

March 2025

# BeeEm

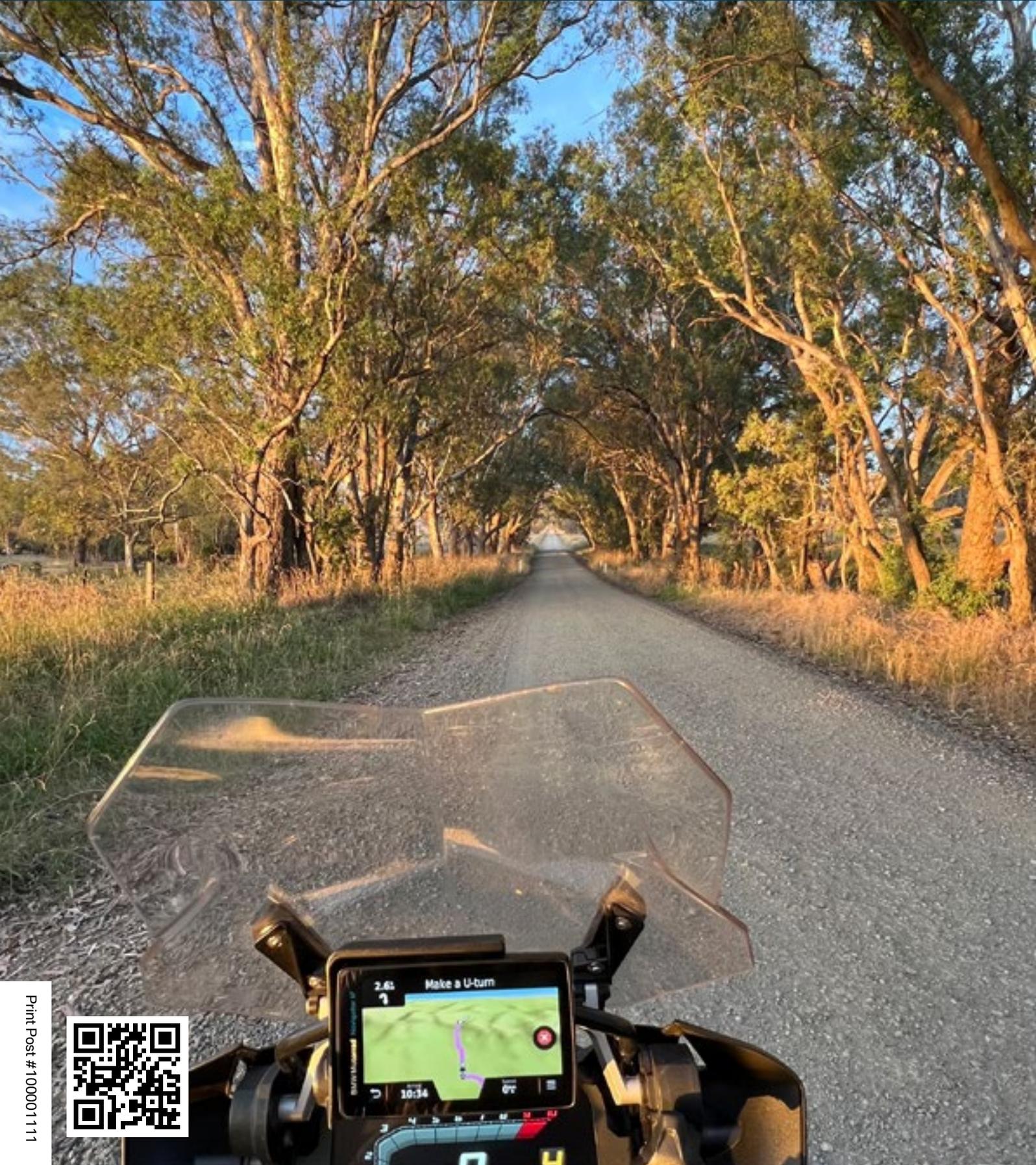
 **BMW  
MOTORRAD**

**BMW Motorcycle Club**  
Victoria Australia



**CELEBRATING 50 YEARS**  
1975-2025

Magazine of the BMW Motorcycle Club of Victoria



Print Post #100001111





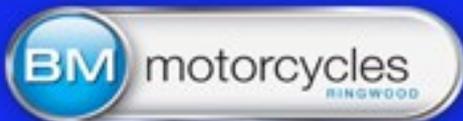
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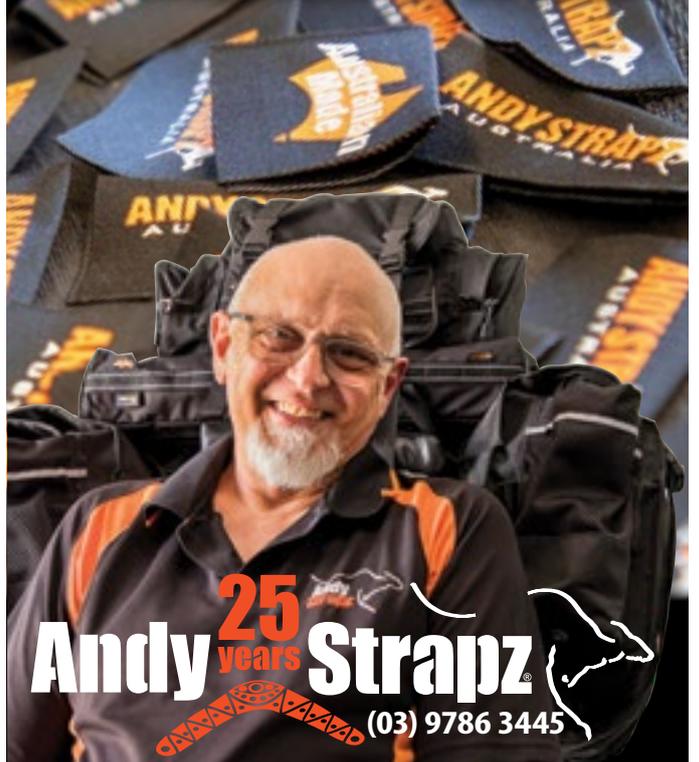
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BMW Motorcycle Club  
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# BMW MOTORCYCLE CLUB OF VICTORIA MAGAZINE

## CLUB MISSION STATEMENT

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

## POSTSCRIPT

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

**Committee meeting:** Contact President.

**Midweek rides:** Second Wednesday.

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

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

## DEADLINE

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

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

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

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**Our cover:** Photo by Jacques van Niekerk on his Australia Day weekend adventure trip.

Magazine Layout Consultant: Jaz Effect Design

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Improve your riding skills by undertaking  
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Talk to a committee member for details & conditions



## President's Message

### Celebrating Australia and everything that makes Australia great

**C**elebrating Australia day for me is about spending time with friends and family, enjoying the warm summer weather and relaxing near a river or swimming pool to cool you down. It is about celebrating the beauty of the multiple facets our country and the freedom of the open road. Whatever Australia Day means for you, I trust you enjoyed the day.

This year I decided to make Australia Day weekend an adventure trip. When I mentioned this to my adventure riding buddy, he said he was coming along and invited himself.

As the saying goes, it is always better to ride offroad with a mate, so that you can support each other if anything goes wrong. Anyway, with a riding buddy my plans changed and allowed us to do more gravel.

On day 1 we took gravel roads to Dargo and had to navigate a washed-out bridge crossing. We fuelled up and had an ice cream in Dargo before heading off to Omeo via the Dargo High Plains Road. On our way out of Dargo we spoke to an emergency crew who just arrived in a rescue helicopter – they were waiting for someone to be brought down from the mountains who had been injured. Sitting at the Dargo General Store provided for some entertainment as 4x4 drivers towed a buddy's vehicle that incurred some damage or wouldn't start.

Riding bitumen past Hotham to Omeo in the late of the afternoon, we arrived at Omeo at 5.30pm. It felt like magic to ride some bitumen after a day of gravel riding. As we rode past Mount Hotham and Dinner Plains into Omeo, we experienced the euphoria of being in flow state as you roll through the corners and eat up the kilometres.

After a long day of riding, dealing with dust kicked up by other road users, you can't beat a refreshing shower, pub meal and a cold refreshment, as you reflect on the day.

On day 2, we took the Benambra to Corryong gravel road. My riding buddy brought his 2-way handheld UHF radios along. We each had a handheld radio for an emergency, due to limited mobile reception in the mountains. I was given instructions on which channels were for emergency and 4x4 users. As fate had it, we had to use the handheld UHF radios when we were momentarily separated and had deal with some bike repairs. From Corryong we rode up the Kiewa Valley towards Mount Beauty and stayed over in Bright.

Bright was a buzz of activity. So many holidaymakers were relaxing in camp chairs in the Ovens River and having fun floating down the river on their lilos.



Day 3 saw an early morning start as we headed home at 6 am – keen to get home before the heat of the day.

Our club's annual BBQ on Australia Day is a very popular event. Since we launched it, we generally have more than 60 members join us at Westerfolds Park. This year the committee unfortunately had to cancel the BBQ event due to high temperatures and high winds. As a committee we will look for another date to host this very popular event.

By now you would have received the email for our 50th year celebrations in Heathcote in May 2025. There will be daily rides from Thursday, 8th May to Saturday, 10th May, with a dinner on the Saturday evening. We look forward to seeing you all in Heathcote.

BMW Car Clubs will be hosting the national rally on the weekend of 26th April 2025 at Calder Raceway. They have invited our club to display our motorcycles at the event on Saturday, 26th April 2025. Please register at our club website to attend and the show and shine.

**Jacques van Niekerk**  
*Make life a ride*





# “ Editor's Message

Well, we're off to a new start with January 2025 already over and by the time you get to read this we'll be heading into March with February near on over. The last few months presented big events such as Frank's yearly midweek Xmas ride, Xmas dinner and Xmas camp. Then everyone celebrating the New Year and Australia Day.

This month's issue has a number of rides to read about and of course nothing beats a good ol' photo. As they say a picture paints a thousand words. It certainly makes for a better story. It's great to see more Saturday coffee morning articles and photos presented my way to add to the *BeeEm* issue. Good luck to our country members enjoying themselves.

The weather has been great so far, so going for a ride or two has been more frequently enjoyable with exception to the heat wave in January that caused our annual BBQ event held at Westerfolds Park to be cancelled given the heat wave.

Now looking ahead we have a number of events to look forward to with the BMW Drivers (Victoria) Club having invited our club to display our bikes with the event being held on 26th April 2025 at Calder Raceway.

