

May 2024

BeeEm

Magazine of the BMW Motorcycle Club of Victoria

 **BMW
MOTORRAD**

 **BMW
MOTORRAD**

BMW Motorrad
100th Anniversary

1923
2023 

BMW Motorcycle Club
Victoria Australia



Print Post #100001111



ALL Motorcycles Accessories



Professional BMW Workshop



Klim SCHUBERTH TOURATECH



5 Heatherdale Road, Ringwood, 3134

Phone: 03 9870 3807

info@ringwoodmotorcycles.com.au

www.bmmotorcycles.com.au

USED
MOTORCYCLE
PARTS
ONLINE Specialising in BMW parts



USED MOTORCYCLE PARTS ONLINE
Specialising in used BMW motor parts

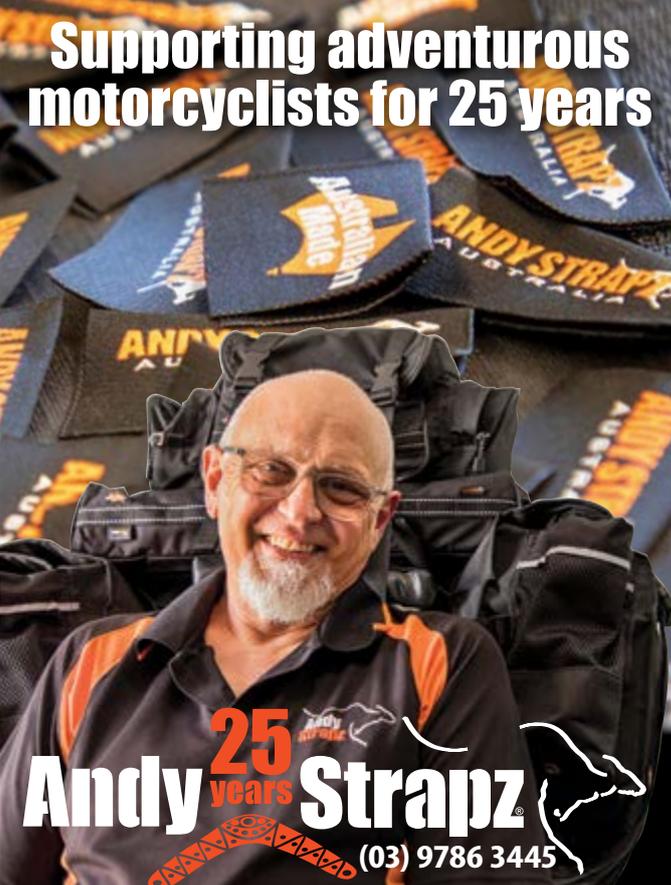
Visit us at usedmotorcyclepartsonline.com.au or our **eBay store** for 500+ listed parts.
35 BMW bikes in stock for dismantling.
Parts available are updated frequently.
BMW bikes wanted for dismantling.

Contact Frank Nieuwenhuis
M: 0437 369 642
E: franknieuwenhuis@activ8.net.au

We are located in North East Victoria

www.usedmotorcyclepartsonline.com.au

Supporting adventurous motorcyclists for 25 years



Andy 25 years Strapz
 (03) 9786 3445



BMW Motorcycle Club
Victoria Australia



BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

CLUB MISSION STATEMENT

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

POSTSCRIPT

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

Committee meeting: Contact President.

Midweek rides: Second Wednesday.

Service days: Location and dates to be advised.

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

DEADLINE

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

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

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

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

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

BMWCCVIC INC
PO BOX 364
MOONEE PONDS
VIC 3039



facebook.com/BMWCCVIC

bmwmotorcycleclubofvictoria.wildapricot.org

IRN. A00 005 62B

Full, family and associate memberships available.

ISSN 2207-9416 (ONLINE)



CONTENT & ADVERTISERS INDEX

BM Motorcycles Ringwood.....	2
Andy Strapz.....	2
Used Motorcycle Parts online.....	2
Committee	4
Support team.....	4
The Good Wool Store	5
K R Motor Cycle Service.....	5
President's Message	5
Editor's Report	6
BMW Motorcycle Club of Victoria preferred suppliers	7
Our Members.....	10
Feature	12
Shannons.....	17
Rides, Rallies & Events	18
Calendar	32
Classifieds	34
Doncaster BMW Motorrad	36

Our cover: Midweek ride "Girlestown", Wallan

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

vic roads'
reporting numbers

Road conditions reporting and
Traffic signal difficulties or faults
13 11 70

RIDER SAFETY & TRAINING SUBSIDY

Improve your riding skills by undertaking
an accredited rider training course and take
advantage of the club's \$50 subsidy scheme.

Talk to a committee member for details & conditions



“ President's Message

With a rare Saturday morning off from my regular domestic and club duties, I decided to attend the Coffee morning at Albert Park, just 16km from home, but it still took me 50 minutes to get there. The traffic, the roadworks, I didn't make more than 1km before I hit the first one. A small but enthusiastic group enjoyed a coffee or two briefly interrupted by the echo of the F1 racing off the neighbouring buildings. Perhaps I shouldn't have chosen the F1 practice day to head out into the madness of Melbourne traffic.

The last of our 100th anniversary events, the Summit to Sea Ride, was finally held over the Labour Day weekend. There were 15 riders and 2 back-up vehicles. Very good going in what was blisteringly hot weather for most of us, and I had wondered just how well attended the ride would be, but reports have said it was a pleasant 24 degrees up in the high country.

Our celebration of 100 years of BMW Motorrad has resulted in about 200 members attending a series of seven events, many to multiple events. Our country members were well represented with 80 attending and we also had 25 people from outside the club attending as guests.

Highlights of these events were the weekend at Llanely, organised by Les Watt and the Bendigo group, which included a 50th year anniversary display of the iconic R90S model, on the Sunday. 54 members attended for the weekend, with 8 special guests, and a further 37 attended on the Sunday.

We also had the 100th anniversary display at the German Auto Show held at Calder Park. 73 members and 10 special guests registered for this event, but many more turned up on the day. A special thank you again goes to Les Watt for arranging for the first ever model of a BMW motorcycle, in 1923, the R32, to be on display, along with several other 1930s models. Club members brought along various other models to complete a range of boxer engine models from 1923 right up to one of the latest 2023 models.

The club's overall attendance to these events was very encouraging and it showed the interest that you, the members, have in weekends away and in adventure rides. We, in the committee, have taken note, with an eye for future events.

Ride Safe,
Bob Leggatt

• **Smooth out your ride** •
We've got you covered
**GENUINE AUSTRALIAN
Sheepskin
SEAT COVERS**

Good Wool Store Pty Ltd
Unit 5, 2 Brown St KIAMA 2533
Ph: (02) 4232 4312
www.goodwool.com.au
Ask about the BMW/MCCVic. members' discount

K&R BMW MOTOR CYCLE SERVICE

24 MILLS STREET, CHELTENHAM VIC 3192

**Expert motorcycle repairs and services,
specialising in K Series, R Series
S Series and F Series motorcycles.**

Scheduled services and tuning.

Repairs to engines, gearboxes, final drives, electrical systems, fuel systems, instruments, wheels, brakes, suspension and other cycle parts.

Restorations of classic BMW motorcycles.

Fitting for Dunlop, Michelin, Metzeler and Pirelli tyres.

BMW spare parts sales.

PHIL MARSHALL

p. 03 9583 1528

e. kandr@bigpond.net.au

BMW factory trained mechanic



“ Editor's Message

Another month bites the dust, so May issue here we are. March presented pretty good weather for rides such as the Castella Hotel, Midweek Girlstown ride, Black Dog ride to Tarwin and our last celebratory ride of BMW's 100th anniversary events, the Summit to Sea Ride as well as scheduled rides that held in April.

