

June 2025

BeeEm

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BMW Motorcycle Club
Victoria Australia



CELEBRATING 50 YEARS
1975-2025

Magazine of the BMW Motorcycle Club of Victoria



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Our cover: GS Training with Touratech

Magazine Layout Consultant: Jaz Effect Design



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:
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Members' classifieds are to be sent to:
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President's Message

What an amazing 50th anniversary rally!



What does it take to organise a great rally? After months of planning, taking ideas from concept to reality, many committee meetings, multiple rally committee meetings, various fact finding missions and site visits to Heathcote and Yea, multiple calls and emails to suppliers to confirm venues and dinner arrangements, last minutes cancellations and last-minute confirmations of a few stragglers, endless hours preparing rally bags and getting merchandise ready, our rally week has finally arrived.

We expect close to 105 registrants for the 50th year rally event. Travellers will be coming from within Victoria and interstate. Looking forward to seeing who will win the prize for the furthest distance travelled.

For me the journey to travel is not just about getting the bike packed and hitting the road. It is all about preparing for the ride and the anticipation leading up to the ride and the event.

I generally take things out of cupboards and lay it all out on the lounge room floor where I can systematically decide what camping equipment to pack in my duffel bag and what clothing to take along for the cold autumn evenings – getting rid of stuff that is excess is a game I always play. It never surprises me that I always pack something I thought I may use and actually never did on the trip.

As I get closer to departure time, the urgency increases to finish packing and fine tune departure time and route to Heathcote.

With cabins at the Heathcote caravan park being booked out early, I was looking forward to camping. My favourite time of the day is at dawn and dusk when you hear the magpies warble and the kookaburra's laughing, announcing the start of the day and the end of the day.

Camping will require a warm sleeping bag. This year I invested in a collapsible Helinox Lite Cot stretcher, that is easy to carry in a duffel bag at just 1.3kg. This will be a departure from my usual inflatable mattress. From all the reviews on the internet I just hope all the hype lives up to expectations.

Ian McKenna led us on rides to Mount Macedon, Bendigo and Yea to visit a museum of great bikes.

After the 50th rally weekend, Chris Seabrook led another 50th year celebration multi-day ride. Judging by the previous ride, it will be huge fun.

During the 50th rally we celebrated many laughs and get togethers during BBQ, lunch, dinner and campfires at night. In the end our club is all about friendships that stood the test of time.

Thank you to Chris Seabrook who brought the BBQ trailer and Winfried Hessling who anchored the BBQ team with countless volunteers who helped to make light work of all the tasks over the rally.

On Saturday afternoon we had a great turnout for the show and shine. Many models from all the eras, singles, twins, four cylinders, six cylinders, air heads and water-cooled models made an appearance.

On Saturday night at the Heathcote RSL, we sat down to a great meal, accompanied by our celebratory rally wine with a memorable wine label, being another collector's item for the rally fan club.

Huge thanks to Bernard Schacher Tayla who acted as master of ceremonies and the various speakers. We made memorable awards to the founding members from 1975 who joined celebrations.

Big thank you to Frank Cachia who prepared a 50th anniversary yearbook. Please get your copy directly from Frank Cachia, as this will become a collector's item in years to come.

Thank you to the rally committee under Lea and Noel Gilliland, Kerrie Hessling, Lynne Rosenthal and Bernard Schacher Tayla and many volunteers, who have set a new benchmark. Who will step up in the future to help with the next rally?

Other upcoming events (please register at our club website):

- Annual awards lunch (Sunday, 13th July 2025)
- Christmas in July (Saturday, 19th July 2025)
- Annual general meeting and special meeting to approve the updated constitution (Monday, 28th July 2025). Please note all committee positions will be vacant. Please speak to the committee if you want to step up and take your volunteering to the next level and make new friends, by being a committee member.

Jacques van Niekerk
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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



Editor's Message

So here we go again with another month down with April having passed. Easter eggs as well as the Easter buns all eaten and now bring on May. In this issue you can read about BMW GS Adventure and training, CRL at Alexandra, mid-week ride to Myers Flats, BMW Drivers Calder Park Nationals Rally with BMW MCCVIC being invited, the Sunday Dunkeld rides.

With our April general meeting our guest speaker Frank Cachia provided a brief outline of the book he had written especially for the 50th Anniversary. Now on the subject of our 50th Anniversary we have our forthcoming camp being held in Heathcote, hope to see many of you there.

Now check the calendar page of scheduled rides for the month of May, as well as looking ahead with June and our Christmas in July, the Annual Lunch and AGM. Make sure you mark these three events in July, to ensure you are able to attend.

From the Editor and Team Ride, Read and Stay Safe



GS Training with Touratech

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

Maureen Stevens	R 60/5
Ray Wellington	R 60 US, R 69 S
Ian Martin	R 1200 RT, R 1300 GS
Yan Chen	Family
Shane West	R 1100 S, R 1200 RT
Judy West	Family
Mark Fisher	F 900 XR
Chris Tsiamis	R 1300 GS
Sandra Tsiamis	Family
Matthew Barnett	F 900 R



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, 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
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 Motorrad presents the new BMW R 1300 R

Courtesy of BMW Group.com



“With the new BMW R 1300 R, we’ve taken our dynamic roadster with boxer engine to a whole new level. Focused uncompromisingly on riding dynamics, it delivers a far sportier experience than its predecessor thanks to a completely redesigned engine and chassis, while still retaining core BMW values such as touring capability and comfort.”

Christof Lischka, Head of Development BMW Motorrad

The new BMW R 1300 R: the new dynamic roadster with boxer engine is noticeably sportier both technically and visually, featuring dynamic styling for an aggressive, athletic design. Four attractive model variants.