With that, you need to book now and make your plans in celebrating our club's 50th Anniversary being held at Heathcote on 7-11 May and lunch on Saturday 10 May. Book now, so as not to miss out! I certainly found out how quickly the caravan park was booked out by mid-January.

Enjoy your rides, as for me, now I know why we have more than one bike...a back up saddle.

**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

Ole Sorensen	R 1200 R
Jeanette Sorensen	Family
Paul Garson	R 80
Graeme Alexander	R 1200 GS
Daniel Higgins	R NineT
Andrew Farmer	R 1100 S
Steve Clark	R 100 S
Chris Weinberg	R 1150 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' ( <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, Kiama	Club discount on sheepskin items
Hydroblast Shop	Club discount on wetblast restoration of metal parts
Melbourne BMW Motorcycles	Club discount on apparel, servicing and parts
Motorcycle Adventure Products	Club discount on all products
QBE Insurance	Club discount on motorbike insurance
REMUS Australia	Club discount on all products
Stephen at S B Light Engineering	Club discount on driveshaft repairs and UJ replacement
Used Motorcycle Parts Online	Club discount on parts
If possible, members are asked to patronise also the companies which are listed as advertisers in <i>BeeEm</i>	
BM Motorcycles Ringwood	Advertiser and donor of the monthly half-price tyre prize
K R Motorcycles Cheltenham	Advertiser
Shannons	Advertiser
The Good Wool Store	Advertiser

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

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

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

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>

# The year BMW Motorcycle Club of Victoria Began 1975 came the BMW R60/6



1975 BMW R60/6



1975 BMW R60/6

## The History of the 1975 BMW R60/6

Courtesy Run Moto Run by William Flaiz

In 1975, the release of the R60/6 marked a significant transition in BMW's motorcycle design philosophy. This mid-range model bridged the gap between the smaller R50/5 and the larger R75/6, creating a balanced and versatile offering for motorcycle enthusiasts. The "slash six" series was a demonstration of BMW's commitment to innovation and progression, as it introduced a host of modern features while still preserving the timeless appeal of BMW's boxer twin motorcycles.

The incorporation of angular changes like the displacement increase, introduction of disc brakes (front only), and relocation of the gauge pod signaled a departure from traditional configurations, embracing advancements that reflected evolving consumer demands and technological capabilities. These modifications enhanced performance, control, and overall riding experience for enthusiasts, securing a strong foothold in the competitive motorcycle market.

Furthermore, the shift towards more modern features did not compromise the inherent characteristics that defined BMW motorcycles. The air-cooled, four-stroke, opposed-twin (boxer) engines with hemispherical combustion chambers remained a signature trait, emphasizing BMW's unwavering dedication to blending tradition with innovation.

It's essential to recognize that this era represented an intersection between heritage and advancement, embodying BMW's ethos of excellence and adaptability. The 1975 BMW R60/6 epitomized the brand's ability to evolve without forsaking its roots, capturing the hearts of riders seeking classic allure intertwined with contemporary performance.

Immersed in the historical context of the 1975 BMW R60/6, it becomes evident that this model holds a

special place in BMW's illustrious lineage, symbolizing a harmonious fusion of tradition and progress continuing to resonate with motorcycle aficionados worldwide.

### Classic Features of the 1975 Model

The 1975 BMW R60/6 is a true gem of motorcycle design, boasting a striking vintage aesthetic that captures the essence of an era. One of its most iconic features is the slim US-market tank, which exudes understated elegance and harks back to a time when motorcycles were celebrated for their simplicity and timeless appeal. The tank not only defines the bike's aesthetic but also symbolizes an era defined by craftsmanship and attention to detail.

Moreover, the wider handlebars of the R60/6 contribute to its classic charm, evoking a sense of freedom and control synonymous with vintage riding experiences. These broader handlebars aren't just about aesthetics; they offer enhanced manoeuvrability and stability, providing riders with a sense of command over their machine. With roots deep in classic motorcycle design philosophy, these wider bars perfectly complement the overall styling of the R60/6, capturing the spirit of adventure and exploration that defines vintage riding.

When it comes to performance, the original shocks with levers for adjusting spring pre-load on the R60/6 are a testament to thoughtful engineering and attention to rider comfort. These distinctive shocks not only enhance the motorcycle's visual appeal but also offer precise control over suspension settings, allowing riders to tailor their riding experience to suit their preferences.

In addition, while some may overlook it in favour of modern braking systems, the front drum brake on the R60/6 retains effectiveness when well-maintained. Surprisingly efficient when properly cared for, this classic braking system seamlessly combines functionality with nostalgia, reminding riders of an era when reliability was achieved through elegant simplicity.

The classic features of the 1975 BMW R60/6 not only contribute to its timeless aesthetic appeal but also reflect a commitment to craftsmanship, functionality, and rider experience that continues to captivate enthusiasts today.

### Detailed Specifications of BMW R60/6

The heart of the BMW R60/6 is its opposed-twin (boxer) engine, a hallmark of BMW motorcycles. This 599cc powerhouse generates 40hp at 6,400rpm and boasts an impressive 36 ft·lbf of torque at 5,000rpm. The alternator, meticulously crafted by Bosch, provides 12V and 280 Watts to ensure the bike remains powered. This engine stands as a prime example of German engineering excellence, renowned for its reliability and durability.

What these numbers really signify is the robust performance this vintage motorcycle delivers. As you push past the twists and turns of the road, each rev of this boxer engine propels you forward with a steady 40 horsepower at your disposal. Furthermore, the torque of 36 ft·lbf allows for smooth acceleration and sustained speed as you navigate your way through various riding conditions.

Consider this scenario: You're cruising down a scenic highway, feeling the wind rush by as you embrace the open road. Every twist of the throttle gives you access to that 40 horsepower, making every ride an exhilarating experience that connects you to the true essence of motorcycling.

Additionally, the top speed of the R60/6 reaches approximately 103mph, placing it firmly within the realm of respectable road performance. Despite its power, it maintains a manageable curb weight of 462lb, ensuring a harmonious blend of agility and stability.

The presence of an alternator from Bosch significantly contributes to the entire system's efficiency. Operating at 12V and 280 Watts, it plays a vital role in powering the bike's electrical components, further reinforcing its reliability and longevity.

By examining these detailed specifications, we gain a better understanding of the impressive capabilities and design intricacies that make the BMW R60/6 an enduring classic.

### Analysing Performance and Build Quality

The BMW R60/6 pioneers a riding experience synonymous with reliability, smoothness, and distinctive character. Equipped with a boxer twin engine, this motorcycle offers inherent balance and stability adored by enthusiasts. The configuration of the boxer engine not only contributes to the motorcycle's smooth power delivery but also generates a unique and sonorous exhaust note—much sought after by riders who appreciate the intricate symphony created by their machine. It's akin to music that resonates with every twist of the throttle, making each journey memorable and enjoyable.

Diving into its build quality, the R60/6 emerges as a paragon of durability and sturdiness. Crafted with

exceptional attention to detail, this vintage marvel exudes an air of dependability that instils confidence in its rider. Every material selection, from the robust frame to the resilient components, speaks volumes about BMW's commitment to creating a motorcycle that can withstand daily commuting and long-haul touring demands. The solid feel of the motorcycle gives riders an assurance of its trustworthiness, establishing it as a true companion for any road expedition.

BMW's dedication to precision engineering is palpable in every facet of the R60/6's design. From the meticulously crafted engine components to the steadfast frame, every element aligns cohesively to cultivate a burgeoning reputation as a reliable workhorse for riders seeking both practicality and an indelible connection with their machine.

Owning a BMW R60/6 is akin to having a steadfast companion on your adventures. Just like a trusted friend who stands beside you through thick and thin, this motorcycle embodies longevity and assurance, making every ride an exploration filled with unwavering confidence.

As we continue our journey through the legacy of the BMW R60/6, we're unravelling a story steeped in dependability and unmatched craftsmanship. This vintage motorcycle not only stands the test of time but also shines as a testament to BMW's unyielding dedication to crafting enduring machines that leave an indelible mark on both riders and enthusiasts alike.

Now, as we transition forward into examining the precise engineering and performance aspects of this iconic motorcycle, let's delve into scrutinizing suspension and brakes.

- The 1975 BMW R60/6 is powered by a 599 cc engine, delivering 40 horsepower.
- Approximately 3,500 units of the 1975 BMW R60/6 were produced.
- With a top speed of 100 mph, the R60/6 can accelerate from 0 to 60 mph in just 7 seconds.
- The fuel efficiency of the R60/6 is an impressive 55 miles per gallon.
- The average price for a well-maintained and original condition 1975 BMW R60/6 today ranges between \$8,000 and \$12,000.

### Scrutinizing Suspension and Brakes

The 1975 BMW R60/6 is equipped with a suspension system that has garnered admiration for its balanced ride and excellent handling, thanks to the inclusion of telescopic front forks and a rear swing arm suspension. These features provide riders with a comfortable and secure riding experience, enabling smooth navigation through various terrains and conditions.

The telescopic front forks contribute to the motorcycle's

stability and control, absorbing shocks from bumps and imperfections on the road. They effectively enhance the bike's responsiveness, making it easier for riders to manoeuvre through tight corners or uneven surfaces. The rear swing arm suspension complements this by maintaining the overall balance of the motorcycle, ensuring a stable and controlled ride.

### Front Brake Performance

The presence of the front drum brake is significant in the R60/6, delivering reliable stopping power when properly set up. While disc brakes have become more common in modern motorcycles, the front drum brake on the R60/6 remains effective due to its engineering and functionality. When maintained and adjusted correctly, this braking system ensures responsive and controlled stopping, contributing to the overall safety of the motorcycle.

Now, let's delve into the technological elements behind this gravity-defying performance. The front suspension consists of telescopic fork with hydraulic shock absorbers that absorb impacts, providing a smooth ride even on rugged terrain. On the other hand, the rear suspension features a long swinging arm with adjustable hydraulic shock absorbers that minimize bouncing and stabilize the motorcycle during acceleration or braking.

It's important to recognize that while drum brakes may not be as common in today's motorcycles, they still hold merit when well-maintained and calibrated. In fact, they possess their own advantageous features when it comes to simplicity, durability, and ease of adjustment. A properly set up front drum brake on the R60/6 allows for precise modulation of braking force and can inspire confidence in riders when navigating different road conditions.

By carefully considering both the suspension system and braking capabilities of the 1975 BMW R60/6, we gain a deeper understanding of its engineering excellence. These crucial components contribute significantly to its overall performance and safety, ensuring a satisfying riding experience for enthusiasts and collectors alike.

In examining these intricate details of the 1975 BMW R60/6, we uncover the significant engineering prowess embedded within this vintage masterpiece.