By the time you get to read this I will have driven up to Qld by car to watch my son play at the Australian Men's Netball Championship representing Victoria and it's the return trip to Melbourne which will be interesting especially the last leg of the journey being done in one day from Sydney to Melbourne only to return to get a night's sleep to start my next journey by motorbike to the National Motorrad Rally at Nurioopta, Barossa Valley in South Australia, so we'll see how I survive that. It's been a long time since I've done a long trip.... fingers and toes were crossed.

Service Day at Staffordshire Reef will also have been and gone with many other rides as well, so don't forget to check the calendar for adventures that lie ahead with the second stage for the more adventurous riders on the GS bikes with the BMW GS Adventure Training with Touratech (Explore - L2).

For now, that's all I have to add, so don't stop enjoying the rides and keep those two wheels turning.

**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

Chris Mannix	F 900R
Christopher Riquier	R 1250 GSA
Daniel Bonafede	M 1000 R
Bernard Beckert	R 1150 R
Neil Ralph	R 1100 RT
Andrew Bucknill	R 1250 GSA
Nathan Ranfit	R 1250 GSA
Gary Starr	R 1150 RT
Lorraine Rayson	Family
Thomas Sturm	R 1200 GS
Sabine Eri	Family
Noel Congram	R 1100 GS

BMW Motorcycle Club of Victoria preferred suppliers

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

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

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

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

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

Maurice Blackburn Lawyers

Melbourne Motorcycle Fairings

Max Torque Cans - Hand Made Exhausts

Torque it Up - Servicing and Repairs

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

BMW's Heritage Classics re-imagined

Courtesy Roadrider, written by Nigel Paterson Bike



They were built to celebrate BMW's 90th, but they're still with us for the 100th... BMW's heritage models are now a significant part of the company's Motorrad offerings.

For 2024 BMW is offering the R 12 nineT – and updated version of the familiar roadster – and the R 12 as a 'Classic Cruiser'.

Here's info from the press release...

“With the new BMW R 12 nineT as a Classic Roadster and the R 12 as a Classic Cruiser, we are seamlessly continuing what began in 2013 with the R nineT. Thanks in particular to the new frame concept, we have achieved an even more classic and purist design. The air/oil-cooled boxer engine with new airbox, which has its roots in the legendary sport boxer of the HP 2 Sport from 2007, ensures confident propulsion. With its four radially arranged valves, it is one of BMW's absolute engine icons.” Josef Miritsch, Head of Air-Cooled Boxer Series BMW Motorrad. The new BMW R 12 nineT and R 12: a classic roadster for dynamic riding on country roads and a classic cruiser for cool, relaxed biking.

With the R nineT, BMW Motorrad presented more than just a classic-style roadster in 2013. From the very beginning it combined classic motorcycle design and modern technology with high craftsmanship and diverse customization options. Shortly afterwards, the R nineT was



enriched with attractive derivatives, giving rise to a whole model family for the BMW Motorrad Heritage world.

That is why, for the new BMW R 12 nineT, the guiding principle during development was “The Spirit of nineT”, with the goal of seamlessly following in the footsteps of the successful R nineT and carrying forward its archetypal look, timelessness, and high customization qualities.

While the new R 12 nineT as a classic roadster aims to make a stylish impression in urban environments as well as provide dynamic riding fun on winding country roads, the new BMW R 12 comes under the motto “The Spirit of Easy” perfectly embodying a classic cruiser for cool and relaxed biking.

Great freedom of choice when it comes to design, model diversity and customizing.

The new BMW R 12 nineT and R 12 are classic roadsters and cruisers that combine the authentic and beefy character of the boxer engine and the design language of traditional motorcycle eras with innovative technology and a modular concept that offers the rider maximum customization options. Reduction to the essentials and attention to detail were key priorities in the development of the design, resulting in a strong emotional appeal. Authentic and beefy boxer engine featuring redesigned airbox and twin-flow rear silencer.



For the past 100 years, the two-cylinder boxer engine and the use of a propeller shaft drive have been synonymous with BMW motorcycles. In line with this legacy, the new BMW R 12 nineT and R 12 models, presented in the “100 Years of BMW Motorrad” anniversary year, further emphasise this distinctive powertrain configuration, following the recent unveiling of the new BMW R 1300 GS. The air/oil-cooled boxer engine with a capacity of 1,170 cc already familiar from numerous BMW Motorrad models, delivers 80 kW (109 hp) at 7,000 rpm in the R 12 nineT

and 70 kW (95 hp) at 6,500 rpm in the R 12. As part of the complete redesign of the chassis, the new R 12 models also feature a new airbox. This is now fully integrated under the seat. The left-mounted “Twin Pipe” exhaust system with two rear silencers with reverse cone design caters to both the desire for a classically designed, sporty roadster and a cruiser.

New, one-piece tubular bridge steel spaceframe with bolted-on rear frame.

The centrepiece of the new BMW R 12 models is the completely newly developed tubular bridge steel spaceframe. This frame differs from the previous R nineT series, which had a front and rear main frame. As a result, the new frame eliminates the need for previous fastenings, reducing weight and giving the new R 12 models a cleaner and more classic appearance. The rear frame, also made of tubular steel, is bolted to the main frame. New classic round instruments as well as USB-C and 12 V socket as standard equipment. Digital display available as optional equipment ex works.



The new R 12 nineT comes equipped with two analogue round instruments for speed and rpms, a USB-C port on the left side, and a 12V socket on the right side for the onboard network. The round instruments continue to support customization by communicating via a LIN-Bus and separating the control and display units. The standard instrumentation for the new R 12 is limited to the speedometer, but the rev counter can be retrofitted with genuine BMW Motorcycle accessories.

The new R 12 nineT and R 12 are available as a roadster and cruiser, each offering a classic design and optimal ergonomics. On the R 12 nineT the aluminium tank with brushed and clear-coated side panels, the seat, and the tail-hump create a rising, dynamic line. The improved ergonomics compared to its predecessor are mainly due to the 30 mm shorter and narrower fuel tank in the rear area. The rider is closer to the handlebars, benefits from improved knee contact, and has a more front-oriented seating position on the motorcycle overall. On the new BMW R 12, the steel tank, reminiscent of the so-called “Toaster Tanks” of the 1970s BMW /5 models, emphasises the typical design language of a cruiser in a classic teardrop shape and forms a descending line in combination with the standard solo seat and the curved, low-mounted

rear wheel cover. The large 19-inch front wheel and the small 16-inch rear wheel complement this harmoniously. The classic cruiser design is also reflected in the relaxed seating position with low seat height and wide handlebars. Three attractive paintwork options for making stylish appearances as Classic Roadster and Classic Cruiser. Each bike, the BMW R 12 nineT and R 12, comes in three attractive colour options.

R 12 nineT: Base paint finish Blackstorm metallic. Surcharge colour San Remo Green metallic. Option 719 “Aluminium” in brushed aluminium / Night Black solid paint. R 12: Base paint finish Blackstorm metallic. Surcharge colour Aventurine Red metallic. Option 719 “Thorium” in Avus Silver metallic.