The goal behind developing the new BMW R 1300 R was to achieve both a visual and technical enhancement of the dynamic roadster with boxer engine. Alongside its more aggressive, sportier design, equipment features such as the Performance variant – including a sport suspension, short hand levers, milled and adjustable footrests,

DTC-Shift, two additional sport screens, sport seat, engine spoiler and sport tyres –

allow customers to dial up the bike’s dynamic potential even further. At the same time, the

BMW R 1300 R remains a capable companion for everyday use and touring, and with options such as seat heating, Riding Assistant, a windscreen, and a variety of luggage choices, the bike can be perfectly tailored to individual needs of this type.

The basic version of the BMW R 1300 R is offered in Snapper Rocks metallic, with additional variants including the Exclusive variant in Racing blue metallic, the sport-focused Performance variant in Lightwhite uni, and the premium Option 719 Kilauea in Blackstorm metallic.

Sporty ergonomics and equipment for both dynamic riding fun and touring comfort.

The BMW Motorrad developers set out to make the new BMW R 1300 R significantly more dynamic and sporty than its predecessor – a goal the new dynamic roadster with boxer engine fulfils not only in terms of design, engine and chassis: equal importance was also placed on ergonomics, with a focus on creating a sportier, more active riding position.

Accordingly, the ergonomic triangle formed by handlebars, footrests and seat on the new BMW R 1300 R has been designed to position the rider noticeably further forward over the front wheel thanks to slightly rear-set footrests and flatter handlebars. This results in particular in improved feedback from the front end, especially during sporty riding, and therefore even greater controllability. At the same time, the sporty seating position still allows for relaxed touring and cruising, even with a passenger. Optional Comfort handlebars are also available.

A range of seat variants ensures an optimum seat height, while a newly developed luggage system with electrified cases and a clever tank bag makes the bike ideal for comfortable touring and holiday trips.

For many years, BMW’s roadsters with boxer engine have enjoyed an excellent reputation among female customers and restarters in particular. This is thanks to their good accessibility and low seat height. For this reason, the development of the new R 1300 R again placed particular focus on achieving a seat height of well below 790 mm. In addition to the standard seat, several others are available as individual items of optional equipment ex works.

For touring and holiday rides, the new BMW R 1300 R can be fitted with a newly developed case system and case holders from the BMW Motorrad Original Accessories range, or with preparation for the luggage system fitted as optional equipment ex works. The cases have a capacity of 26 and 29 litres respectively. Both are electrified and can be unlocked using the central locking system. They also both feature interior lighting, and the left-hand case includes a USB-C charging port. The tank bag is also new. For the first time, it is completely strapless and attaches to the bike via a tank ring.

Rugged boxer engine with top figures for power and torque along with optimised running smoothness and efficiency.

The boxer engine in the new BMW R 1300 R has a capacity of exactly 1 300 cc while the ratio between bore and stroke is 106.5 to 73 mm (predecessor: 102.5 to 76 mm). This increase in capacity derives from an enlarged cylinder bore and a new crankshaft with reduced stroke. It has an output of 107 kW (145 hp) (predecessor: 100 kW (136 hp), still at 7 750 rpm, and develops a maximum torque of 149 Nm at 6 500 rpm (predecessor:

143 Nm at 6 250 rpm), making it by far the most powerful serial production BMW boxer engine to date. Its maximum engine speed is 9 000 rpm.

Three riding modes are included as standard, allowing the bike to adapt ideally to any road conditions. Riding Modes Pro with the additional modes “Dynamic” and “Dynamic Pro”, along with riding mode pre-selection as optional equipment ex works. Engine drag torque control (MSR) as standard.



In standard trim, the new R 1300 R has three riding modes for adaptation to individual rider preferences. The “Rain” and “Road” riding modes allow riding characteristics to be adapted to most road conditions. The “Eco” riding mode also makes it possible to use the innovative BMW ShiftCam technology primarily in such a way that the maximum range can be achieved with a single tank of fuel. On request the new R 1300 R can also be fitted with the optional equipment item “Riding Modes Pro” ex works: among other things, this comprises the additional riding modes “Dynamic” and “Dynamic Pro”. With the riding mode pre-selection the rider can use the riding mode button to make an individual selection. In this way, a preferred and easily manageable number of riding modes can be configured and selected while riding.

Engine drag torque control (MSR) is on board even in standard trim. This can be used to safely avoid unstable riding conditions that can occur during coasting or downshifting due to excessive brake slip at the rear wheel. In these cases, MSR instantly opens the throttle valves to such an extent that drag torque is equalised and the motorcycle stabilises.

Automated shift assistant (ASA) with fully automated clutch operation and manual or automated shifting for an enhanced motorcycling experience as optional equipment.

With the automated shift assistant (ASA), BMW Motorrad offers an innovative technical solution to make motorcycling easier and more comfortable. True to the motto “Simplify your Ride”, automated clutch operation and gear changes puts the riding experience even more front and centre – without sacrificing the dynamic of the shifting process.

Completely newly developed chassis with sheet metal main frame made of steel and aluminium rear frame.

The chassis of the new BMW R 1300 R has been completely redesigned. The centrepiece is the new sheet metal main frame made of steel, which in addition to a significant optimisation of the installation space for even more compact packaging also offers higher levels of stiffness than the predecessor model. In the course of the redesign, the rear frame was also completely reconceived. In place of

the previous tubular steel construction, the new R 1300 R now has a rear frame made of die-cast aluminium.

In combination with a drive unit that is now much more compact, the new design of the chassis achieved a significant concentration of mass towards the overall centre of gravity, which is reflected in noticeable handling benefits. At the same time, the new R 1300 R is even more precise and stable when braking, requires noticeably less effort to ride, and offers an even more satisfyingly precise response of the suspension elements.

New upside-down telescopic fork and revised EVO Paralever rear suspension for even greater handling precision. New wheels more than 1.4 kg lighter.