### Inside the Electrical System

When it comes to vintage motorcycles, understanding the electrical system can seem daunting. However, the electrical setup of the R60/6 is surprisingly elegant and efficient. The 12-volt alternator provides a steady charge to keep the electrics running smoothly, while both the standard tachometer and the turn signals ensure you have all the essential information at a glance.

The 12-volt alternator is a critical component, generating electricity to power all the electronics on the motorcycle, ensuring reliable and consistent operation of lights,

ignition systems, and other electrical components. It's like the powerhouse behind the scenes, quietly providing necessary energy for trouble-free operation. Additionally, the inclusion of standard turn signals facilitates clear and effective communication of your intentions to other road users, contributing to safer riding conditions, especially in traffic and when making turns. The presence of a tachometer further emphasizes providing essential information to the rider at all times.

Imagine cruising down a winding road as dusk settles in, your trusty R60/6 humming beneath you. The 12-volt alternator silently keeps everything powered up, ensuring that your headlight shines bright and your turn signals remain visible in the gathering gloom. Meanwhile, the tachometer gives you real-time feedback, assisting in subtle adjustments as you navigate each twist and turn with precision.

This reliable electrical setup underscores BMW's core philosophy: providing a dependable, user-friendly experience. It symbolizes the practical yet innovative approach that has made BMW motorcycles a staple among enthusiasts for decades.

Owning a vintage motorcycle like the R60/6 isn't just about revelling in nostalgia; it's about experiencing firsthand the thoughtful engineering that defined an era of motorcycling innovation. Continuing to explore this exceptional machine unveils why it holds such timeless appeal.

As we immerse ourselves further into this vintage masterpiece's details, let's encounter firsthand what it feels like to ride this iconic machine.

### Experience of Riding the Vintage Motorcycle

Owning a vintage motorcycle like the 1975 BMW R60/6 is akin to holding a piece of history in your hands. A ride on this classic machine isn't just about getting from point A to point B; it's an immersive journey that engages all the senses.

The first thing you notice is the distinctive engine noise as the bike rumbles to life. Unlike modern motorcycles, the signature sound of the R60/6 at idle has been likened to "putting Barry White in a simmering volcano." It's a deep, rhythmic thrum that is one of the defining characteristics of this vintage model. This unique auditory experience is something that modern bikes simply cannot replicate, adding an emotional and nostalgic layer to the ride.

As you hit the road, the handling and responsiveness of the R60/6 bring a sense of connection and authenticity that newer bikes often struggle to match. The mechanical feedback through the handlebars, combined with the smooth but robust power delivery from the boxer twin engine, creates a dynamic and engaging riding experience. It's as if every twist of the throttle and shift of gear is a direct conversation between rider and machine.

Enthusiasts and owners cherish these older motorcycles not just for their performance, but for the unmistakable charm they exude. It's akin to owning a classic car or collecting fine art—there's an irreplaceable elegance and sophistication that comes with riding a vintage machine. The timeless design, paired with the idiosyncrasies that are unique to older models, cultivates an undeniable aura that is far removed from today's high-tech, mass-produced motorcycles.

In a world progressively dominated by advanced technology and sleek, futuristic designs, there's something profoundly appealing about stepping into the past with a vintage motorcycle like the 1975 BMW R60/6. It offers an experience that transcends mere transportation, tapping into a sense of nostalgia and tradition that continues to captivate riders across generations.

Riding a vintage motorcycle is not just about moving from one place to another; it's about immersing yourself in history, revelling in its distinct charm and creating lasting connections with both man and machine.

- The 1975 BMW R60/6 is a vintage motorcycle produced by BMW Motorrad.
- It features a 600cc air-cooled, opposed-twin engine.
- The R60/6 has a top speed of around 110 mph (177 km/h).

- It is known for its classic design and durable build quality.
- The motorcycle was manufactured between 1973 and 1976, offering riders a comfortable and reliable touring experience.

### Who designed the 1975 BMW R60/6?

The 1975 BMW R60/6 was designed by Hans-Günther von der Marwitz, a German designer who worked for BMW Motorrad. Von der Marwitz played a significant role in shaping the design of BMW motorcycles during that era, including the R60/6. He was known for his contributions to the motorcycle industry and his innovative designs that combined both style and functionality.

### How fast can a 1975 BMW R60/6 go?

The 1975 BMW R60/6, a classic motorcycle renowned for its performance and reliability, has a top speed of approximately 166 kmls per hour. This impressive speed is achieved thanks to its robust 599cc air-cooled boxer twin engine, which generates an impressive 40 horsepower. The R60/6's aerodynamic design and lightweight frame also contribute to its exceptional speed capabilities. Whether cruising on the open road or navigating through city streets, this iconic BMW motorcycle offers an exhilarating riding experience that is sure to leave enthusiasts in awe.

## THIS IS IT

### The Complete Club History written by Frank Cachia

This book is an extremely informative, educational and entertaining book on the history of our club over a 50 year period. Not only will you end up reading it from cover to cover, you'll most likely go and read it again.

Close to 200 pages it presents pre-post club history and how both the Club and the must-have item that binds the club, the club newsletter evolved.

There are details of how rides, special events and activities came into being. Records listing all 50 years of committee members and an alphabetical index are thrown in for good measure.

At the April club meeting, on Monday 28th April, Frank will be our guest speaker. He'll elaborate on why he wrote the book, how he researched events, who he contacted to gather extra information to bring us this thorough, historical account of our club's history. It's been a labour of love and will be of interest to all club members.

Come to the April meeting to hear Frank speak about the book. He hopes to have copies available at the meeting for sale. He expects the book will sell for just under \$30. Cash sales would be preferable but EFTPOS will also be available.

Frank Cachia – Speaker at the club meeting on Monday 28th April, 7.30 pm - Lynden Park Recreational Facility, Wakefields Grove, between 64 and 66 Through Road, Camberwell.





## First Ride Impression: BMW R 1300 GSA

BY NIELS HOLM

What better way than to start the year off than a ride on one of the most talked about BMW Motorcycles in several years. I speak of none other than the BMW R1300GS Adventure. Yes the good team at BMW Doncaster gave me the key to a brand new BMW R1300GSA Triple Black complete with ASA - (Automated Shift Assistant).

Now I'm not a motorcycle journalist, however thought I would put pen to paper and write about my first experience on the new BMW R1300GSA. After a comprehensive introduction by John Towle it was time to jump on board and travel west out of Doncaster BMW. I started the bike in Manual mode and the first two things I noticed was that my left hand was instinctively looking

for the clutch lever and the other was that you sit more 'on' the bike than 'in' the bike as you would on a R1250GSA. That aside, the weight of the bike was never an issue and the machine felt absolutely stable and had very good road presence, with drivers around me seemingly sitting up and taking notice. Taking time to get used to the lack of clutch lever was the focus for the first ten minutes and it was not long before I headed to a vacant car park to test out slow riding and some tight circle work. The bike performed superbly and it was easy to stand on the pegs, move your body and really become one with the machine. I experimented in both 'auto' and 'manual' gear selection and when in auto ("D" on the screen) it was amazing how the bike would stay in first gear when you wanted it to. This was encouraging as I was worried that it would jump

to second or third gear prematurely, which I did not want. So a big plus in this regard – well done BMW Motorrad.

But this bike was built for bigger things, like long distance touring and off road riding when you have the hankering to explore the “road less travelled”. John did say take it for as long as you like so let’s see what this could do on the freeway as well. Again the presence of the bike was something that made drivers sit up and take note. I even passed a driver talking and holding his mobile phone, who thought I was a Police Officer and started to slow down and even pull over when I spotted his driving infringement.

In auto the bike got to fifth and then sixth gear probably quicker than one would on a manual motorcycle. Not a problem and when I think about this it could be to keep fuel consumption down as the engine revs seemed to be lower than they otherwise would be. Still you could roll on the throttle and there was plenty of torque and power to keep the smile on your face. As a motorcyclist with over 45 years riding experience I constantly check my mirrors and look over my shoulders to the lanes to the left and right of me, however the blind spot monitoring was doing its job and showing an orange triangle on the mirrors to alert me of vehicle presence in these areas. A nice addition to the suite of features on this bike.

It was now time to test the 1300 GSA out on some light off road grassy areas and check out the suspension and handling over ridges and some pot holes. The chosen area was not far from Donvale and provided the opportunity to weave in and out of trees, go through what are normally mud puddles and ride sideways along an incline. The BMW R1300GSA handled all of these elements very well and I would be very comfortable taking this machine into the Victorian high country and then tackling roads like the Goldie Spur and the Barry Way.

I then stopped and put the bike on its side stand and did a get to know the bike “balance test”. This was shown to me on one of the several BMW GS Off Road Courses I have attended over the last seven years. Here you get the bike into the upright vertical position and walk around the bike and hold the bike with just one hand steadying the bike. The 1300GSA was again stable and well balanced and did not have any tendency to fall to either left or right. Impressive for a 269KG motorcycle.

So back on the bike and the riding position whilst standing was relaxed, very comfortable, my knees hugged the tank nicely and the standing position gives you good visibility. Adjusting the windscreen down was effortless with the electrically adjustable control. Foot pegs with removable rubber inserts were also very comfortable and if doing more serious off road riding I’d be removing the rubber inserts.

Now back to riding on bitumen and I wanted to study the width factor as some motorcycle journalists have



indicated that the tank splayed their legs out. My knees were positioned similar to the 1250GSA and hugged the tank and I did not feel that my legs were splayed apart. This is an interesting point since if you have come from a standard BMW 1200 GS and then go to a 1250GSA or 1300GSA, yes you will get the sense that the tank is wider. Is it uncomfortable? No, not at all. Remember you’ve got 30 litres of fuel here to take you on those longer journeys where you might otherwise have needed to carry a fuel bladder.

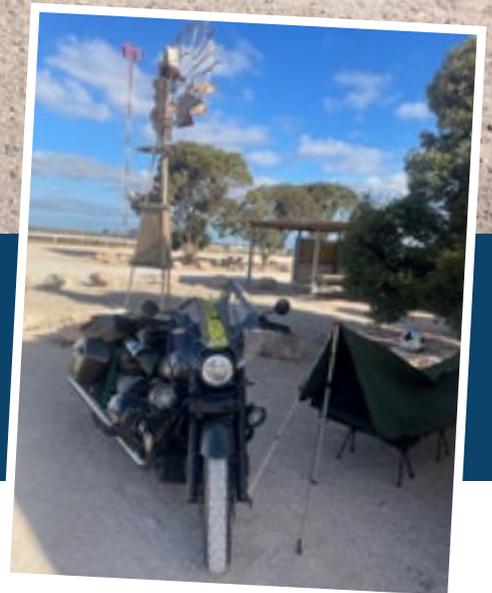
I travelled along some hilly bitumen roads and again I put the bike into ‘Auto’ mode to see how it performed. The Auto Shift Assistant takes you to sixth gear quicker as I mentioned earlier, and on one occasion when going down a hill and up the next hill I found I would have preferred to be in fifth or even fourth gear. So you can just change down a gear as you normally would and the bike will then have higher revs and greater torque which I felt more comfortable with.