Highlights of the new BMW R 12 nineT and R 12:

- Classic, purist design as a roadster and cruiser.
- Beefy air/oil-cooled 2-cylinder boxer engine.
- Workmanship with great attention to detail.
- Designed for customizing.
- R 12 nineT with 80 kW (109 hp) at 7,000 rpm and 115 Nm at 6,500 rpm.
- R 12 with 70 kW (95 hp) at 6,500 rpm and 110 Nm at 6,000 rpm.
- Left-side exhaust system with double silencer and conical end pieces.
- New airbox, now integrated under the seat.
- One-piece tubular spaceframe with bolted-on rear frame.
- Upside-down telescopic forks at the front and Paralever swinging arm with rear spring strut now arranged at an angle with revised travel-dependent damping. The USD telescopic fork is fully adjustable on the R 12 nineT.
- Radially mounted 4-piston monobloc brake callipers, steel flex brake lines & floating 310 mm brake discs.
- Powerful braking system in conjunction with BMW Motorrad ABS Pro for safe braking even when cornering.
- Tailored customization options available through the genuine BMW Motorrad accessories, known for their premium quality.
- Standard riding modes “Rain”, “Road” & “Dynamic” in the R 12 nineT & “Roll” and “Rock” in the R 12.
- DTC (Dynamic Traction Control) and engine drag torque control as standard.
- New classic round instruments as well as USB-C and 12 V socket. Digital display available as optional equipment ex works.
- Powerful LED light units as standard and adaptive Headlight Pro as optional equipment ex works.
- Keyless Ride is standard.
- Three attractive paintwork options for making stylish appearances as Classic Roadster and Classic Cruiser.
- Tailored range of ex works customization optional equipment available through the genuine BMW Motorrad accessories, known for their premium quality.

BMW from Bayside to the Peninsula

By John Butler

I have been a Club member for many years and recently shifted to the Mornington Peninsula. The BeeEm magazine is a great way to stay up to date when I can't make it to club meetings, rides or a coffee on Saturdays due to other commitments.

It's a two hour ride just to get to South Melbourne on a Saturday and so I began to notice what is missing on this side of Melbourne. There are very few rides down on the Peninsula; most rides cover the Northern outer areas of Melbourne or Gippsland.

However there have been some interesting developments taking place in BMW dealerships. Brighton BMW have opened a dedicated BMW Motorcycle Sales upstairs next to M Car displays and have established a new motorcycle servicing centre in Mentone.

Brighton BMW have started weekend rides, a Facebook group and hosting special events. In late December 2023 Charley Boorman was the Guest of Honour to celebrate 100 Years of BMW. This was staged in what was the main outdoor car display centre. Except that all the cars were removed and replaced by motorcycles, food trucks, bars and a large screen to show wonderful extracts from Charlie's life, the Long Way Round. Charlie gave a very entertaining talk about his life and current GS tours in Tasmania.

There was a great display of bikes to celebrate BMW's 100 years. A hundred odd bike riders turned up for this special celebration. I have to congratulate all the staff for their time, effort and the wonderful free food and drinks. It was a great night out with fellow BMW bike enthusiasts.

I recently drove a BMW M2 Coupe into Mornington BMW for a service and could not help but notice the chief

sales manager was a very keen motorcyclist with his latest RR 1000 parked in the foyer. I then found there were more motorcyclists who worked in the service department.

Alex Pressman the sales manager then told me they had purchased the Ducati dealership next door to the main BMW car display centre. This was a real surprise. I will keep an eye on this development.

So now I have found there is a range of activities from Bayside to Mornington. There are local rides from Brighton, special events like launches and test rides of the latest R 1300 GS. More importantly, motorcyclists can feel welcome with a dedicated sales area and staff keen to help.

The great thing about the Mornington Peninsula is that there are some great rides, cafes and wineries along the way, in Red Hill, Main Ridge, Sorrento, to Point Nepean. The views are also stunning from Arthurs Seat, Flinders or Cape Schank. Or just cruising down Main Street to the Mornington Pier on my R nineT for a coffee whenever I like.



BMW Motorrad 100 year Celebration



Brighton BMW celebration of 100 years



Charley being interviewed about his life as actor and motorcyclist



Charley Boorman talking about his life and latest tours



R 18



Mornington Pier at sunrise

55th ALPINE RALLY

7,8,9,10 June 2024

Yarrangobilly camping ground

- 70km from Tumut, last fuel Talbingo or from Cooma 120km of great riding last fuel adamindaby
- All motorcyclists are invited to be a part of this great 'back to basics' rally at Cotterill's Cottage, on the banks of the Yarrangobilly River, next to the Snowy Mountains Highway.
- Presentation will be 9am Sunday.
- Sunday ride to Yarrangobilly Caves for a swim in the thermal pool.
- Don't forget to bring/share some old Alpine Rally memorabilia with us.
- Also, to try and encourage our younger generation to attend and experience the Alpine Rally: ANY attending rider who brings a rider 25 years of age or under, will have FREE ENTRY for BOTH OF YOU
- So we are aware of numbers please message the facebook page or txt me, this rally will only be voluntary PREPAID. For those interested, any discussions and announcements to be made will be posted to the main Alpine Motorcycle facebook page, as normal.

RALLY COST: \$35 but if you want to prepay

Direct Deposit for Prepaid –

Alpine Motorcycle Rally

BSB 732829

A/c 625436 (your name as reference)

Please send any mail to:

Alpine Motorcycle Rally C/- PO Box 97

PORTLAND NSW 2847

For more details, please phone or txt/message:

Paul Corradini on 0493 075564 or

email alpinerrally@gmail.com

Facebook: [www.facebook.com/](http://www.facebook.com/AlpineMotorcycleRally)

AlpineMotorcycleRally

No responsibility will be accepted by the organisers or land owners for any loss, or damage to persons or equipment.

COLOMBIA TRAVEL REPORT

July - Sep 2023



By Bernard Schacher-Tayla

Independence Day in Colombia, 20th July

Good morning guys, here in Colombia it is still Thursday evening and I'm in a town called Armenia. The country is celebrating its Independence day and incidentally this morning I was finally able to hit the road! The main delay had been caused by me wanting Continental TKC70 tyres and specifically the back one being a TKC70 Rocks (80/20 knobby). This is to allow me to ride on gravel roads or bad quality roads with peace of mind. Amazingly the importer gifted me a night-reflective all over silver softshell jacket branded "Continental" - yeah baby! Back to my start of the day. I rode through the valley in which Cali is situated and encountered all sorts of vehicles and activities on the two-lane freeway: Vespa "Pickup trucks", 3-up on a bike with the middle being a 2yr old girl squeezed in between, some gaggles of high end BMW GS's which were lit up like a Xmas party, and two guys on a trail bike coming down the emergency lane the wrong way.

Now here is where it gets interesting; the turn-off to the highway 40 had a road sign saying the road was closed. So what does everybody do? They turn into Highway 40 anyway! I therefore joined them and rode through some lovely hilly country, sugar cane fields, clusters of two-storey building tall bamboo, until we all came to the real road closure (as a bridge had fallen down)! I asked the

local police officer how to get to Armenia instead and he suggested I ride down this dirt track, through someone's private property and then cross the river there. So I did! Well, it turned out that motorcycles had to be placed on a make-shift railcar, which then one of the locals would push across the bridge. When it was my turn I went on to what looked like a pallet which someone had screwed ball bearings on and which was barely long enough for my bike to fit on. I then straddled my bike while I got pushed across the tracks until I made it to the other side of the river. There I paid the local something like \$2.30.

24th July

Over the last few days I've enjoyed visiting the Valle de Cocora where the Wax Palm trees grow above 2,500m, talking to locals about the almost disappearance of them (they are now a protected species & the Colombian national tree) and riding through the middle of the 3 Cordilleras. The Wax Palm trees were originally cut down to make candles and to use their leaves for the procession on Palm Sunday. It is impressive seeing them towering over the jungle or stand out as a single tree in the meadows. On the same day, as I walked through the forest I also saw my first Colibri hovering above me picking on some branches... and lots of vultures circling above.