In the new BMW R 1300 R, front wheel guide is handled by a new upside-down telescopic fork with an inner tube diameter of 47 mm. The rear wheel guide of the new R 1300 R has also been redesigned. The hallmark of the Evo Paralever is a significantly stiffer connection via the suspension in the frame and a continuous swinging arm quick-release axle.

The new R 1300 R also features new 17-inch aluminium cast wheels with hollow-spoke design. All in all they weigh in at more than 1.4 kg less than the existing wheels. The reduced rotational masses result in both improved acceleration and brake response as well as optimised handling qualities.

New electronic Dynamic Suspension Adjustment (DSA), with dynamic adjustment of the damping, spring rate and load compensation as optional equipment. The world's first series production motorcycle telescopic fork with adjustable spring rate.

With its dynamic adjustment of the damping and adjustable spring rest at the rear, the standard electronic Dynamic ESA itself offers a high level of riding safety and riding fun on a wide variety of terrains.

The electronic Dynamic Suspension Adjustment (DSA) now goes one step further, combining the dynamic adjustment of the front and rear damping with a corresponding adjustment of the spring rate ("spring stiffness") – depending on the selected riding mode, riding condition and manoeuvres. This makes the new BMW R 1300 R the first series production motorcycle with an upside-down telescopic fork that allows adjustment of the spring rate. Automatic load compensation is provided by the adjustable spring rest. With DSA, the rider benefits from even more refined handling and increased banking freedom.

A high-performance braking system in conjunction with Integral ABS Pro comes as standard. Sport brake as optional equipment ex works.

The R 1300 R comes as standard with a twin disc brake featuring two radially mounted four-piston fixed callipers at the front and a single disc brake with two-piston floating



calliper at the rear in conjunction with BMW Motorrad Integral ABS Pro. The new

BMW R 1300 R can be fitted with the sport brake system as optional equipment ex works. In addition to a sportier look with titanium-coloured brake callipers, it offers a slight increase in braking performance.

Standard full LED headlight in dynamic octagonal design and state-of-the-art LED lighting throughout. Headlight Pro with adaptive turning light as optional equipment ex works.

BMW Motorrad is regarded as the pioneer par excellence when it comes to motorcycling safety and related innovations. Accordingly, the new R 1300 R comes as standard with a newly designed LED headlight in a dynamic octagonal shape, featuring a distinctive light icon.

With the optional Adaptive Turning Light, the dipped beam of the standard full LED headlight is optimised for cornering, depending on the banking position, by activating additional LED elements. In this way, the bend is almost fully illuminated because the light moves to where the motorcycle is heading. By optimising the light pattern, the dipped beam light ensures an even wider and more homogeneous illumination of the road.

Riding Assistant with Active Cruise Control (ACC) and Front Collision Warning (FCW) for safe and comfortable motorcycling as optional equipment ex works.

The new BMW R 1300 R can be equipped with the Riding Assistant for even safer and more comfortable motorcycling. This includes Active Cruise Control (ACC) and Front Collision Warning (FCW).

For the first time, navigation preparation now features electric unlocking for maximum operating comfort as optional equipment ex works.

This item of ex works optional equipment allows quick and secure attachment and operation of a navigation device or smartphone using a mount cradle. For the first time, this holder no longer requires a key – it unlocks electrically for maximum convenience.

Optional equipment and Original BMW Motorrad Accessories for the new BMW R 1300 R.

An extensive program of optional equipment and optional accessories is available for further customisation of the new BMW R 1300 R.

The highlights of the new BMW R 1300 R:

- Dynamic, sporty design.
- Sporty ergonomics and equipment for both dynamic riding fun and touring comfort.
- Four model variants: basic version, Exclusive, Performance and Option 719 Kilauea.
- 2-cylinder boxer engine with 107 kW (145 hp) at 7 750 rpm and 149 Nm at 6 500 pm.
- Engine drag torque control (MSR) as standard.
- Automated shift assistant (ASA) with fully automated clutch operation and manual or automated shifting for an enhanced motorcycling experience as optional equipment.
- Completely newly developed chassis with sheet metal main frame made of steel and aluminium rear frame.
- New upside-down telescopic fork and revised EVO Paralever rear suspension for even greater handling precision.
- New electronic Dynamic Suspension Adjustment (DSA) as optional equipment ex works, with dynamic adjustment of the damping and spring rate, and also load compensation. The world's first series production motorcycle telescopic fork with adjustable spring rate.
- New wheels more than 1.4 kg lighter.
- High-performance brake system in conjunction with BMW Motorrad ABS Pro for safe braking, even in banking position.
- Standard full LED headlight in dynamic octagonal design and state-of-the-art LED lighting throughout. Headlight Pro with adaptive turning light as optional equipment ex works.
- Riding Assistant with Active Cruise Control (ACC) and Front Collision Warning (FCW) for safe and comfortable motorcycling as optional equipment ex works.

A range of seat variants ensures an optimum seat height, while a newly developed luggage system with electrified cases and a clever tank bag makes the bike ideal for comfortable touring and holiday trips.

Three riding modes are included as standard, allowing the bike to adapt ideally to any road conditions.

Riding Modes Pro with the additional modes "Dynamic" and "Dynamic Pro", along with riding mode pre-selection as optional equipment ex works.

For the first time, navigation preparation now features electric unlocking for maximum operating comfort as optional equipment ex works.

Extensive range of optional equipment and Original BMW Motorrad Accessories.





Touratech GS Training

BY NIELS HOLM
APRIL 2025

Friday – Day One Travelling Day

Some eighteen months had passed since I attended the Touratech Training at Carboor and it was certainly time to get a refresh on my off road skills. So with a free calendar it was time to book the course and schedule in some annual leave to get away for three days of adventure riding. A tap on the shoulder of friend and work colleague John (BMW R 1200 GS) and he too was up for some good off road adventure riding.

