14,000

Very good condition.

- Club registration
- 113,000 kms
- Staintune exhaust
- Original panniers
- Tool kit and owners handbook

**Contact:** Dennis Garsed, Bendigo

**Mobile:** 0417 857 367

**Email:** dennisgarsed@gmail.com.au



### BMW R Series GS (black) - \$6,500

- 1994 R100 reconfigured to GS format
- Genuine 54,000 kms
- Bike is in roadworthy condition
- 1994 R100 cradle and rear drive
- 1984 R 65 engine

Perfect second bike for cruising on sealed and dirt roads.

**Contact:** Brendan Gidley, Ringwood

**Mobile:** 0408 554 542

**Email:** eurkea54@gmail.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 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



**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



**Parts for BMW R1200GSA (c.2010)**

\$80 Spot Light - 1 spot light, good condition.

\$100 Custom Rear Frame - 1 x custom made rear luggage plate. New. Powder coated with stainless mounting bolts.

\$250 Rear Wheel Hugger - 1 x Ilmberger carbon rear wheel hugger for R1200GSA 2010 ESA version. Great condition.

All parts may suit other years.

See website for more pictures.

**Contact:** Mark Pitham

**Mobile:** 0466 794 318



**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:** Les Papp

**Mobile:** 0451 146 665

**Email:** laszlo1234@hotmail.com



**BMW System 5 Flip Face Helmet - Free**

This size 56/57 system 5 flip face helmet is free (for spare parts like padding & visor).

**Contact:** John Owe-Young

**Mobile:** 0408 996 744

**Email:** joweyoung1@gmail.com

**Location:** North Fitzroy pick up





**BMW  
MOTORRAD**



# THE NEW R 1300 GS

## SET THE PACE

Face every incline and turn with ease. Nothing can stop you, especially off-road with the new R 1300 GS. With a powerful drive system, set new standards and live out the **#SpiritOfGS**.

The ultimate adventure bike, the R 1300 GS is the perfect combination of power, comfort, and agility, making it the ideal bike for any terrain. Long journeys, short trips, alone or with friends, no matter what you are doing, get ready for the adventure of a lifetime.

Learn more → [bmw-motorrad.com.au/r1300gs](https://bmw-motorrad.com.au/r1300gs)

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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