From there I've been riding up & down the hills, from towns at 1,100m to big cities at 2,200m altitude with the aim to meet up with friends of friends here in Salamina (coffee growing part of Colombia). The highway connecting those cities traverses many small and large hills as well as tall mountains. This means meandering roads, tight hairpin turns or long sweeping corners but never a straight part of the road longer than 800m. What I enjoy tremendously is going up one side of the valley to look down where I've just come from as well as seeing what lies ahead. Yesterday for example I must have taken at least 2,000 turns in the span of 2hrs riding! What blissful riding this is!



As you well know the ride on a bike is never boring and as my eyes gaze across the luscious countryside my focus returns abruptly back to the pavement when I see a dog lie sleeping in the middle of the road, or that the paved road narrows to a single lane because of a landslide! In addition I am being well looked after as the drivers are very courteous & relaxed, which means I can slowly relax into the latin way of driving.

Another eye-opening detail I've encountered since coming to Colombia (and which I believe is common in many parts of the world) are ramshackle constructions along the roadside offering wood carvings, tyre repairs or barbecued food. They may have been constructed out of bamboo, wood and covered by corrugated iron, and they provide

a meager income to those living along the main traffic arteries. Curiously one can find a fully fledged restaurant situated at the bottom of the valley where the bridge crosses the river and the road starts climbing again.

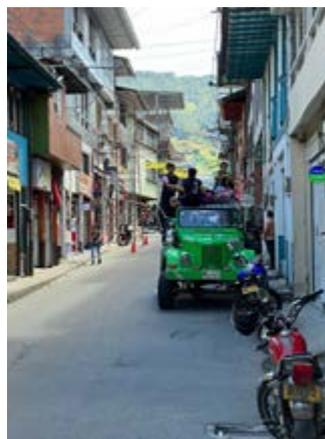
Sometimes I see workers amidst tall sugarcane fields toiling away in the heat, or a family with a baby in a stroller marching alongside the pavement to god knows where. But the beauty of Colombia is its even temperature and the rich fauna; one of my favourite moments is when I ride underneath double-storey high bamboo-rods bending across the road like a tunnel. This fist-thick bamboo was traditionally used to build the houses, where it made up the walls and then mud bricks filled the space in between. Nowadays modern houses are made of concrete or hand-laid with bricks and the bamboo now serves as scaffolding. When I come near larger cities I encounter a bit of an eyesore that is the 'concrete jungle' on the outskirts of the cities blanketing the hills. So I often look for the tallest church steeple to help me locate the old town centre. There I can orient myself to go looking for a hotel or to meet up with people. This is also where the local brass band practices, lovers meet, families go for a stroll or old men sit under the tree gasbagging. I much prefer the old colonial style houses surrounding the "old plaza" and I enjoy the colourful windows and door frames giving this style its beauty.

Now I hope the photos will give you a bit of idea of the countryside and life in Colombia and I say "Hasta la manana".



8th August

Two weeks ago I left good friends to ride over the mountains eastwards. It was to be the start of lots of "off-road riding"; by which I mean gravel roads that have streams crossing it, or paved roads where the pavement remains on the edge and one has to choose (depending on traffic or potholes) whether to hit



the gravel or risk brushing the vegetation on the side. It is a slow going, meditative and at the same time completely focused experience, as I never know what's around the next corner. I am overusing the words "breathtakingly beautiful" but just imagine every hour or so the scenery completely changes and I have to stop! How can I not use those words?!



Driving from Salamina over San Felix to Manurales and down to Manzaneres showed 90km on the map - and it took me 6hrs! Therefore in Manzaneres I decided to stay for a few days to give my sore shoulder and a yelping Meniscus some rest! Incidentally I met a coffee worker and his wife who invited me to stay with them and experience their life for a day & a night: we went to a local waterfall, we walked the hills above their simple home, we enjoyed the simple cuisine, we visited his beekeeping brother who showed me a very small breed of "Angel bees" (which are barely bigger than 6 - 7mm), we spent the evening around a wood fire and shared our life stories.

Checking my luggage setup I realized that on the downhill gravel sections I'd be squeezing the tank whilst at the same time sticking my bum out backwards to keep the backpack in place. So for the next stretch I chose Freeway as well as tying down my duffelbag and backpack tighter. That day was a Sunday so I did not improve on my average travel speed.

I encountered "Sunday drivers", heavily loaded trucks who were rolling downhill in low gear and amongst all the other types bicyclists riding in hordes. From the 2,000m high village I'd left, the Freeway passed atop mountain ridges, through very industrial towns, down into wide valleys where it was boiling hot, backup into the mountains (my preferred geology!) and into Norcasia.



I stayed there for two nights and met an environmental biologist who in his office (which was at ground level facing the street) had a Royal Enfield Himalaya set up for touring. We spoke about the bikes, my plans to go south into Ecuador and Peru, and tyres! He had a set of Michelin Anakee Adventures ready to go and was also planning

to drive to Peru with his girlfriend. I showed him my Continental TKC70's (TKC70 Rocks at the back - the one without continuous thread in the middle) and I must say my tyres give me the confidence to tackle anything I come across!

Next day I spent another long day in the saddle; it took me 10hrs for 350km and I got closer to the mountain range near the capital Bogotá. I ended up in a picturesque colonial-style town, Villa de Leyva, whose roads are paved with cobblestones. There I was to meet Luis Pinzon on a BMW 390GS, who also plans to travel across South America.

How did that happen?

Well, after that 10 hr ride I drove into town looking for the main Plaza and was guided by big fat bollards to the side. I stopped at a corner to open Google Maps looking for a hotel and I see this other biker appear on my left. As he was decked out with side-panniers, top case, tankbag and Insta360 stick I stopped him and asked him where he was headed. Luis Pinzon had just arrived in town and was also looking for accommodation. I looked around and asked a guy standing next to me whether he knew of a hotel with safe parking?

It turns out he was the father-in-law of a young couple outside whose hostel we had just stopped. So he opened the gate and we drove in, met the young couple (with their 15-day old baby!) and decided to stay for a few days.



The next few days I spent with Luis talking about everything: travelling, work, love, family & bikes. We drove to nearby towns but really just took it easy, washed the clothes, meandered through this very touristy town and had a ball!



One early morning I came across a group in the park practising Tai Chi and asked, if I could join them the next morning - of course they said yes! So I was there bright and early (at 6:30am) the next day and we started warming up. The instructor told us to watch the sun and when it finally rose we stopped for 15sec and soaked the rays into our bodies! After practising his Northern style mixed with some Qigong exercises he ended the session with a beautiful meditation: guiding us into visualising the 4 elements (Water, Earth, Air, Fire) being joined with the internal ones (Liquids, Bones, Breath, Energy) through our hearts.



This exercise shook me quite a bit and I've taken it on the road with me. I feel like something has opened up and I can take in the scenery, the people and the experiences more deeply!



Now if there's anyone in the world that wants to take the crown away from Colombia as the "twistiest country", then they will have to prove it to me! Except for the few miles down in the valleys where the major freeways are connecting the country's main cities, it is all about twisties! I absolutely love it and spend lucky moments of thundering

around sweeping bends at 70-80km/h before having to shift back down to 2nd or 3rd gear through tree-covered valleys.

In the last few days I have also been pondering why I love travelling so much and I think it allows me to reflect and move on; I reflect about my childhood in a catholic country when the church bells ring at 5:30am, I reflect about my abundance when I pass a family of 4 without helmets on a 125cc scooter (with the newborn wrapped in blankets and squeezed inbetween Mum and Dad), I reflect about my extended family who travelled the world when I meet Bogotianians visiting their parents on their weekend



and I reflect on nature and its similarities to and diversities from other countries. Travelling on a bike is a bit like a dance; staying balanced, moving through the countryside, being moved by it, enjoying the rhythm of the turns and opening my heart to it all!