With a late work function the night before, a 10am Friday morning meeting at Yarra Glen was in order. Both bikes fuelled up and out to the Melba Highway, but it was not long before John and I turned off to the right and took the Old Toolangi Road which would bring us out east of the Melba Highway and close to Spraggs Road and the entry into Toolangi State Forest. The wallabies were out and about and this was confirmed with a near miss just a few feet in front of my bike. – That was close. The entry into the forest was via Nolans Road and we noticed the temperature drop a few degrees and there was just the right amount of moisture to make the track tacky but not slippery. I was leading at this point and through our Sena, John indicated that there was no dust, which enabled me



to enjoy the corners and slide a little and not worry about him travelling in a dust bowl.

It was not long and we hit the Sylvia Creek Road and it was in this area that just five weeks ago we enjoyed the BMW GS Experience where we both rode the new R 1300 GS and R 1300 GSA. Fantastic bikes and I am still wondering if the swap over would be worthwhile. (check out the pics in the mag.)

We pushed on north and made good time via the Murrindindi Road, Wilhelmina Falls Road and then through the Black Range State Forest, before traversing the Cheviot Tunnel. With such dry conditions John was holding back to avoid as much dust as possible and we kept in close contact via intercom.

Given our later than normal start Yarck beckoned and lunch was in order. The plan from here was to turn south, through Koriella and onto the road towards Alexandra. Just short of the town centre we turned left and took our pre-planned route via Maintongoon Road. I felt I had not ridden this section of road before, and John assured me we would come out just south of Bonnie Doon at the bridge over Lake Eildon. But as we passed Briers Lookout I recalled a four day adventure ride four years ago where we traversed this road and made our way to Eildon. With Lake Eildon on our right it was interesting to see the water level very low, another indicator of the dry conditions.

We motored through Mansfield and scooted through this very busy tourist hot spot, before turning left and heading north along Mt Battery Road and then Graves Road. Several dirt sections along this stretch and hence no other vehicles were there to bother us. We joined the Mansfield-Whitfield Road near Tolmie and then enjoyed a well earned stop at Powers Lookout. Back on the bikes and the road down the winding road to Whitfield proved interesting as when I later studied my BMW Motorrad App it showed a left hand bend where I took it and recorded a lean angle of '40' Degrees. Riding a R 1250 GSA and fitting the Metzeler Karoo 4 tyres, re-affirms why you can never go past investing in good tyres.

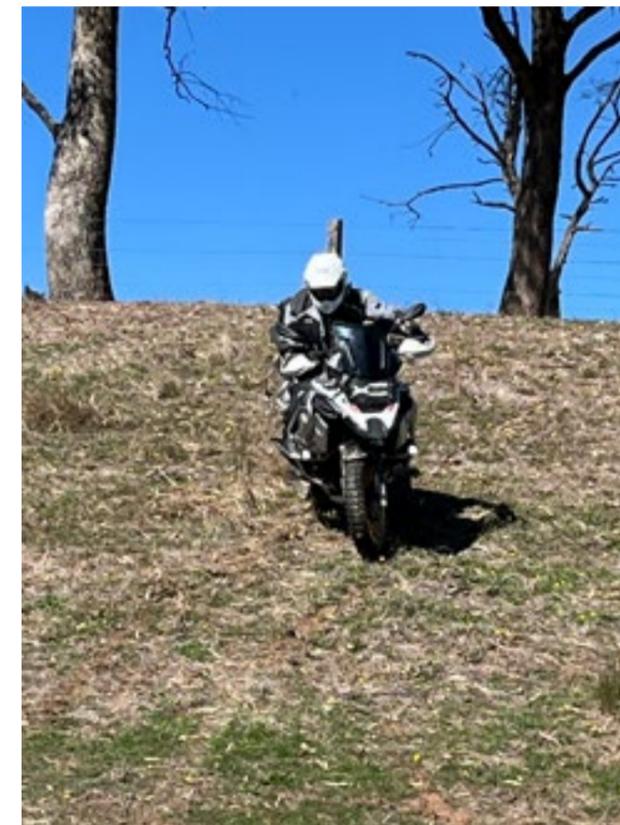
An afternoon coffee stop was in order at the Cheshunt store. If you're ever in this area check the days and times and please support these small businesses when you are passing through. The welcoming owners and hospitality is certainly worth stopping for.

John and I had decided to traverse the Rose River Road and then take an SEC trail that was in the route I had ridden during the 2023 BMW GS Safari. The former was relatively easy after which we stopped and chatted to a gentleman who was relaxing by his van and he mentioned that a few bikes had gone up the SEC trail earlier but had not returned. John and I decided to give it a go. It was late afternoon and the sun was not a problem, however this was not a road that one would tackle in the wet. Even though it was only seven kilometres, it consisted of mostly red clay, deep ruts and washouts and sheer drop offs, thus making this trail the most challenging piece of road for the day. On a rating scale it was 5/5.

We then turned north along the Yarrarabula Creek Track, which consisted of five creek crossings (only one had water) and two gates. This was a relatively simple run before coming up to Lake Buffalo, which then led on to the ride into Myrtleford and our pre-booked accommodation. The evening consisted of a few beers, a great steak, a couple more beers and then catching up on the football.

Saturday – Training Day

The day started with a beautiful crisp morning and I recall studying the maps and just needed to turn left and take the gravel road through Whorouly which would then lead



on to the area just south of Carboor. John and I found the road and it was not long before we came up upon a hill and had a magnificent view of the valley back towards Myrtleford. A quick photo stop was in order, but really the photos don't do this area justice and you need to get out and visit this area for yourselves. Back on the bikes and I mentioned to John that we need to be careful as there are a lot of kangaroos in the area. He replied, "what like the two big greys just to the left of you?" I looked left and sure enough there were two large grey kangaroos hopping in unison and parallel to me as I travelled through the heavily treed section of road. I could not help but smile in my helmet and reflect on why I always pick 'the road less travelled'.