In regards to cockpit and instrumentation it is very similar to the existing R1250 GS’s however with the addition of a Sports readout screen. I only had a quick look at this and really cannot comment on its function. Switch gear, cradle for the BMW Navigator and layouts are all familiar and in keeping with true BMW style and function.

In summary I could certainly live with the BMW R1300GSA. It is the bike to take on long journeys, take off road when needed, have the luggage carrying capacity for two people and you can be certain in the knowledge that BMW have done their homework on what is probably the best adventure touring bike on the market. Good work BMW Motorrad.



## My trip from Melbourne to Perth and back



BY PAUL DAVIS

Over the Christmas/New Year break, I rode my R18 Roctane across the Nullabor to Perth and back again. Last year, I enjoyed the Club's Christmas camp but this year it was time to visit my wife's family in Perth so I thought 'why not ride over?' Not surprisingly, my wife opted to fly.

Having decided on this some months prior, it was regularly on my mind and something I kept looking forward to. Plans for the trip involved carrying just what I needed, making sure I didn't run out of fuel and water, having plans if something went wrong, coping with the likely heat, making sure I had the stamina for long days of riding etc. I only had 3½ days to get there to fulfil family

commitments on both sides of the country, so I didn't have a lot of time to ride across.

I wanted to have flexibility about where to stay and therefore decided that I'd camp. With the Roctane having a relatively small 16 litre tank, I also needed to make sure that there would be sufficient fuel stops with the limited range I had.

In short, it was a successful and most enjoyable ride. And yes, Victoria does have – by far – the worst roads compared to SA and WA.

For the ride across, I left Melbourne at noon on Saturday December 21 and stayed the first night in Adelaide –



getting in around 8:30 pm. The next day, I got to the Nullabor Roadhouse for the night, where I managed to camp out of the wind and enjoy a refreshing beer with my dinner. The following day was a huge day getting all the way to Southern Cross, which is a rather small Goldfields town along the amazing Golden Pipeline Heritage Trail. Getting that far on a single day (over 1,250 kms) earned me a motel stay rather than camping again and it made sure I'd have a relaxed ride into Perth on Christmas Eve. The final day of the trip over was very easy – around 350 km. I was really pleased to arrive in Perth safe and sound – and well on time!

After enjoying a wonderful family Christmas, which included watching a lot of the enthralling Boxing Day Test, I got my bike serviced at Auto Classic in Perth plus a new set of tyres fitted to get me back safely. For the ride home, I took a slightly different route via Albany and Esperance and allowed myself a bit more time. My overnight stays back were Williams (just a few hours south-west of Perth), Norseman, Nundroo, where I enjoyed a fabulous Lamb Rogan Josh, and Tailem Bend. Overall, I had a great time and the Roctane certainly did a fantastic job. Being such a heavy bike (over 370kgs in itself), it was particularly impressive in coping with some pretty severe cross winds. It was very comfortable, and the limited fuel range was never an issue. Probably, the best item I took with me was my Camelbak hydration pack allowing me to sip cool

water whenever I needed to. It's amazing how dehydrating a long ride is – even in relatively mild weather. Thankfully, I didn't need my tools, tyre repair stuff or satellite communicator but was glad to have them just in case. I was delighted with my AOS Bushman swag and Helinox High Cot One stretcher, which combined made for very comfortable sleeping.

Was I pleased I did it? You bet! Would I do it again? I probably wouldn't ride to Perth and back again but do hope to do the big lap of Australia in coming years. It was an amazing experience.



## Featured rides



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*Note: Before you go on a ride, please check the latest BeeEm and the website for late changes to ride details.*

*Changes do happen.*

<https://bmwmotorcycleclubofvictoria.wildapricot.org/>



## Frank's Traditional Midweek Christmas Ride

BY FRANK CACHIA

11 DECEMBER 2024

On the Monday before this run, two bikes, a R90S and a K1100RS were checked over and fuelled up. There's no need to toss a coin which one to take on the midweek run, the weather decides. A dry day and the S wins hands down, giving it a chance to stretch its legs, the RS is better for inclement weather; the fairing offer better protection and in an emergency on a wet surface, the anti-locking braking system does a better job coming to my aid.

As for the route itself, two routes are selected, again picking up the most appropriate depending on the weather.

Unlike the previous two pre-Christmas rides, where both runs were cancelled due to the shocking weather, this time it was all go. Like on previous runs, country members phoned in weather reports, this time giving it the all clear.

And clear it certainly was!

Under a few scattered white clouds, a colourful procession of 20 motorcycles left the Lilydale meeting place practically on time. With a minor detour thrown in, we made our



way to Healesville. As soon as we left Healesville there was absolutely no traffic to speak of, making the continuous winding road run up through the Toolangi State Forest an absolute delight. The same was repeated as we rode the steep winding way through the back way to Kinglake.

Whilst sipping coffee a number of first time riders stated how they loved that never-before traversed stretch of road. Oh yes, there were smiles all around.

And it kept repeating itself; we only came across 3 cars and 1 truck on the 50 km dash to Yea. From the Molesworth turnoff to Alexandra it was a repeat performance - we had the sun on our back, engines purring and an empty road.

A relaxing 90-minute lunch break was ample before the bikes were once again fired up to start the return journey.

An empty road saw us detour to Marysville, followed by the delightful twisting, winding Black Spur, through Healesville once again and brought the run to an end in Coldstream. Handshakes and smiles abounded.

I'm happy to say that the 315th midweek run was a resounding success.



### Participants:

Peter Wade	K 1200 RS
Ian McKenna	K 100 RS
David Yee and Anita	K 75 C
Tom Coghlan	F 650 GS Dakar
John Hammond	R 1250 R
Gordon Skerry	R 100 RS
Ross Wright	R 1200 GS
Peter Walsh	R 1200 GS
Gerhard John	R 1200 GSA
Barrie Morn	R 1200 S
David McGowan	R 1200 GS
Dave Denham	R 1300 GS
Jared Ellison	R 1200 GS
Paul Cassar	R 650 GS
Jennifer Cassar	R 650 GS
Bernard Schacher	R 1150 GS
Graham Sangster	R 1200 RS
Dieter Ludwig	Suzuki Across 250
Vaughan Humphrys	KTM890GP







## Club Christmas Party

**BY ANDREW NOVAK**  
14 DECEMBER 2024

Our Annual Christmas Club, held at the Camberwell Petanque club as usual, was a success. This year our catering team was made up of club members; Lisa Terry, Lea Gilliland and Robyn Wright, Kerry Hessling, Lynne Rosenthal, Jennifer Cassar and Lynda Lamp. They did not fail to muster a up a delicious meal for the evening. Everyone enjoyed themselves; eating, drinking and talking with members. A good night was had by all. It was a great turn out with 43 members in attendance.



*John Terry, Felicity, Elisabeth and Olivia, and Lisa Terry*



*Jennie Padley, Joe Arnephy and Jacques Van Niekerk*



*Sandy Burgoyne and Ian Wright*



*Kevin Cooper and Chris Hearne*



*Joe Arnephy and Jenny Padley*



*John Terry, Linda Bloxham and Andrew Novak*



Caterers awarded at the Christmas Party with Lisa Terry, Lea Gilliland and Robyn Wright, Kerry Hessling, Lynne Rosenthal, Jennifer Cassar and Lynda Lamp



- Participants:**
- Joe Arnephy
  - Linda & Richard Bloxham
  - Neville Borgelt
  - Sandy Burgoyne
  - Frank Cachia
  - Jennifer & Paul Cassar
  - Kevin Cooper
  - Bill Ellul
  - Lea & Noel Gilliland
  - Josie & Chris Hearne
  - Winfried & Kerry Hessling
  - Lynda & Detlef Lamp
  - Barry Law
  - Steve Mackay
  - Ian McKenna
  - Jacques Van Niekerk
  - Andrew Novak
  - Chris O'Callaghan
  - Jennie Padley
  - David Peck
  - Barbra & Derek Pickard
  - Anne & Colin Randle
  - Bob & Lynne Rosenthal
  - Chris Seabrook
  - Lesley & Jeff Speake
  - Pam Telford
  - Ian Wright
  - Ross & Robyn Wright
  - Lisa, John, Olivia Felicity & Elisabeth Terry





## North East Coffee to Euroa

BY CHRISTINE YOUNG 14 DECEMBER 2024

The 2nd NE and the last coffee gathering for the year. The morning was lovely and cool, by the time I had arrived at Euroa it was much warmer, once again a great turnout, 15 of us! with plenty of yarning going on. It was great to have some of the Bendigo crew join us. Good to have Julia along.

### Participants:

Neville Borgelt	R 1250 R
Ian Pendlebury	K 100 RS
Karl Haering	R 1250 RT
Max Parfett	R 1250 RT
Georg Berk	R 1200 GS
Gerhard & Lindy John	F 700 GS
Julia Watt	F 700 GS
Clint Hayes	R 80 GS
Mark Phelan	R 1250 GS
Dan Bolwell & Kelly Waldeck	CBR 650R
Peter Schubert	KTM
Gary Raymond	R 1200 R
Christine Young	





Mustering at Calder BP (photo de Vink)

## Sunday Ride to Avoca

BY MICHAEL DE VINK

15 DECEMBER 2024

The 15 December “Sunday ride to Avoca” came around with a forecast of temperatures in the low 30’s and the promise of endless blue skies which just sounded ideal. Chris Seabrook was our esteemed Ride Leader, so I was sure we would be in for a great day’s riding on wonderful ‘B roads’ with a couple of inevitable surprise GPS-led side tracks. The ride was beautiful, the day was a cracker and the GPS did not disappoint.

We mustered up at the BP Outbound on the Calder at 8.30 am and a table quickly filled with a cohort of nine riders sipping coffees and grabbing a quick hash brown and the odd toastie. When 9 am rolled around, David Yee volunteered to be TEC, donning the blue vest and we loaded up and headed out behind Chris on his K1600GT, wearing the distinctive purple vest.