My next goal was to head eastwards to the Sierra Nevada (snow covered mountain) El Cocuy with their highest peak at 5,270m. This meant riding over 3 valleys and 3 mountain ranges to get to this area! Exhausted, I ended up in a very cheap hotel during a public holiday, where the country is celebrating the win during the battle of Boyaca in 1819 (where they gained another step of independence from Spain). During that weekend there were lots of locals, drunks and sadly some not so happy lovemaking next door.

Yesterday early morning I rode over another mountain range to get closer to the Sierra Nevada El Cocuy but they were covered in Clouds (and it drizzled all day). Because of what I'd witnessed on the weekend my mood was quite low and I didn't have the energy to brave the elements! Therefore I turned back over the mountain range, practising my mud/gravel riding - standing & sitting on twisties, uphill & downhill, through rain & sun. I ended up in a cute little town "La Uvita" and am resting....

20th August

How did I get from my last spot when I wrote a journal, to where I am now? When I was ready to leave "La Uvita" a few weeks ago, I decided to take the back roads to Chita. I climbed up to where I had visited the mother of the hotel owner, then drove on higher. At some point the GPS pointed to the left - so I took what looked like a goat's path! Reaching the top I was presented with a marvellous view, but had to put on my warmer gloves. What followed next turned out to be the steepest road I've ever encountered, one where even in first gear I constantly needed my back brakes. But gratefully the road surface turned from gravel into concrete.... Pfew, what a relief! Later I found out that trucks would come up that way to load coal from a one-person coalmine. Therefore the county had turned the steepest hair needle turn into a concrete road. Suddenly I came around the bend and looked down into a cute little town with a familiar lookout on the other side of the valley and realized I'd done a 360 degree loop in the mountains! So I stopped at the same hotel in "La Uvita", had another coffee with the owners, a nature's break and left the other way.

Leaving "La Uvita" for the second time meant criss-crossing the country again, along the riverbed to Socomosa and then up to Lake Tota. It is the second-biggest sweet water lake in the Andes after Lake Titicaca, situated at 3,000m altitude and a sacred meeting ground for the ancient Muisca people (whose peak civilisation dates back to before the times of the Incas). Here I would be welcomed by a lovely hotel manager who left me at the

hotel on my own for the night. I admit I didn't sleep well that night for an old fashioned reason: all I could hear were the dogs barking somewhere in the countryside, then the rooster announcing daylight, and the donkey!

Did you notice something in the photo? Yes I was able to park my motorcycle in the Hotel & luckily the owner came past the next day, had a chat to me about the area, and helped me push the bike out of the hotel lounge!



The next day I rode another 8 hrs (to cover a massive 350km) to Zibaguire, where I stayed in a typical Colonial style hotel with a very modern interior. That hotel will stay in my mind for a very interesting conversation I had with the gardener. He explained to me how he'd designed the garden using design principles like perspectives, dimensions, colour theory and had made use of the abundant perennials in Colombia. An example of colour theory is if he would choose a warm reddish/orange colour for the plants, then people would feel warm & happy. If he'd choose quiet and darkish colours, then people would put on something to keep warm. Now this hotel was indeed an upmarket hotel that could afford such a gardener and cost me just short of \$100 a night. What a bargain for an Aussie! In most towns the price of accommodation ranges between \$10-30 a night (the cheapest was \$8, where I had only cold water and the WiFi wasn't working).

Next I drove past Bogotá up the mountains on a 4 lane "racetrack kinda" Freeway into Armenia, where I'd spent my very first night on my motorcycle trip. This Freeway was a pure joy in terms of long sweeping turns, space I had on the 2 lanes and speed I could ride at.... You can imagine the blast I had not having to worry about any road rules nor regulations! Then from Armenia I rode back to the Honda dealer in Cali to sort out the ABS, have a USB charger installed and my ownership paperwork sorted.



But before I got to Cali I enjoyed a second time the handmade river crossing system that I encountered originally And hopefully the video is more insightful!

In the last large town Pasto (in the very south of Colombia, on the Panamerican Hwy close to the Ecuadorian border) I am writing this journal before I tackle the border



crossing into Ecuador. Pasto is a sprawling town of concrete highrise buildings, slums that are hugging the mountain side and an old colonial centre with its many churches and plazas (where someone painted the walls of this house with bookshelves!)

I arrived in Pasto the day before under pouring rain with all my wet gear and a long hard day of riding with Fernando (whom I had met after another steep descent). We had been thundering through the valleys and mountains, him on a Suzuki VStrom 650 and me on my beautiful Honda CB500X. I followed him closely on some of the stretches of the Panamerican Hwy as he mentioned that it was not safe for strangers; in one town the vibe was that of a marketplace spilling on to the main street, with vendor stalls, tyre repair shops and food stalls all lining the road. But imagine two big burly guys riding on big motorcycles (in a country where the average motorbike has a 100-150cc engine) through the town - we stuck out like sore thumbs!

Riding with Fernando was also the first time on my impeccable & trusty Honda that I hit my limits; speeding up and down the long sweeping turns of the highway or on the long straights in the bottom of the valleys I was able to slowly overcome my fears of losing control by following his line and taking advantage of him signalling me when it was safe to overtake trucks (in some instances without me seeing what was coming from the other side).

In the valleys we were riding at a speed of 110-120km/h which provided a scant refreshing breeze and in the downhill section (where I pulled in the clutch in with my left hand) it provided me with much needed relief for my right (throttle) hand. As I mentioned in previous journey entries the traffic in Colombia doesn't follow any laws, so my law-abiding brain froze a couple of time when we drove at 120kph past a speed limit sign showing "50kph".

Earlier that morning I had left Popayan for Pasto from a lovely hotel with the biggest Staghorn plant I'd ever seen; it is over 20 years old and taller than me! The receptionist reckoned this was due to the warm & tropical climate in southern Colombia.

Riding out of town I started composing this journal entry in my mind. I was swapping between many topics and couldn't decide on which one: the incredibly varied flora, the multitude of cultures (12 mother tongues with 64 derived dialects), the kaleidoscope of geological formations, the driving style in Colombia, the dress style, the choice of transportation people use, the different races & body shapes, the warmth and open-heartedness of the Colombian people or my journey of letting go of fears... (Having wished my 93 year old father happy birthday that morning I was probably contemplating life's turns a bit more).

So now I look forward to hearing from you which aspect of the south-american life you'd like me to expand on. And in the next episode you'll hear how my border crossing into Ecuador went and what initial differences between the two countries I have noticed.

Thanks for reading!



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



Coffee get-togethers Victoria

Melbourne:

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

Western Victoria:

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

Gippsland:

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

Central Victoria:

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

South Gippsland/Bass Coast:

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

Emerald Gathering:

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

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

bmwmotorcycleclubofvictoria.wildapricot.org

Featured rides



19

CRL to Castella's Cardinia Hotel Pakenham



21

Sea 2 Summit ride



23

Midweek ride "Girlstown"



26

Black Dog ride to Tarwin Lower



29

Emerald coffee run



Departing Castella's Hotel with Terry Malady and Tom Coghlan

CRL to Castella's Cardinia Hotel Pakenham

BY IAN MCKENNA

4 MARCH 2024

Starting at Peppers Paddock General Store on a mild sunny morning we had seven riders on six bikes with Ian McKenna leading and Tom Coghlan as tail rider. We headed west to Hurstbridge Road and on to Eltham, Research and Warrandyte. Crossing the Yarra River we then took Jumping Creek Road to Wonga Park, Chirnside Park and Lilydale.

Entering Swansea Road from Hull Road the traffic lights totally ignored us. So taking a wrong turn and a u-turn on Swansea Road we made it to Montrose and the Mount Dandenong Tourist Road which we followed to Ferntree Gully, there was hardly any traffic so a good ride through the mountains. We rested on Brenock Park Drive in Ferntree Gully beside the Wally Tew Reserve which had signs keeping people out of the park.