Carboor awaited and introductions were made and new friendships started to form. Jacques our host of the Touratech training introduced us to Robin and Mick who would lead us through the day of training. We started off with the back to basics of handling your bike, picking it up and then moving onto circle work and manoeuvring through witches hats. Again we took on the tasks of riding side saddle on both the left and right hand side of your bikes along with kneeling on your seat with your feet hanging off the back of your bike. After an hour or so of this warm up it was time for a quick coffee break, general discussion and then off down the road to our hill tuition.

Robin had organised training at a property that had wide open spaces and hills where we could practice our ascents, riding along the hill, before we then progressed onto hill recovery. The key was certainly to take one step at a time, gain your confidence and then progress to the next exercise. It was amazing that with a temperature of just 19 degrees and with the sun out, how warm we all got as we manoeuvred, and at times wrestled, our bikes. A number of riders decided to get close to nature and kiss the turf, but there was always a fellow participant on hand to assist.

Lunch beckoned and it was then off to the Touratech store to browse some of the adventure products that Robin and his crew had on offer after which we all enjoyed cool drinks and a BBQ lunch under the trees. Following lunch Robin and Jacques formed everyone up for a ride to the hills – literally. It was this part of the day that enabled us to put into practice the hill climbing skills that we had been taught that morning. A lovely run through pine cone dotted hills and then the entourage came to a halt. Robin had the floor and showed us this steep hill and explained the techniques for negotiating said hill and making it to the top in one piece. We all made it up but a few riders decided to stop on top of an ants' nest and it was not long before they could feel the sensation of small ant feet crawling up their legs and into their pants and jacket.

It was time to move on!

The next section of the road was through undulating hills and forests west of Lake Buffalo. Recently a large storm had



hit the region and it looked like the tops of all of the trees had been cut short by a few metres. There were tree limbs everywhere and this caught a few riders unawares, with a few coming to grief on fallen logs. No injuries, but the BMW Parts Department in the rider's Dealerships might be getting a few calls. A few detours were in order and it was a leisurely pace via the forests back to Carboor. Once back at Carboor Oval a few of us cooled down by doing some light circle work exercises and it felt like a cool down after playing a football match. We all pitched in to pack up after which we all thanked Robin and Mick from Touratech and Jacques for organising this for the club. Well done.

The evening ended with John and me riding back to Myrtleford on a different route through heavily wooded terrain and ever mindful of the wildlife again. Whilst refuelling our bikes in preparation for the next day a fellow rolled up at the servo on a new BMW R 1300 GS. We got chatting and asked him how his new bike was and he outlined that he really enjoyed the bike and the run over the alpine ranges earlier in the day. He had the bike fitted

with GIVI panniers and top box and seemed to be carrying a lot of gear, but felt the bike handled all of this very well. So back to our rooms and hot showers were in order before a few beers and dinner at the local pub.

Sunday – The Ride Home

With two full days of adventure riding under our belt it was time for day three and the run back to Melbourne, but not by the main roads if we could avoid it. After breakfast in Myrtleford we were away by eight thirty and heading south towards Lake Buffalo and with a slow crossing of the dam wall it was not long before we headed west along the aptly named Lake Buffalo-Whitfield Road. This proved a very picturesque road as we traversed the Dandongadale Plantation before coming up along farms and homesteads and the run into Whitfield via the Edi Cheshunt Road and Gentle Annie Lane. Whitfield was alive with tourists and holiday makers enjoying the early morning sunshine and the fact they had an extra hour's sleep, as daylight saving had ended the night before.

Southbound and we turned east after Tolmie and joined the Old Tolmie Road before getting our bearings with the focus being the township of Jamieson. Again the place was alive with tourists as school holidays were well and truly underway. Too early for lunch, so we decided to buy a packed lunch and then stop by the Goulburn River or somewhere else along the Mansfield - Woods Point Road. This worked out fine however John had heard from the petrol station owner that the road south had not been graded in a while so we could expect some corrugations. No truer a word was spoken, as we discovered some twenty minutes later when we encountered the first of what was to be many, many bone jarring corrugations. Luckily there were only a few cars on the road so it made the going relatively quick although we did keep our distance due to the dust again. Just out of Woods Point we stopped at Jack Scott's Reserve and found a park bench – the perfect spot for a rest and to enjoy the prepacked lunch we had bought in Jamieson. No wasted time in pub meals here thank you, we'll leave that to the road riding fraternity.

Our next section was via Matlock, Cambarville and then down the range to Marysville. The road from Woods Point was excellent and we enjoyed making good time on a well maintained gravel road, with plenty of wide open spaces and generally good visibility. A little bit of moisture helped keep the dust down and we were all smiles as we rolled into Marysville having covered several hundred kilometres since leaving Myrtleford, avoiding the highways and doing most of the day's ride on secondary and gravel roads. What more could you ask for on a GS?

The run from Marysville to Healesville was pretty straightforward and as we approached the wineries I waved farewell to John and we thanked each other for the great camaraderie and the shared experience of three days of Adventure Riding.



Featured rides



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CLR Corner Hotel in Alexandra



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Midweek ride to Allies Hotel in Myers Flat



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Saturday coffee morning at the Kernot Store



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BMW Nationals at Calder Park Raceway



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Monbulk Saturday gathering



30

Sunday ride to Dunkeld



CRL Corner Hotel in Alexandra

BY IAN MCKENNA

7 APRIL 2025

Peter Walsh and his KTM 890

On a cool morning which offered a couple of brief light showers, we started at Peppers Paddock General Store with 5 riders on 5 bikes. Ian McKenna led with Peter Walsh as tail end rider. We headed off on the Heidelberg-Kinglake Road to Kinglake and then took Mount Slide Road to Toolangi and Chum Creek.