The opening stint was a sprightly run along C706 through Toolern Vale and then down to Bacchus Marsh for the first stop at Ferguson Plarre bakery where we picked up rider number ten, Peter Howell on his R1100S. Everyone was

keen to keep going so it was a short stop and we were soon out of town and off the M8 onto Pentland Hills Road and Old Western Hwy to Myrning where we deviated north on to the Ballan-Greendale Road for more open flowing undulations and very little accompanying traffic.

We turned right just before Ballan and ran north on the Blakeville Road until the asphalt ran out. Chris halted and checked back with the group if they were okay to proceed on the gravel ahead. Four GS riders were smiling and nodding keenly. With assurance it was only 8km the riders progressed on with the freshly spread marble sized river gravel keeping the road bike riders looking nervous. Once through the mini-adventure rider stage we rejoined the original route at Spargo Creek and headed west to Pootilla then off the planned route north west on C291 towards Creswick. Once in Creswick we took another little GPS-led sight seeing detour past the railway station. I expected to see a steam train or other heritage feature, but no, just an empty station and bus stop. I felt the GPS should have taken us on a bigger detour so we could see more of the main street of this lovely gold rush era town.



Improvising with the route a little more we GPS'd west until finding the Ballarat-Maryborough Road and traversed north to Talbot then turning left onto Avoca Road and cruising north until finding the Pyrenees Hwy at the confusingly named intersection of Bung Bong. A few hundred metres on, we passed the historic Glenmona wrought iron lattice girder truss bridge dating from 1871, off to the side on the old road alignment. From there it was only another five minutes before we pulled into Avoca and parked our bikes to the side of The Avoca Hotel and adjoining gold rush era Savings Bank.

By now the temperature had climbed well into the 30's and the sun was at maximum sizzle so we quickly took shelter in the grand old pub. Stripped down of our riding gear, with a cool drink in hand, we were quickly refreshed in the unexpectedly deliciously effective air-conditioning, not common in vintage pubs.

Lunch was ordered and the servings came quickly with friendly and attentive staff making us welcome amongst the pre-booked tables of locals and visitors alike. The meals were generous but quality was less than you might expect for the Sunday pub meal prices. Thank goodness for the

great aircon and icy drinks which were probably needed more than the food. Many stories were told and plans discussed for rides in 2025.

After sufficient conviviality the riders prepared to return home by their own various routes. The Avoca-do was done. We bid our farewells from another great ride with thanks to Chris Seabrook for leading and also to David Yee TEC for keeping us all tidy.



*Peter and David at Bacchus Marsh (photo de Vink)*

Rider crew at Avoca Hotel (photo de Vink)



Peters one owner R1100S (photo de Vink)



The Avoca Hotel(photo de Vink)

**Participants:**

Chris Seabrook (Ride Leader)	K 1600 GT
David Yee (TEC) and Anita	K 75C
Edward Hanlon	K 1600 GTL
Jim Markessinis	R 1250 GS
David Dowd	R 1250 GS
Simon Cahoon	R 1200 GS
Tanya Cahoon	G 310 GS
Peter Howell	R 1100 S
Michael de Vink	R 1200 S



David Yee K75C Avoca (photo de Vink)



## Saturday Coffee Ride to Inverloch

**BY MICHAEL DE VINK**

21 DECEMBER 2024

**T**he South Gippsland coffee catch up on the 3rd Saturday of the month is coordinated by Bruce Higgs who is always working to make it a great experience and keep it interesting. One of Bruce's initiatives is to alternate between three or four different venues and towns so it was no surprise when he emailed folks and posted on the website that the December coffee would be at a new venue in Inverloch, at the 'Bluette on Bear'. New and modern style venue it is, and a great one for motorcyclists located in a bit of an Industrial area, benefiting from plenty of parking space, seating choices and sufficiently away from the summer weekend tourist bedlam of the beach front.

Fourteen beemer riders from the South East and Gippsland attended and tried out the comfortable inside and outside seating. The Bluette offered an enticing range of morning café fare from pastries to eggs benedict with some really first class coffee. I'll be back again for the next one.

Great to see three bricks in the line up with two K100RS's belonging to James Ryan and Karl Haering, which together with Bruce Higgs' lovely K1100RS brought some sparkle.

Paul Koedijk, usually on the well travelled R 1250 GS, resorting to the Prado for transport, sporting his shoulder in a sling following recent surgery.

Folks enjoyed the time together with general approval for the new Inverloch venue, thanks to Bruce Higgs for organizing!



**Participants:**

James Ryan	K 100 RS
Paul Koedijk	Prado
Jeff Speake	R 1200 GS
Bruce Higgs	K 1100 RS
Mike de Vink	R 100 LS
Peter Matea	R 1100 R
Tom Coghlan	F 650 GS Dakar
Steve Riddle	R 1200 GS
Brendon Webb	F 850 GS
Graeme Alexander	R 1200 GS
Geoff Riddle	R 1100 RT
Frank Mickan	R 1200 GS
Mark Doherty	R 1200 RT
Karl Haering	K 100 RS





Top: Karl Haering K100RS (photo de Vink)

Left: James K100RS cockpit (photo de Vink)



James K100RS and Peter R1100R (photo de Vink)



Tom Coghlan F650GS (photo de Vink)



Paul Koedijk Graeme Alexander & his R1200GS (photo de Vink)



## Club Christmas Camp - Heathcote

**BY IAN MCKENNA**

26 DECEMBER 2024 - 1 JANUARY 2025

### Day 1, Thursday 26th December

Starting at the Shell Lilydale Service Station we had two riders, Ian McKenna and Laszlo Papp. We trotted through Kinglake and Whittlesea to Kilmore where we enjoyed a coffee at a local cafe. The Northern Highway took us to Heathcote by about 11 am, so we went straight to the Christmas Camp at Queen Meadow Caravan Park.

A light lunch was had at Sega Fredo Cafe in the main street. A couple of hours were spent at the public pool next to the camp. Lisa, John, Olivia and Elisabeth Terry were already at the pool and Lea & Noel Gilliland arrived in the afternoon along with Lynne & Bob Rosenthal and Jacques Van Niekerk.

We enjoyed dinner at Montana Pizzeria at the far end of town which made a good end to the first day.



### Day 2 Friday 27th December

Starting off at the main gate of the Christmas Camp we had six riders including Christine Young who joined us for the day. An attempt to visit a landing on Lake Eppalock wasn't successful with dirt road, no landing and no view of the lake.

With Christine leading, we rode to Mia Mia, Redesdale, Sutton Grange and Ravenswood South to Maldon for our Morning Coffee. At Maldon Cafe we were joined by Simon Cahoon, David Robertson and Simon McCall.

Plans to veer south of Bendigo to Axedale via Axe Creek and Longley went astray, ending up back on the Calder Highway we rode through Bendigo and the Northern Highway to Axedale.

Lunch at the Axedale Tavern was excellent and we had one more rider join us with Mark Phelan and his R65LS. Returning straight to Camp we met another eight riders on arrival. We enjoyed dinner at Palling Bros Brewery with 15 in attendance.





### Day 3 Saturday 28th December

Kevin Cooper joined us at the start, bringing our ride group to nine riders. Heading generally North we soon stopped at Colbinabbin to examine the row of painted silos with five different murals including a spectacular one with a steam train.

Cruising easterly we passed Rushworth and soon made it to Murchison where we had Morning Coffee at the Murchison Bakery. On the way back we stopped at Kirwan's Bridge near Nagambie, a long trestle which was closed and is unlikely to reopen as a sealed road goes around the lake.

Returning to Camp we met Neville Borgelt, Bill Ellul, Mathew Gale and Don Miller. The major lunch was held at the Commercial Hotel in Heathcote and drew about 30 guests.

For a second time we enjoyed dinner at Palling Bros Brewery, this time with nine takers. The dinner was finished off with a brief rain shower; the only one all week, and a good rainbow with two bows visible.

### Day 4, Sunday 29th December

We started off with nine riders with Kevin Cooper just catching us after we took off. We also had two sidecars with Noel Gilliland's R80GS and Charlie Maguire's Triumph Scrambler. Lisa and John Terry joined us in their car.

This was the best ride all week, heading south to Tooborac,



we took the Lancefield Road to Romsey and the fun started as we climbed the hills and winding roads to Mount Macedon.

We visited the Memorial Cross and on returning to the car park found the cafe was opening, so we had morning coffee on the mountain. This was good as when we passed Bourkies Bakery in Woodend, the intended coffee stop was packed with bikes & riders.

Riding via Tylden and Kyneton to Redesdale, we found the Redesdale Hotel; our lunch venue was also crowded but had enough room for us. We enjoyed a good lunch and then travelled straight to Heathcote with only a brief stop at the iron bridge near Redesdale which was built in 1867.

Today was the first of several dinners at the Christmas Camp. Ten of us enjoyed a dinner at the Camp Barbecue Gazebo. Among the treats Noel Gilliland shared some Christmas pudding which he made a few weeks ago.

**Day 5, Monday 30th December**

Just four of us rode off from the Christmas Camp, firstly to Argyle and then to Nagambie where we stopped in town by the lake to examine a statue of Black Caviar, a local



racehorse and winner of the Melbourne Cup.

Heading north out of town, we took the turn off to Longwood which turned into a few kilometres of dirt road which was in good condition. From Longwood we followed the railway on sealed road to Avenel where we relaxed and bought coffee at the Daily Dose Cafe which is shared with a Pharmacy.

We shot down to Seymour and further on to Tooborac where we stopped for lunch at the Tooborac Pie Shop in a shady garden out the back of the shop.

Back at Heathcote with our second dinner at the Christmas Camp was preceded by a happy hour under the shade trees at the camp. Two of our campers got locked out of their caravan but were soon rescued by the camp site owner.

**Day 6, Tuesday 31st December**

Just four of us on the ride, we stopped at the Lake Eppalock dam and spillway. We then rolled to Axedale and Barnadown to Elmore on mostly straight roads. At Elmore we were joined by John Coghlan and his R100 Mystic.

The planned attractions collapsed: The Miniature Railway opened the next day, the Rural Discovery Centre was also closed as was the Oasis Cafe. Fortunately we found the Elmore Bakery was open at the other end of town.

Riding past Corop, Colbinabbin and Cornella East, we rode past Lake Cooper for a few kilometres, before we joined the Northern Highway to Heathcote. We refuelled in Heathcote before dropping into the Christmas Camp.

Our third and last dinner at the camp drew eight guests. The nearest New Years Eve fireworks were in Bendigo which we decided was too far to go, so we watched the Sydney fireworks on the television.

**Day 7, Wednesday - New Years Day**

We were all packed and leaving before 10 am and headed off home in several directions after a great week of camping.