Attempting to start off we had two bikes fall over when I stopped to let a car go past. We spent a bit longer sorting ourselves out with no injuries and very little damage. We followed Lysterfield Road to Wellington Road and Narre Warren East. Taking Berwick Road and Boundary Road to Upper Beaconsfield we then rode to the Princes Highway which we followed for a few kilometres to Pakenham.

We stopped at Castella's Cardinia Hotel on Toomuc Valley Road and found they weren't doing lunch on Mondays. They directed us two kilometres further on to their Castella's Pakenham Hotel which gave us a good feed.

Returning to Montrose via Pakenham Upper, Paternoster Road, Emerald, Monbulk, and Olinda, we enjoyed a good final coffee at the Hummingbird Cafe in Montrose to finish a great day of riding.



Regrouping after long wait at traffic lights

Participants:

Tom Coghlan	F 650 GS Dakar
Geoff Dick	R 850 R
Alan Denton	K 1200 GT
Jeanette & John de Leijer	F 800 GT
Terry Malady	S 1000 RR
Ian McKenna	K 100

Rides, Rallies & Events



Terry Malady and his S 1000 RR



Tom Coghlan and his F 650 GS Dakar



Departing from Castella's Hotel with Jeanette de Leijer and her F 800 GT



Geoff Dick and Terry Malady



Final Coffee at Hummingbird Cafe in Montrose with the remaining ride group



Tom Coghlan, Terry Malady, Ian McKenna and John de Leijer



Terry Malady



Tom Coghlan and his dessert



Jeanette & John de Leijer, Tom Coghlan and Terry Malady

Sea 2 Summit ride

Centenary celebration of 100 Years of BMW motorcycle production

BY BERNARD SCHACHER-TAYLA

8- 11 MARCH 2024

Hello fellow motorcycle riders!

What was supposed to be the last centenary ride in early December 2023 was moved, due to floods, to the Labour day weekend of 9-11 March 2024 ... and went out with a splash!

On Friday afternoon some 13 hardy riders & two 4WD vehicles met at the Bruthen campground next to the Tambo river getting ready for a twisty, dusty and surprisingly mild weekend! As we met around the tents, we compared our "steeds", talked "tech stuff" and all things life & leisure before walking over to the local pub for dinner. This routine turned out to become the weekend's tradition and some were known to have enjoyed 3 burgers in a row or in other cases 3 Parma's in a row (as in, one each night).

On Saturday 9th March our light sleep, made possible by the noisy C620 country road leading to Nowa Nowa, was rudely ended with the concert of magpies getting ready for the day. We packed up our (still wet) gear, had breakfast and got ready for the riders' briefing at 8:30 am. John Semple, the ride organizer, told us about the riding conditions over the Barry Way into Jindabyne, past Thredbo and into Khancoban where 60% of the road for the day would be gravel. Paul Koedjik arrived just on time to take on the lead, and we headed off to Buchan, where some fueled up their motorbikes, whilst others had a second breakfast. Paul took us past grazing cattle, through rolling hills and rich green vegetation to the turn-off point for the single track leading to McKillops Road; an option for any skilled rider wanting a bit more adventure. So Jarrod took on this 60km detour with his well-worn Michelin Karoo 3 tyres (about 3mm left at beginning of the weekend, a fact which will become important later on) and joined us later in the day, telling us all about the adventure and fun he had had!



Up and down through narrow valleys and high open plains we travelled; enjoying the beautiful alpine scenery and gravel roads, until the writer came around a hairpin-turn too wide, staring at possibly ending in the ditch and pulling up the bike too sharp. This resulted in dropping the motorbike on its side and kissing the dirt. He barely managed to get off the bike when luckily a young German couple travelling in a van arrived on scene to help him pick it up. More luck with Paul Koedjik arriving at the location and giving him a hand to turn the bike around in the correct direction! This being the only accident the whole weekend, the group then gathered in Jindabyne for lunch and refuelling, before making their way to Lake Khancoban where tents were set up for drying. On this flat campsite near the dam we probably experienced the hottest night, with temperatures dropping down to 16 degrees.



Why did the Sea 2 Summit ride end in a splash?! Well, because that day Dave Boulter started a tradition of bathing in mountain streams! After leaving Jindabyne my riding buddy and I came down some lovely twisty mountain roads to find him and another rider sitting on camping chairs in the middle of a mountain stream. As this was the longest riding day and we already had had quite a workout we stripped off our riding gear and joined the two in that refreshing mountain water.

That night we met at the local pub for a great night of yarns, food & company.



Sunday 10th March saw us ride a leisurely 170 kilometers of mixed gravel & tarred roads from Khancoban along the Corryong Creek into the high plateau of Lake Omeo, where we stopped in Benambra. This little one-horse town sits in a bowl surrounded by gently rolling hills and the majestic mountains of the Alpine National Park in the background.

Again a few adventurous riders took up Paul's offer to go on an adventure and tackle Mt Sassafras, which by all accounts was considered the "gnarliest" track of the whole weekend! Having the low-down torque of the GS's available, they powered up steep gravelly and rocky hills.



In the meantime another group followed John De Voz on his 4WD up and over the surrounding hills near Benambra to visit the second oldest timber truss bridge on the Mitta Mitta river, called the "Hinnomunjie Bridge". It was erected in 1910 and served as the only gateway for the timber, tin and gold mining industry between Omeo and Benambra.

Then we all met at the Omeo campground to set up our tents, check the bikes over, cool down and sit in the Livingstone Creek for a great relaxing afternoon chat.

On Monday, 11th March we were again greeted by a chorus of birds, this time by Galahs who heralded our last day of riding. The aim was to complete the Sea 2 Summit



ride by driving up to the top of Mt Hotham and look back at a couple of fun filled, relaxing and enjoyable riding days that had started in Bruthen at sea level. Let me add that during the whole weekend we experienced comfortable temperatures of 22-28 degrees, which added to the joy of visiting the alpine high country at its best! So again we packed up, and went to the Omeo bakery and nearby fuel station to get ready for the day.

Most of us agreed to join John Semple up to Mt Hotham, except for Jarrod who by now had ridden the profile of his rear tyre down to the steel belt and needed to gently cajole the tyre back home!

Riding the long windy paved road up past Dinner Plain to Mt Hotham was pure motorcycle bliss and after the obligatory photoshoot we split up into two groups; one who would go home via Bright, Mansfield and the west of the mountains, whilst the other group went down the Dargo High Plains road into SE Gippsland and home via the hot freeway to Melbourne.

Riding down into Gippsland via the Dargo High Plains Road was a feast for the senses; smelling the waft of Eucalyptus, seeing the ocean of trees amidst the waves of mountains, avoiding lizards & snakes sunbathing on the road and seeing brumbies in the distance who didn't care about the rumble of two cylinders!

Finally the companionship, the banter & laughter during our shared meals as well as spending the last of the summer days riding some of the most scenic roads in Australia really underpinned the joy of riding a motorcycle, which goes back 100 years. We smelled the roses (as per John Semple's briefing on Day 1), dipped our feet in the rivers, kissed the gravel, slept under the stars and had a most wonderful time!

Many thanks to both John Semple and John De Voz for carrying our luggage and being tail-end charlies, as well as to Paul Koedjik for leading the ride on various occasions. So go for a ride and soak up the Alpine high country at its best!



Midweek ride "Girlstown"

BY DAVID YEE
13 MARCH 2024

Another 'theme' ride, this time visiting towns with girls' names.