With a good go with traffic and mostly dry roads we made it to Healesville and stopped on Green Street next to the public toilets. After a short rest while we put on some rain wear for the Black Spur, we then had another good run on the Maroondah Highway. Stopping at the Acheron Lookout we were able to strip off some clothing which we found we didn't need.

Lunch in Alexandra was enjoyed at the Corner Hotel, Enzo joined us for lunch having missed us at the start. After we had good service and a good feed, we started off for home. Using the Whanregarwen Road to Molesworth we had a quick blast before joining the highway to Yea. Geoff Dick left us in Yea while the rest of us took the Whittlesea road to Kinglake West.



At Kinglake West Peter Walsh and I enjoyed a final coffee at the Flour Flower Bakery next to the new Service station while the rest rode on to Whittlesea. The coffee drunk, we headed off to Yarra Glen and Lilydale to Ringwood where we parted company after a great day of riding.



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/>

A view from Acheron Lookout near Taggerty



Participants:

Barry Carlon	K 1200 RS
Geoff Dick	R 850 R
Ian McKenna	K 75 S
Nathan Ranft	R 1260 GSA
Peter Walsh	KTM 890
Enzo	R 1200 GS



Starting at Peppers Paddock at the ride group at the General Store with Nathan Ranft, Barry Carlon, Geoff Dick and Peter Walsh



Barry Carlon riding his K 1200 RS



Geoff Dick and his R 850 R



Acheron Lookout with Geoff Dick, Nathan Ranft, Barry Carlon and Peter Walsh



Brief stop in Healesville with Nathan Ranft and Geoff Dick



Lunch at the Corner Hotel in Alexandra



Departing Redesdale with Chris Renwick and Anita Fothergill

Midweek ride to Allies Hotel in Myers Flat

BY IAN MCKENNA
9 APRIL 2025

Arrival at the Allies Hotel in Myers Flat with Clint Hayes the ride leader

Starting at the BP Calder Park Service Centre in brilliant weather we had five riders on four bikes with Robin Bowra, Anita Fothergill, Ian McKenna, Chris Renwick and David Yee. With Ian leading and Chris as tail end rider we headed off on the Calder Freeway. Turning off at Diggers Rest we rode to Toolern Vale and Gisborne.

I missed a turn off in Gisborne, so bit more freeway took us to Kyneton. The road to Redesdale had several long roadwork sections but we made it in good time to Bec's Cafe where we enjoyed Morning Coffee. Geoff Dick, Clint Hayes and Simon McCall joined us here.

Clint then led us to Myers Flat with a pleasant winding ride over Mount Alexandra, and then to Harcourt, Lockwood and Marong. We arrived at the Allies Hotel which is a pleasant brick establishment in Myers Flat where we met Norm Lethlean who joined us for lunch.

After a good lunch and a good chat we were ready to head home in several directions. Simon McCall led Chris and me through Marong and Maldon to Castlemaine where I topped up with fuel. Then to Elphinstone and



Malmsbury with a bit of freeway to Kyneton where we then appreciated a good coffee and cakes at Monsieur Pierre Cafe.

Chris and I took the Calder Freeway to Melbourne at the end of a really good day of riding.

Participants:

Robin Bowra	R 1250 R
Ian McKenna	K 75S
Chris Renwick	K 1600 GTL
David Yee and Anita Fothergill	K 75 C
Geoff Dick	R 850 R
Clint Hayes	F 700 GS
Simon McCall	F 700 GS
Norm Lethlean	



Leading us to Myers flat with Clint Hayes and his F 700 GS



Departing Myers Flat with David Yee and Anita Fothergill with their K 75 C



Departing Redesdale with Chris Renwick and Anita Fothergill



Outside the Allies Hotel



Arrival at Monsieur Pierre Cafe in Kyneton with Chris Renwick and Simon McCall



Norm Lethlean who joined us for Lunch



Robin Bowra riding his R 1250 R



Chris Renwick, Norm Lethlean and Simon McCall



Afternoon Coffee in Kyneton with Chris Renwick and Simon McCall



Easter eggs the size of ostrich eggs!





Arrival at Kernot Store with several bikes parked across the road

Saturday coffee morning at the Kernot Store

BY IAN MCKENNA
19 APRIL 2025

Located on the back roads between Grantville on the Bass Highway and Loch on the South Gippsland Highway we find the Kernot Store in the village of Kernot. Over 20 of us gathered here during the morning, with most of us leaving about midday after a good morning of coffee and chatting.

Participants:

Graeme Alexander	R 1250 GS
Mark Doherty	R 1200 RT
Jim Elliot	R 80
Karl Haering	R 1100 R
Bruce Higgs	K 1100 RS
Neils Holm	R 1250 GSA
Paul Koedijk	
Ian McKenna	R 80
Frank Mickan	R 1200 GS
John Ornsley	800 Triumph Tiger
Luke Pescarini	R 1200 GSA
Brett Riddle	R 1200 GSA
Geoff Riddle	R 1100 RT
Steve Riddle	R 1200 GSA
Mark Robinson	R 1150 RS
James Ryan	K 1200 GT
Nic Watson	R 1100 GS
Brendon Webb	F 850 GS
Ken Wright	F 800 ST



Brendon Webb, Bruce Higgs, Steve Riddle, Brett Riddle



Kernot Store with half the group in attendance



Frank Mickan, John Ornsley, Brendon Webb, Luke Pescarini, Karl Haering and Neils Holm



Arrival at Kernot with Mark Doherty and his R 1200 RT



Intersection in Kernot



Arrival at Kernot with Luke Pescarini and Neils Holm



Steve Riddle, Paul Koedijk, Brendon Webb and Brett Riddle



Departing Kernot with Niels Holm riding past the Kernot Store



Luke Pescarini, Graeme Alexander and Niels Holm



Johan Borgman and Geoff Dick



Geoff Riddle and his R 1100 RT



Mark Robinson and his R 1150 RS



Niels Holm riding his R 1250 GSA



Kernot Store on a minor road in Gippsland



BMW Nationals at Calder Park Raceway

BY IAN MCKENNA
16 MARCH 2025

Gathering at the Calder Park Raceway we had 11 riders on 11 bikes. With the weather looking dodgy we got about half the number we thought we'd get. With the bikes lined up for display we ate a fast food lunch at the on-site raceway cafe about midday.