Lake Eppalock Dam



**Participants:**

*Day 1, Thursday 26th December*

- Lea & Noel Gilliland R80 GSPD Sidecar
- Ian McKenna K 100
- Jacques Van Niekerk R 1250 GS
- Laszlo Papp R 1200 RS
- Lynne Rosenthal F 650 GS
- Bob Rosenthal R 1200 GS
- Lisa, John, Elisabeth & Olivia Terry

*Day 2, Friday 27th December*

- Simon Cahoon
- Melinda Hindson F 700 GS
- Simon McCall
- Cathy & Charlie Maguire Triumph Sidecar
- David Peck and Pam Telford
- Mark Phelan R 65 LS
- Barbra & Derek Pickard
- David Robertson
- Christine Young R 1200 R

*Day 3, Saturday 28th December*

- Darren Alexander
- Mal Balnaves
- Neville Borgelt
- Tom Coghlan F 650 GS Dakar
- Kevin Cooper R 1200 RT
- Andy Davenport
- Bill Ellul
- Mathew Gale
- Karl Haering
- Clint Hayes
- Detlef & Lynda Lamp
- Ann & Brian Macdonald
- Don Miller
- Mark Phelan R 90S

*Day 6, Tuesday 31st December*

- John Coghlan R100 Mystic



## Emerald Coffee Run

BY FRANK CACHIA

28 DECEMBER 2024

Hello Singles!

It's Emerald time and unlike the Dawn Patrol 3 days ago where Mt Dandenong was covered in photography-spoiling mist, this time it was a bright and sunny day.

A new member, that is one who has never done the Emerald dash, showed up just as Frank was wheeling me out for the pre-flight procedure. Wow, look at the size of that twin. Frank, I think you better release all my horses to keep up. Thankfully as today is "Single Rule" Day, I once again led the way towards Mountain Highway after we picked up my escort, the R51/3.

Back in convoy mode we rode up to Sassafras, leaving the multitude of cyclists gasping behind. Once again and you're not going to believe this, roadworks held us back between Sassafras and Olinda. In June, following a severe



storm the road suffered a minor landslide causing the downwards lane to be closed. Now that's six months ago and it still hasn't been repaired.

Out of curiosity, Frank rang Vic Roads politely inquiring what progress is taking place and the estimated time when the road will be opened again. Surprisingly at the other end the faceless voice was quite helpful explaining the workings such as stabilising the ground, carrying out repairs and



designing a drainage system. Frank's helpful advice that the Americans should be consulted, brought back an inquiring reply. Well said Frank, it only took them 4 days to go to the moon and you people have taken six months just to stabilise the ground and design a drainage system and it's still ongoing.

It does look like diplomacy isn't Frank's forte.

Monbulk was a comfort and fuel top up before once again our three heroes took off aiming for the 10 km dash to Emerald.

In those traffic free tight bends I ruled.

You can certainly see that it's holiday time because there was a noticeable drop in traffic in Emerald's main street. More so, with club members attending the Christmas Camp, there was quite a significant drop among the attendees.

And in the time-honoured way, laughter echoed, photographs were taken and drinks consumed.

Just on midday a gentle reminder that the weather is about to turn, saw the group breakup bringing the last gathering of the year to a close. As we made our way back home plans were already on the way to attend the first day of the year "Dawn Patrol".

Bye bye and a Happy New year to all.



### Participants:

Peter Wade	R 18
Dieter Ludwig	R 51/3
Max Parfett	R 125 ORT
Colin Mc Donald	R 1250 GS Adventure Rallye X
Jerry John	R 1200 GSA
And yours truly	R 26



**Participants:**

Lloyd Williams	R100
Roger Tralaggan	R 850 R
Jack De Vries	R 1200 GSA
Al Dance	XR 1000
Peter McDonald	F 900 GSA
Phil Irvine	R 75 Wehrmacht
Jeroen Kroeber	K 100
Trevor Vienet	R 1200 GSA
Neville Borgelt Mick O'Halloran	S 1000 R
Nick Watson	R 1100 GS
Christine Young	R 1200 R

# North East Saturday Coffee

**BY CHRISTINE YOUNG**  
11 JANUARY 2025

**W**inton Wetlands was the 3rd coffee in our rotation of endeavouring to include as many NE riders as possible, another good turnout, 11 bikes one outfit and 12 people.

It was certainly a hot day, the winds were blowing and a storm was predicted, after 2 hrs of conversation we headed off in different directions.

I was heading straight for home, but of course that wasn't

such a good idea, so turned off to the Strathbogie's, what a great ride and a bit cooler, lunch at the general store and home.

Many thanks to those who were able to make it and the apologies from others.

I am away in Tassie with the van February and March, next Winton coffee a ride from Winton heading back towards Alex via ?



Lunch at Meeniyah with David Yee, Anita Fothergill, Paul Yee and Ian McKenna



## Midweek Ride to the Meeniyah Hotel

BY IAN MCKENNA

15 JANUARY 2025

Starting off at the BP Lyndhurst Service Centre which we haven't been to for ages, we gathered 7 riders on 6 bikes, including Paul Yee's Yamaha FZ750 which is the same age as my 1985 model BMW R80.

Heading off in rather dodgy weather we did a rather ordinary 9 km on Thompson's Road to Clyde North where I missed the turn off to Clyde Road and reached a dead end 2 km later. The area has changed so much I didn't recognise the intersection and it was the only one that wasn't sign posted.

Returning to the right course we then took Ballarto Road to Bayles and Heads Road to Lang Lang where we enjoyed a coffee at the Lang Lang Bakery. Light rain caught up to us here, and we rode through intermittent drizzle for much of the day.

Riding the Bass Highway to Grantville, we turned off to Glen Alvie and Kongwak. More back roads took us to Outtrim and Leongatha South. Missing a short cut to Koonwarra we rode the Bass Highway to Leongatha and South Gippsland Highway to Meeniyah.



Starting at Lyndhurst with Paul & David Yee, Anita Fothergill, Dave Denham and Chris Renwick

We arrived at the Meeniyah Hotel a little early but they were open and took us straight in for lunch. Anita's Friend Penny from Inverloch joined us here. Tony Picinich left us after lunch and I started the return journey with a wrong turn in Meeniyah, I soon turned back and took the right road to Dumbalk two hundred metres further out of town.

Fuelling up in Mirboo North we then rode to Trafalgar, and the Princes Freeway to Nilma. The Old Highway took us to Warragul and Drouin, and we finished up in Garfield for a final coffee at Brewster's Cafe which ended a good day of riding.



Final Coffee at Brewster's Cafe in Garfield Paul, & David Yee, Anita Fothergill



David and Anita

Fuelling up at Mirboo North with Dave Denham riding his R1300GS



Afternoon tea at Garfield: Dave and Chris



Morning Tea at Lang Lang: Tony, Dave, David, Anita, Ian, Chris

**Participants:**

Dave Denham	R 1300 GS
Ian McKenna	R 80
Tony Picinich	R 1250 GSA
Chris Renwick	K 1600 GTL
David Yee and Anita Fothergill	K 75 C
Paul Yee	FZ750 Yamaha
Penny	



Thompson River Dam - group photo

## Sunday Ride to Erica Hotel

BY IAN MCKENNA

19 JANUARY 2025

Starting off at the BP Officer Service Centre on Princes Freeway on a sunny Sunday, we had 17 riders on 15 Bikes including Shaun Edwards and her dog Abby, Peter Schubert riding his Honda 650, Garry Steer with a Royal Enfield Interceptor and Colin Van Leeuwin on a Harley Davidson Sport Ride.

Rolling down the Freeway to Pakenham, we rode to Gembrook, Launching Place and Yarra Junction. Morning Coffee was at the Gladysdale Bakehouse on the way to Warburton. Seated mostly outside we enjoyed a good coffee before taking Tarrango Road to the Yarra Junction road to Noojee.

With good weather and great roads we passed Noojee to Willow Grove and Tanjil South near Moe, followed by a rush northward and a visit to the Thompson River Dam near Beardmore. We returned to Erica where we met several riders with Ken Wright R65LS, Ken Gallagher with a 1937 model R5, Tony Hoare and Greg Steer.

Lunch was at the Erica Hotel which was fairly crowded and we enjoyed a long lunch and chat here before ending the ride here and heading home on a good day of riding.



Morning Coffee at the Gladysdale Bakehouse



Lunch at the Erica Hotel with David Yee, Colin Van Leeuwin, Thomas Kuen, Chris Seabrook, Clive Dawes, and Anita Fothergill



Arrival at the Erica Hotel with bikes and riders



Ken Wright and Michael De Vink with Ken's R65LS



Shaun Edwards and Abby riding their R1200GSA



Ken Gallagher loading his friend's 1937 BMW model R5 onto a trailer



Lunch at the Erica Hotel with the ride group enjoying lunch

Thompson River Dam



**Participants:**

Anita Fothergill & David Yee	K 75 C
Simon Cahoon	R 1200 GS
Clive Dawes	R1250 R
Shaun Edwards & dog Abby	R 1200 GSA
Mathew Gale	F 650 GS
Gary	650 Royal Enfield Interceptor
Andrew Johnstone	
Thomas Kuen	F 650 GS
Colin Van Leeuwin	Harley Davidson Sport Ride
Ian McKenna	R 80
Chris Seabrook	K 1600 GTL
Peter Schubert	Honda 650
Karen Stanisfield	R 1200 GS
Michael De Vink	R 1200 S
Nic Watson	R 1100 GS
Ken Gallagher	1937 model R 5
Tony Hoare	
Greg Steer	
Ken Wright	R 65LS



## Saturday Ride to Monbulk

BY FRANK CACHIA

25 JANUARY 2025

.....

**H**ello singles and multies, Another Saturday run, already for the hills. I have been off colour lately, or from a different angle too much colour. After 69 years running in all sorts of roads and weather my head gasket started to weep. It didn't let go but it covered two of my barrel fins with an anti-rust agent---engine oil.

With help from another club member, my petrol tank and exhaust pipe were removed and a day after a new gasket showed up, the rocker gear was stripped down and my head came off. It felt awful having one's head removed, more so when Frank looked at my exposed piston. I felt so vulnerable.

After a light dusting of carbon was removed and my head cleaned up, I'm wearing a new gasket. As the pushrod and exhaust seals were disturbed, they too were replaced. I felt happier once the head was back where it belongs. Then,

head bolts torqued and tappet clearance re-set.

A final check and once I was re-assembled, a single kick to wake up the carburettor and invite fuel to once again flow through and I fired on the next kick. Ah the sound of a single; it just can't be beat.