We started on time from the Little River meeting point, then headed off through LARA, MAUDE, ELAINE, MEREDITH and CLAREndon to a pleasant morning tea at Buninyong. Most of the girls' names on the ride were in this section, and rumour has it that the towns were named after brothel owners who did business with miners making the trek from Geelong to Ballarat in the days of gold. We paused at most of the girls' towns to regroup, but did not linger.

I had received several apologies before the ride commenced, as a few people found themselves unable to



attend. The weather (scattered rain in the morning) may also have deterred a few, but still there were 11 riders on nine bikes for the first section, all sporting something pink (or pretty) to mark the occasion. The 'distance rider' award goes to Brendon who came from Moe, waking at 4.30am! He was not showing any pink gear but assured us that he was wearing pink underwear.

Ross and Robyn Wright joined the ride at Meredith. We had agreed to meet at 9.55am and I had to apologise for turning up at 9.58am, still, no offence taken. Our numbers were now 13 riders on 10 bikes, of which five were women, quite a high proportion and justifying the ride name.



Where possible the ride strayed off the main roads and we often detoured down little used farmers' roads just for a bit of sightseeing. On the way to lunch at Bacchus Marsh we passed through Mt HELEN (site of a rural university) and CLAREtown (a bit of a misnomer as the town no longer exists as such).

The Royal Hotel at Bacchus was having a 'parma and pot' special, and everyone agreed the servings were very generous indeed. Well done Axel and Heike for sharing your meal – you must have known something. The Wrights, the Leonhardts and Sheryl departed from here, unfortunately a phone had been misplaced at the Little River servo and had to be retrieved, I'm not naming the offender so as to avoid embarrassing her (them?).

Dan Bolwell (the Penny Farthing man) joined us after lunch, and we proceeded to BoLINDA and Pretty SALLY Hill. Unfortunately low cloud had set in and there was

no viewing possible from the summit. Afternoon tea was taken at Wallan, and after a few more defections the remaining ride group (six riders on five bikes) completed the adventure by visiting BEVeridge and DOREEN.

In summary, the rain was not too heavy and was mostly gone by mid-morning, the weather was brisk but quite bearable, and the ride went according to plan (I must confess to one unplanned U-turn in the back blocks near Yan Yean). The corner marking system worked a treat.





Participants:

Axel & Heike Leonhardt	V-Strom
Bernie Beckert	R 1150 R
Brendon Webb	F 850 GS
Chris Seabrook	K 1600 GT
Dan Bolwell	R 1250 GS
Geoff Dick	R 850 R
Melinda Hindson	F 700 GS
Paul Yee	F 800 GS
Ross & Robyn Wright	R 1200 GS
Sheryl Townsend	F 650 GS
David Yee & Rhonda Hill	K 75 C





Group photo at the Stamford Hotel

Black Dog ride to Tarwin Lower

BY IAN MCKENNA
17 MARCH 2024

Arrival at the Stamford Hotel in Rowville saw Chris Seabrook the organiser of the ride unloading the trailer of his K1600GT with a hoard of Black Dog Ride saleable items. We soon gathered about 60 riders. A photographer from the Herald Sun newspaper took some group photos before we departed.

With Ian McKenna leading, followed by ten designated corner markers we headed east on Wellington Road to Narre Warren East, Berwick Road and Boundary Road to Beaconsfield Upper and Beaconsfield on the Princes Highway. We travelled east to Nar Nar Goon where we lost a couple of riders while crossing the freeway.

Stopping for Morning Coffee in Garfield we found the Cannibal Creek Bakery and Brewster's Cafe open and we spent about 40 minutes before moving on to Longwarry. Edgar Road and Lye & Dixon's Road led us to Drouin South where we took the Main South Road to Topiram and diverted to Poowong where the ride then fell apart.

At Poowong I was stopped by a group of about 50 riders crossing our bow. When I thought they were clear I followed them to Ranceby, by which time we were caught up by maybe another 100 riders on another Black Dog Ride who were riding to Mirboo North. During this chaotic mix up I lost control of my group and when I

Starting at Rowville with the Black Dog Sales Trailer being set up



turned off in Korumburra, hardly any riders came with me.

Regrouping outside Korumburra I gathered only half a dozen riders. We rode past Kongwak and Inverloch to Tarwin Lower and the Riverside Hotel for lunch. Eventually about 16 riders made it to lunch, with most of the rest tucking in to the group at Mirboo North.

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



two riders and their Harley Davidson Chopper





Coffee Stop at Garfield with Chris Seabrook and several riders



Lunch at the Riverside Hotel with eventually about 16 riders



Chris Seabrook presents the Black Dog Ride Awards



Frank the Winner of the First Prize Black Dog Ride Award



Participants:

- | | |
|----------------|-----------|
| Gerhard John | R 1150 GS |
| Ian McKenna | K 75 S |
| Laszlo Papp | R 1200 RS |
| Chris Renwick | K 1600 GT |
| Chris Seabrook | K 1600 GT |
| Peter Skinner | |
| Andrew Weller | |



Brad the winner of the Second Prize Black Dog Ride Award



Emerald coffee run

BY FRANK CACHIA'S R26

23 MARCH 2024

Hello fellow Singles!

It's that time of the month; yep I'm taking Frank to the Emerald Gathering on the first month of autumn. Wheeling me out under an overcast sky is rather depressing but I'm still ready to rock and roll.

Here's Frank putting on his gear and helmet and then, oh no, not again. After much agonising Frank had no choice but to replace his aging mobile phone. I knew he bought a new one because for the next few days I learned a few choice words as he struggled to master it. Give him time, he's getting there, but the big news was he was able to download a 'Speed Check' programme. It's just a programme showing the user what speed he's traveling at. No big deal, in my case it is at a gentleman's pace.

The problem is whichever vehicle he now uses he switches on this infernal programme to compare speedometers. And today he's doing the same thing; he's switched on the programme, placed it in the back pack so he'll know how far and how fast he travelled to Emerald.



You old fart, it's the same as previous runs, Emerald hasn't moved, we're still 33km away and we usually travel at the speed limit - unless we're speeding.

Hang on; did you go before we depart? Are you going to allow time for unscheduled pit stops?

The ten months of road works created by changing the roundabout to traffic lights at the Montrose intersection has created a monumental traffic jam and should be avoided at all costs. So no more Mt Dandenong Tourist Road, but the only option is the delightful Mountain Highway. With clouds gathering we departed, briefly detouring to pick up not one, but two other motorbikes.

It's not often I see two motorbikes lugging sidecars, but that's what followed me along Mountain Highway. Quite a few heads turned to look as I silently passed by, to be



followed by a barking 1937 M21 BSA with factory sidecar and a muted 1977 BMW R100/7 with a Watsonia sidecar.

At the top, passing Olinda, it started to rain. The good news was, it stopped as we entered Monbulk. Frank stopped too, yep, the expected unscheduled pit stop. Honestly mate you should check your plumbing.

Back on the road and it's goodbye to the two lumbering giants and I swiftly negotiated the curves all the way to Emerald, where it briefly drizzled.

At the meeting place, no sunshine but just as colourful: a few bikes.

All talk stopped as those present came over to capture both sidecars with their mobile phones. And when all questions had been answered we adjourned to the cafe to continue bike chatting.

Yes Frank got the blame for the drizzle, why not; it was reasoned that since Frank travels so often in the rain, just like the Karuah River Rally then the clouds are expected to follow him here. Frank didn't hear that; he once again excused himself, what a drip.

At the breakup time, all those present walked over to the bikes and gathered to see the time honoured way of priming the carburettor before taking a BSA piston to top death centre, activating the decompressor and following a swing on the kick start, releasing the lever to bring the M21 single cylinder to life.



Starting the R 100/7 and me was much easier, but that's understandable. We are more refined.