After lunch Jacques presented five awards and we had just enough bikes to offer a choice for each award. The awards were as follows-

- Best Air Head to Detlef Lamp for his R 100.
- Best Oil Head to Mark James for his R 1100 S Boxer cup.
- Best Wet head to Jacques van Niekerk for his R 1200 GS.
- Best K Series to Karl Haering for his K 100 RS.
- Best on Show to Chris Renwick for his K 1600 GTL.

Soon after this we packed up for home. On the car side of the event. The BMW Drivers Club of Victoria put on a good show with about 60 cars including some from South Australia, New South Wales and Queensland BMW Car Clubs.



Among the cars were a 1938 Sedan which was the first BMW in Australia; it belonged to the German Consulate and was confiscated during World War Two.

A 1959 700 BMW; the successor to the Isetta but with a normal small car body. This was made when BMW was in trouble and was almost sold to Mercedes Benz.

A BMW Z4 was shown and good number of 3, 5 and 7 series cars, with several Motorsport versions, and several models I didn't recognise and few new model cars which rounded out a good show of BMW Cars.

During the day there were periodic drives on the race track next door, so a good day was had even if the weather was a bit plain.



Participants:

Andrew Farmer	R 1100 S
Karl Haering	K 100 RS
Winfried Hessling	F 700 GS
Mark James	R 1100 S Boxer Cup
Detlef Lamp	R 100
Ian McKenna	R 80
Jacques van Niekerk	R 1200 GS
Chris Renwick	K 1600 GTL
Lynne Rosenthal	F 650 GS
Bob Rosenthal	R 1200 GS
William Wong	K 100 RT



Overall view of the Calder Park display area



Best Oil Head awarded to Mark James with his R 1100 S Boxer Cup



Best Wet Head awarded to Jacques van Niekerk for his R 1200 GS



Best Air Head awarded to Dettlef Lamp with his R 100



Best in Show awarded to Chris Renwick with his K 1600 GTL

Monbulk Saturday gathering

BY FRANK CACHIA

26 APRIL 2025

Another Saturday morning gathering took place, this time quite different from previous ones.

Under heavy clouds, with Mt Dandenong covered in mist and a wet road to boot, all the bikes stayed under cover and I was picked up by one of the regulars who took me in his car all the way to Monbulk. Clearly the weather was against us, as not one single cyclist was to be seen. As a matter of fact all the other regulars showed up in their cars.

In my case I didn't drive my car as I'm banned from operating any type of vehicle for the next 2 weeks. Last Thursday I found myself in hospital as I had a minor stroke. Thankfully nothing serious but it has partially affected my speech. I can still talk normally but at times I have trouble pronouncing certain words. A brain scan revealed everything is clear, same goes with the heart. I'll be re-admitted into hospital on Monday for an Ultrasound of the throat and a MRI. The good news is that both the

brain scan and ECG showed a clean bill of health; more so, there's already has been an improvement in my word pronunciation.

The other different thing that took place was my cousin Mary Anne baked a Maltese bread pudding cake to be shared among the gathering.

So among all those present with laughter and friendship and in my case very nearly talking normally, we chatted away the morning whilst all those present asked for a second helping.

At the magical hour we went our separate ways whilst my driver and I went on to vote before returning back home.

Until two days before our club's 50th anniversary celebration, we will return to the same place at the same time.



Starting at BP Corio Service Centre with Edward Hanlon and the row of bikes



Sheryl Townsend, Raven, Anita Fothergill, David Yee and Chris Seabrook

Sunday Ride to Dunkeld

BY IAN MCKENNA
27 APRIL 2025

On an overcast day which started with some drizzle on the way to the start at BP Corio Service Centre we gathered 8 riders on 7 bikes which included Sheryl Townsend F 650 GS and her friend Raven riding her G 650 GS.

With Chris Seabrook leading and Ian McKenna as tail rider we headed off. As we both forgot the coloured vests I made do with a bright yellow rain coat. We rode through the back roads to Moorabool, Gheringhap and Bannockburn and through Shelford and Rokewood to Lismore.

At Lismore we met Marlene and Stan Klusek which brought our group up to 10 riders, and we bought coffee at the Full On Food Cafe which was a bit light on for food and the Blue Yabby Cafe two doors down.

Moving on we took the Hamilton Highway to Mortlake and Caramut, and then the Blackwood - Dunkeld Road which gave a view of the southern end of the Grampians on the way to Dunkeld.

Fuelling up in Dunkeld we had lunch at the Sturgeon View Cafe across the road from the hotel and which is named after the nearby mountain in the Grampians. After a good lunch enjoyed in the sunshine outside we started riding for home.

The Glenelg Highway took us to Smythesdale where we took a succession of back roads to Sebastopol, Bonshaw, Mount Clear and Mount Helen. Getting past the southern Ballarat suburbs we passed through Yendon, Mount Egerton, the Glenmore Gorge and Balliang East to Werribee.

With just three of us left we finished the ride at a BP Service Station in the north of Werribee after a great day of riding.