But that was then, now I'm gently idling, Frank is putting on his gear. The hills are calling, mate.

Wow, what have we got here? I heard the unmistakable sound of a twin. Yep, sure enough another BMW came into view, this time an immaculate silver R80. We settled for a two-bike convoy because last night a member informed Frank that having had a medical injection, he'll have to give the run a miss. Frank did say that he sounded awful; further stating that if he was a race horse he'd be put down.

Thanks to Frank, that certainly made him feel better.

The run up Mountain Highway was, apart from two cars



passing cyclists over double lines in blind bends, enjoyable amongst the multitude of cyclists. What weren't enjoyable were the roadworks between Sassafra and Olinda. Now in its seventh month the minor landslide which collapsed the downwards lane still hasn't been repaired. Enquires, yep, Frank had to stop and ask, is that the drainage system needs to be designed. Work should start in March and finish by the end of June, if not sooner. Frank suggested they should hire some Americans. With a puzzled look, he continued stating that the Americans achieved their goal taking only 4 days to go to the moon, nothing compared to this soap opera.

Diplomacy isn't Frank's strongest point.

Reaching the summit at Olinda, we turned looking forward to the delightful high speed downhill run to Monbulk.

But hello, here's a surprise. As we entered Monbulk Main Street there were a number of bikes parked very close to the pedestrian crossing. One of them was Frank's sick mate; clearly, he hadn't been mistaken for a race horse. Hardly had we pulled into the carpark when more club members showed up.

As we started the cooling down, our owners made their way to first sitting down on the council supplied large sturdy benches, before heading to the nearest indoor/outdoor cafe. While we bikes enjoyed watching both human and vehicle traffic pass by, our owners were diving into different makes of coffee, Devonshire tea with scones and a number of what looked like delicious cakes.



This was quite pleasant; previously we only stopped here for Frank's call of nature and the yearly gathering of members attending the Dawn Patrol. Now, with all the opened shops, well, there are far more interesting things on offer. A look around showed a number of cafes with both indoor and outdoor spacious dining areas with wide awnings in case of rain, four bakeries, with two of the bakeries known for their award-winning pies, coffee and muffins, plenty of on road and off-road parking and if, heaven forbid, more than a few drops of rain descend, there's numerous shop awnings or even the supermarket to take shelter including the local police station.

Well with so much facilities around them and laughter in the air there's no point going further. The lads have everything that they would ever need. They all agreed that this was definitely an ideal locality for a Saturday morning get together; so, a date was set for the same time next month.

When the time was right, we were fired up and our owners took us back to near and far, both metropolitan and country destinations.

In my case having completely rested, the back breaking run to Olinda was easily tackled arriving just in time for lunch.

Yep, it was the start of a most enjoyable gathering.

Ta ta girls!

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Likes



42

# IMAGINE LIFE WITHOUT



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AND NEVER DO IT AGAIN!**



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



## 2025 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. All levels of GS riders are welcome.

2025 will be our **3rd year** to partner with Touratech to offer GS / adventure rider training. 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 **\$100pp** (including lunch). For those that will camp at the Carboor Hall, the camping costs is an extra \$60 for a total costs of **\$160pp** (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@bmwmccvic.org.au, 040 330 2230).

There are **three-levels** of training for 2025:

**1.Adventure:** Cover the basics and ride after training in the forest.

**2.Explore:** Warm-up and then progress to basic / intermediate hill ascends, descends and recovery, and time permitting progress to steeper ascends and descends. Ride after training in the forest / fire track.

**3.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 in the forest.

**Event dates for 2025:**

The following dates are available for 2025 (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 one-week cut off to arrange catering.

**1. Adventure:** 8 February 2025 (book and pay by Friday, 31 January 2025)

**2. Explore:** 5 April 2025 (book and pay by Friday, 28 March 2025)

**3. Extreme:** 21 June 2025 (book and pay by Friday, 13 June 2025)

**4. Adventure:** 9 August 2025 (book and pay by Friday, 1 August 2025)

**5. Explore:** 1 November 2025 (book and pay by Friday, 24 October 2025)

**6. Extreme:** 6 December 2025 (book and pay by Friday, 28 November 2025)

Please contact Jacques Van Niekerk ([bmwmccvic@gmail.com](mailto:bmwmccvic@gmail.com)); [clubdelegate@bmwmccvic.org.au](mailto:clubdelegate@bmwmccvic.org.au)) if you have any inquiries.



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



## Saturday Morning Coffee Rides

Join in for a friendly coffee to meet members. Held at different venues each week.... All Welcome.

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

From 9.00am at Laurent Bakery, 109 Dundas Place, Albert Park. (Melway 2K C7). All welcome. Please park safely and leave footpaths clear.

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

**Western:** From 9.00am Beechworth Bakery, Grenville Street, Ballarat.

**Noojee:** From 9.30am Little Red Duck Cafe, 1 Bennett St Noojee. Contact: Mark Doherty 0402 210 050

### 2nd Saturday of the Month - Gippsland Coffee Morning – Heyfield / North East rotating

**Gippsland:** From 9.30am at Heyfield Bakery 59 Temple St, Heyfield. Contact Paul Koedijk 0491 167 199

**North East Coffee:** From 10.00am. Rotating venues are Winton North, Alexandra or Euroa. Check website for location. Contact: Christine Young 0408 350 850

### 3rd Saturday of the Month - Central Coffee – Kangaroo Flat & Sth Gippsland/Bass Morning – rotating

**Central Coffee:** From 10.00am at the Rocklea Café, Kangaroo Flat.

**South Gippsland/Bass Strait Coffee:** From 10.00am. Rotating venues are San Remo, Koonwarra, Wonthaggi and Mirboo North. Please check website for location.

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

From 9.00am onwards at The Laughing Fox Cafe, 13 Kilvington Drive, Emerald.

## FEBRUARY

### 16th February - Sunday – Jamieson (North East) Ride

Ride the winding roads to Jamieson for Lunch (159km). Please note this ride forms part of the first multi day ride for the year. So after lunch those continuing to Wangaratta will depart via Mansfield and you are welcome to continue with us as desired.

Assemble at Coles Express Lilydale (8.30am) Depart (9.00am) for Eildon via Healesville, Buxton & Thornton Eildon - Morning Tea (10.30am) Jamieson - Lunch (12.30pm) After lunch its find your own way home.

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

### 24th February - Monday – Monthly Club Meeting – Doncaster Hotel, Doncaster

No Meeting in Camberwell. Meet at Doncaster Hotel, Doncaster.

The FEBRUARY general meeting will be another social get-together, this time at the Doncaster Hotel, 855 Doncaster Road, Doncaster, 3108. The carpark is behind the hotel and can be accessed from Doncaster Road or Victoria Street.

Come at 6.00pm with your friends, bring new ones if you wish, to chat with other members while having dinner together. Meals and drinks will be at our own cost. You'll need to register for this event so we have a place for you at the table. Come and join us! No traditional meetings at Camberwell in January or February. Social occasions only in January and February.

## MARCH

### 16th February - Sunday – Jamieson (North East) Ride

Ride the winding roads to Jamieson for Lunch (159km). Please note this ride forms part of the first multi day ride for the year. So after lunch those continuing to Wangaratta will depart via Mansfield and you are welcome to continue with us as desired.

### 12th March - Wednesday – Midweek Ride to Kilcunda General Store

Ride of 135 km to the Kilcunda General Store in Kilcunda. Ride via Clyde, Bayles, Poowong, Loch and Dalyston to Kilcunda.

Return via Woolamai, Kernot, Poowong, Drouin South, Longwarry, Garfield and Pakenham to Emerald. Assemble 8.30 at BP Lyndhurst Service Centre on Thompson Road For Departure at 9.00am. Stop at Loch, Kilcunda, Garfield and Emerald. Coffee at Olive on Loch Cafe in Loch at 10.00am. Lunch at Kilcunda General Store in Kilcunda at 12.00 Noon. Coffee at Brewsters Cafe in Garfield at 3.00pm. Finish at Emerald Village Bakery in Emerald at 4.30pm. Ride Leader Ian McKenna ph 0487 868 466.

### 16th March - Sunday - Sunday Ride – Black Dog Ride (Seymour via Alexandra)

As per last year I'm looking for assistance with the Melbourne East Black Dog Ride. Come along and act as a corner marker.

This year we are assembling at the Cribb Cafe in Lilydale. The Cribb Cafe is a not for profit cafe run by Bridge Builders (a youth charity).

Assemble by 9.00am at CriBB Cafe 222 Maroondah Highway Lilydale (corner of Clarke St). Briefing at 9.20am. Heading our along Maroondah Highway through Coldstream, Healesville, Narbethong to Alexandra. Moring tea in Alexandra @ 10.45am. Stands Up 11.15am

Lunch 12.30pm Royal Hotel Seymour (TBC). Ride Leader: Chris Seabrook 0417 330 586. Other inquiries: Ian McKenna 0487 868 466

### 24th March - Monday – Monthly Club Meeting

Join us on Monday March 22nd at 7.30pm for our monthly general 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 arranged for this meeting.

## APRIL

### 7th April - Monday – CRL to Corner Hotel in Alexandra.

Ride of 135 km to the Corner Hotel in Alexandra. Ride via Kinglake to Healesville and the Black Spur to Alexandra.

Return via Flowerdale and Whittlesea to Wattle Glen for a total distance of 255 km. Start at Peppers Paddock General Store in Wattle Glen at 10.00am.

Stop at Fernshaw Park at 11.00am, and Whittlesea on the return. Lunch at the Corner Hotel in Alexandra at 12.00 Noon. Finish at Peppers Paddock in Wattle Glen at 3.00pm. Ride Leader Ian McKenna ph 0487 868 466.

### 9th April - Wednesday – Midweek Ride to Allies Hotel in Myers Flat.

Ride of 150 km to the Allies Hotel in Myers Flat near Bendigo. Ride via Toolern Vale, Gisborne, Macedon, Kyneton, Redesdale and Bendigo to Myers Flat. Return via the Mclvor highway, Heathcote and Hume Freeway to Kalkallo for a total distance of 300 km. Start at BP Calder Park Service Centre on Calder Freeway at 9.00am. Stop at Redesdale, Myers Flat, Heathcote and Kalkallo. Coffee at Cafe Budhurst in Redesdale at 10.30am. Lunch at the Allies Hotel in Myers Flat at 12.30pm. Coffee at Heathcote at 2.30pm. Finish in Kalkallo on Hume Freeway at 4.30pm. Ride Leader Ian McKenna ph 0487 868 466.