Leaving the car park with a wave and a few oil stained stones where the BSA had been, the convoy once again formed with me leading, heading back for the fast run to Monbulk, Mt Evelyn and a minor detour to avoid the Montrose road works.

You know a number of sidecars have now made an appearance at the Emerald gathering; if they keep this up they'll take over from the GS's.

Wow, well what do you know? Shortly after we arrived, Frank checked the speedometer reading; it clearly showed that my speedometer is out by 3km, not bad for a 68yo bike.



Those brave enough to attend were:

Colin Mc Donald this time on a R nineT
Tom Coghlan on his F 650 GS Dakar
Jerry John on his R 1200 GSA
Michael De Vink on a R 100 LS
Colin Mc Donald this time on a R nineT
Chris O'Callaghan on a F 650 GS Funduro
Andrew Novak on a R 1100 R
Craig Hoath on a R 100/7 and Watsonia sidecar
Dieter Ludwig on a M21 BSA with factory sidecar
And your favourite R26



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 costs is **\$155pp** (inclusive of training, lunch and hall hire).

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

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

Adventure: Cover the basics and ride after training.

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

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

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

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

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

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

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

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

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

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

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

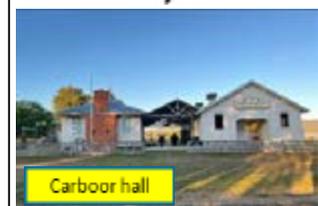
or send text to 04 0109 1277) if you have any questions.



BMW MCC Vic AU
GS Riders



Location: Carboor Town Hall,
opposite Touratech,
1933 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.

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.

JUNE 2024

Every Saturday Morning – Melbourne Coffee – Albert Park

1st June – Saturday – Western Coffee Morning

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

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

Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00 am. Stop in Healesville.

Lunch at Three Sugars Cafe in Warburton at 12.30 pm. Ride leader Ian McKenna ph 0487 868 466.

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

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

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

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

8th June – Saturday – Gippsland Coffee Morning, Heyfield

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

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

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

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

16th June – Sunday – SUNDAY RIDE - TBA (NORTH EAST)

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

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

22nd June – Saturday – Emerald Gathering Coffee Morning

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

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

24th June – Monday – Monthly Club Meeting

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

**Check website for full details.*



Classifieds

WANTED

BMW R1200 GSA 2010 model:

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

Either original BMW or an alternate brand.

Contact: Tim Fuller (Member)

Mobile: 0439 846 385

Email: tnfuller@gmail.com

BMW F900R EXHAUST (Stock)

I am looking for a stock exhaust for a 2020 BMW F900R. I am sure someone has one floating around in the shed that I can relieve them of. I am happy to travel.

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

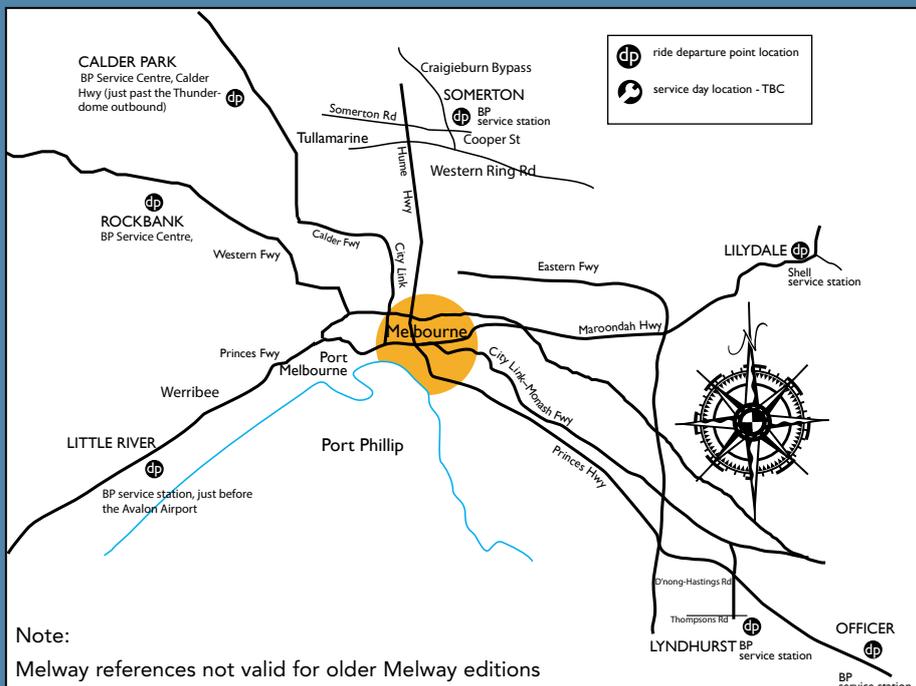
BP Service Centre - Officer Outbound 65 Princes Fwy, (M1) Officer. 2 km South East of Beaconsfield Exit on M1

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.*



Classifieds

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

FOR SALE

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



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 SERIES REPAIR MANUAL

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

Contact: Charlie Maguire

Mobile: 0458 377 487

Email: charles.maguire1@icloud.com



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



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



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 R1200R 2015 (Blue) - \$13,800

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

In excellent condition. No dents and scratches.

Owners manual stamped for all services at Procycles, Sydney to 12/2020, invoices for services at other shops thereafter available.

Contact: Stanley Stork

Mobile: 9818 4320

Email: swkrots@dod.com.au

Location: Hawthorn

**Oxford Motorcycle Cover (Medium) - \$30**

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

Contact: Stanley Stork

Mobile: 9818 4320

Email: swkrots@dod.com.au

Location: Hawthorn

**Motorcycle Cover (Large) - FREE**

(to club members)

This large motorcycle cover fitted over my R 1200 RT. It is still in good condition.

I also have some used riding gear to give away - see separate listing in Riding Gear section on the website.

Contact: John McBratney

Mobile: 0431 525 759

Email: mcbratneyjohn@gmail.com

Location: Lancefield

Job opportunity

Innotesco Pty Ltd is Hiring: Sales Person and Passionate Motorcycle Rider

Are you an experienced and enthusiastic salesperson with a love for motorcycles? Innotesco Pty Ltd is expanding its team and looking for a dedicated individual to join us on a 4-day workweek with no weekends!

Position: Sales Person (highly valued if also a passionate motorcycle rider)

Job Type: Full-time, 4-day workweek (No weekends!)

Location: Cheltenham, VIC

Responsibilities:

- Drive sales of the world's best riding gear.
- Promote and demonstrate the features and benefits of our products.
- Build and maintain strong customer relationships.
- Conduct sales presentations and product demonstrations.

Requirements:

- Proven experience in sales.
- Passionate about promoting high-quality riding gear.
- Excellent communication and interpersonal skills.
- Basic Computer Skills.
- Ability to work independently and as part of a team.

What We Offer:

- Competitive salary and commission structure.
- 4-day workweek with no weekends.
- Exciting and dynamic work environment.
- Opportunities for career growth and advancement.
- Possibility to attend and assist at motorcycle expos and other events such as MotoGP and World Superbike Championships at Phillip Island.

If you are a skilled salesperson with a deep passion for motorcycles and riding gear, we want to hear from you!

Join Innotesco and be part of a team that is committed to delivering the best riding experience to our customers.

To apply, please send your resume and a brief cover letter to **Mari-Anne** at sales@innotesco.com.au

Innotesco Pty Ltd is an equal opportunity employer. We value diversity and are dedicated to creating an inclusive workplace for all employees.



**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://www.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
[bmw-motorrad.com.au/doncaster-motorcycles](https://www.bmw-motorrad.com.au/doncaster-motorcycles)

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

MELBOURNE BMW MOTORCYCLES

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

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

RINGWOOD BMW MOTORRAD

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

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

MAKE LIFE A RIDE



LEARN MORE