### 26th April - Saturday – BMW Drivers (Victoria) Calder Park National Rally 2025

Following the success of the BMW 100 Year celebrations in 2023, the BMW drivers club is again holding a display and track day at Calder Park Raceway. We at BMWCCVIC have again been invited to attend and put on a display of all things Motorand. If you would like to attend please register and let us know what bike you will be displaying. More information will be announced once the Drivers club finalises the details.

### 27th April – Sunday - Sunday Ride – Dunkeld (South West - Otways)

Approx. 226km ride. Ride Leader: Chris Seabrook 0417 330 586 Other Inquiries: Ian McKenna 0487 868 466

### 28th April - Monday – Monthly Club Meeting

The monthly meeting will be held on Monday 28th April at 7.30pm at Lynden Park Recreational Facility, Wakefield's Grove, 64A Through Rd Camberwell 3124. Enter via the narrow access road between no's 64 and 66 Through Rd. This will be a general meeting to update you on current events. Our speaker for the evening will be club member, Frank Cachia. Frank will inform us about the book he has written tracing the club's 50 year history. The book outlines how the club was formed, how special rides and events evolved and much more. Frank will have copies of his book available for sale, preferably cash sales please. This historical book is worthy of being the ideal gift and will definitely take pride of place in any member's library. Club meetings are always a great social event too so please register your attendance to help us with supper catering, would be appreciated.

## MAY

### 7th – 11th Wednesday-Sunday - 50th Anniversary Rally in 2025

At the Heathcote Queen Meadow Caravan Park, 3 Barrack Street, Heathcote, Vic, 3523. Tel. 03 5433 2304 <https://www.heathcotemeadowcaravanpark.com.au/>  
A 50th Anniversary Dinner will be held on Saturday evening, 10th May, at the RSL and we hope everyone will celebrate our 50 year history with us.

**Mark the date in your diary now** and plan to be there. We'd love to see you! For further info contact one of these people: Lea Gilliland 03 5264 7975, Lynne Rosenthal 0415 286 855, Kerrie Hessling 0431 884 085, Bernard Schacher-Tayla 0403 899 374

\*Check website for full details.

## Melbourne ride departure points

### NORTHERN DEP. POINT EPPING

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

### LYNDHURST DEP. POINT

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

### LILYDALE DEP. POINT

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

### LITTLE RIVER DEP. POINT

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

### OFFICER DEP. POINT

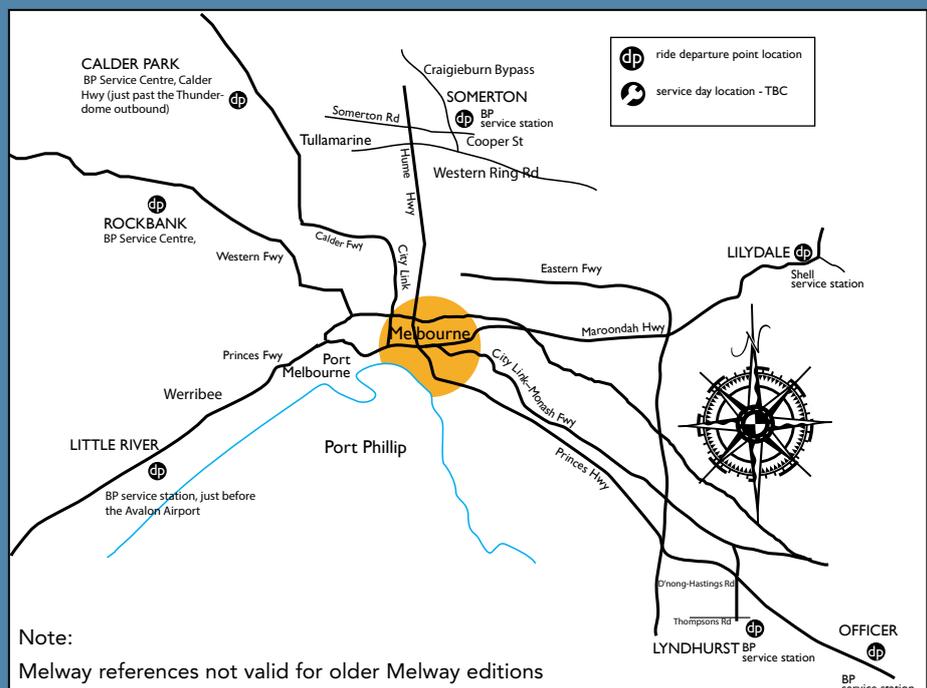
BP Service Centre - Officer Outbound  
65 Princes Fwy, (M1) Officer.  
2 km South East of Beaconsfield Exit on M1

### ROCKBANK DEP. POINT

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

### CALDER PARK DEP. POINT

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



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

### FOR SALE

#### BMW F850GSA Rallye 2019 - \$19,000

I'm selling my BMW F850 GSA Rallye to upgrade.

- Low 27,609 kms and service history
- Registered until May 2025
- BMW Aluminium Panniers & Top Box with Back Rest, and Tank Top Bag
- BMW Garmin Navigator VI
- BMW Dual USB Port
- BMW Comfort & Touring Packages incl. Dynamic ESA, Keyless Ride,
- Tyre Pressure Monitoring, Centre Stand, Heated Grips.
- BMW Dynamic & Lights Package incl. Dynamic Traction Control, Automatic
- Stability Control, LED Lights, Daytime Riding Lights, Gearshift Assist Pro, Riding
- Modes Pro, White LED Indicators, ABS Pro, Electronic Suspension.
- BMW 6.5 TFT Colour Display, Blue Tooth Connectivity.
- BMW 23 Litre Fuel Tank (550 + Kms)
- BMW Larger Screen with 2 Way Adjustment
- BMW Wide Foot Pegs.
- BMW Engine Protection Bars.
- RWC

**Contact:** Mike Tobias (Mt Martha)  
**Mobile:** 0487 866 643  
**Email:** mike.tobias5974@gmail.com



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

Very good condition.

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

Only selling due to my D.O.B.

**Contact:** Greg Hobbs (Ballarat)  
**Mobile:** 0419 208 811  
**Email:** gkhobbs2003@outlook.com



#### BMW G310R 2022 - \$5,500

As my riding days are now over, a 2022 BMW G310R is for sale.

- 6,500kms
- Top Box
- Screen
- Heated Grips
- Registered to March 2025
- As new condition

**Contact:** Terry Kiely  
**Mobile:** 0408 518 304  
**Email:** terrykiely311@gmail.com



#### BMW Connected-Ride Cradle - \$300

It is for OEM navigation mount. In very good condition and works perfectly. Comes with original box.

**Contact:** Murray Boyd  
**Phone:** 0418 537 641  
**Email:** murray.boyd@icloud.com



#### BMW R100RS 1983 (Black - Café Racer) - \$20,000 ONO

This 1983 BMW R100 RS café racer has been rebuilt from the frame up and is for sale. While currently sporting café racer trim, it is completely reversible and can be returned to stock. Included in the sale are ALL original parts – every nut, bolt, seat, fairings – the lot.

Some of the highlights include:

- Genuine BMW spoke wheels, fully rebuilt.
  - Full Motogadget electronics
  - Upgraded engine electronics
  - Rebuilt and upgraded fork internals
  - Fully rebuilt heads
  - Rebuilt rear drive and brakes, etc
- Only selling as I am moving onto my next project. This bike is ready to ride – nothing to be done. I have had the bike for about 10 years and am the second owner.

**Contact:** Richard Briedis  
**Mobile:** 0401 056 054  
**Email:** rvbriedis@hotmail.com



**Mars Leather Jacket (Size 46) - \$250**  
**Men's Riding Gloves - \$30 / pair**  
 Mars brand leather jacket in excellent condition.

Men's Rukka and DriRider riding gloves.

**Lady's Moto Dry Jacket (Size S) - \$150**

Lady's jacket with liner for sale. Moto Dry brand. Size S. Good condition.

**Sheep Skin Cover - \$60**

**Contact:** Kevin Cooper

**Phone:** 0428 534 346

**Email:** cooperkjv@yahoo.com



**Hex ezCAN (R1200GS) - \$150 ONO**  
 Purchased to fit accessories to my 2005 BMW R1200GS but ended up

**Dainese Leather Jacket - \$400 ONO**

A brown Dainese leather jacket is for sale ... due to significant weight loss jacket is now too big . Original purchase price was \$900

**BMW Savanna Pants - \$200 ONO**

These BMW Savanna pants are in very good condition for their age ... I've worn them regularly in south Gippslands winters . They are 32 inch waist and 32 inch leg . The goretex lining is in good condition.

**Contact:** Martin (South Gippsland)

**Mobile:** 0400 973 856

**Email:** mcongreave@gmail.com



**Earles Fork and Swing Arm - \$500 ONO**

One complete shock and bits of the damper. Suits all /2 BMWs

**Contact:** Adrian Dixon (Doncaster East)

**Mobile:** 0476 722 501

**Email:** adriandixon777@gmail.com



## WANTED

**Stainless Steel Exhaust System for BMW R65LS (1983)**

**Contact:** Ken Wright (member)

**Mobile:** 0418 5490 102

**Email:** kwright@iinet.net.au



**BMW Motorcycle Club**  
 1975 - 2025

*Making Life a Ride!*

## The club's 50th Anniversary Event in 2025

**SAVE THE DATE!**

**Thursday 8th to Sunday 11th May**

**at Heathcote Queen Meadow Caravan Park**

**Celebratory Dinner on Saturday 10th May**

A book celebrating 50 years of club life

will be launched

Rally pack including rally badge  
 Riding and attendance awards aplenty

It will all be there!

And we want you to be there too!

Save the date – and plan your weekend of fun



**BMW  
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Learn more → [bmw-motorrad.com.au/s1000rr](https://bmw-motorrad.com.au/s1000rr)

### 2024 BMW MOTORRAD DEALER TROPHY - CELEBRATING EXCELLENCE ON TWO WHEELS

We're thrilled to announce that Brighton BMW Motorrad (Group 1) and Ringwood BMW Motorrad (Group 2) have been named 2024 BMW Motorrad Dealer Trophy winners.

This recognition highlights our dedication to exceptional service, unparalleled expertise, and passion for the open road. Both dealerships are proudly part of Autosports Group, and we remain committed to delivering the ultimate riding experience for every BMW Motorrad enthusiast.

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Email: [sales@brightonbmwmotorrad.com.au](mailto:sales@brightonbmwmotorrad.com.au)  
[bmw-motorrad.com.au/brighton-bmw-motorrad](https://bmw-motorrad.com.au/brighton-bmw-motorrad)

Sales: Mon - Fri 9:00am - 5:30pm,  
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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)

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