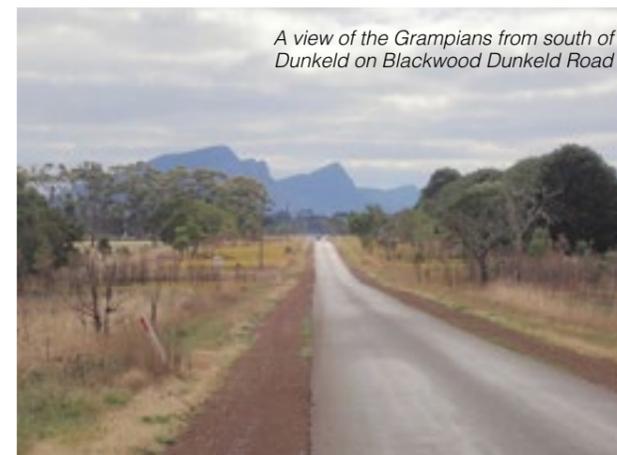
Morning Coffee in Lismore



Ride Leader Chris Seabrook and his K 1600 GT



Morning Coffee in Lismore with a group photo in the main street



A view of the Grampians from south of Dunkeld on Blackwood Dunkeld Road

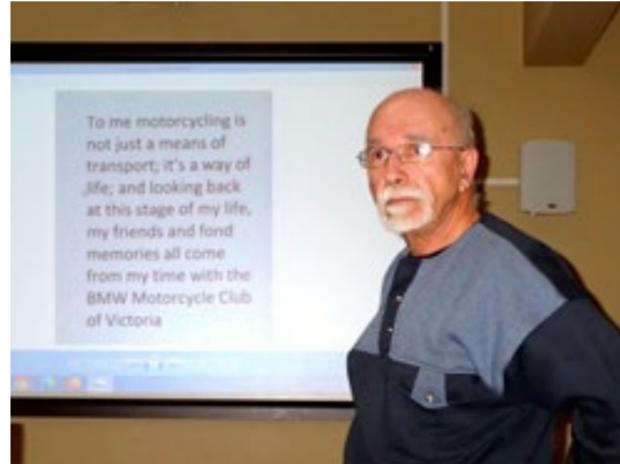


Lunch at the Sturgeon view Cafe in Dunkeld with a painting of Mount Sturgeon

Participants:	
Anita Fothergill and David Yee	K 75 C
Edward Hanlon	S 1000 R
Ian McKenna	R 80
Raven	G 650 GS
Chris Seabrook	K 1600 GT
Sheryl Townsend	F 650 GS
Nic Watson	R 1100 GS
Marlene Klusek	F 700 GS
Stan Klusek	Triumph Explorer



Lunch at the Sturgeon view Cafe in Dunkeld with the ride group



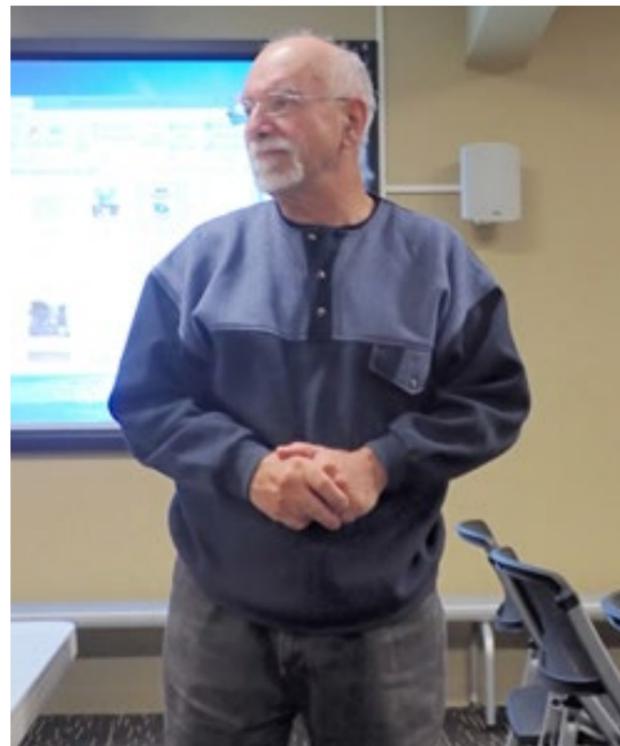
April General Meeting

BY ANDREW NOVAK
29 MARCH 2025

On arrival to the April general meeting I was quite surprised with the number of cars to be seen in the parking area along with a few bikes. Well, I guess the weather was not exactly to one's liking. In any case it was wonderful to see a good turnout.

On the night our special guest speaker was Frank Cachia who gave us an insight to the book he had written to commemorate our club's 50th Anniversary. Frank, being Frank, and not short on words provided some interesting details regarding the club's formation. In all honesty you'll find it more worthwhile reading it yourself, as I could not do it justice. Frank had some books available on the night for sale and there will definitely be books available at the 50th Anniversary camp in Heathcote. Cost of his book is \$40 which is reasonably priced and a good view of 50 years gone by.

Other than that, the usual meeting procedure went ahead, and last but not least the light supper provided at the end of the night.



The Annual General Meeting of the BMW Motorcycle Club of Victoria Inc.

will be held on **Monday 28th July 2025 at 7.30 pm.**

Annual General Meeting will be held on the same night as our General Meeting.

All committee positions will be declared vacant and elections will be held for those positions:

- President
- Secretary
- Captain
- Social Secretary
- Vice-president
- Treasurer
- Vice-captain
- General Member

A committee nomination form is included below.

All members are urged to attend.

Annual reports will be presented and your new committee for the 2025/26 year will be chosen.

Absentee votes can be arranged, check the event on the website.

This is your chance to hear about the health of your club in terms of activities and finances. It's also your opportunity to vote for the members you wish to see serving on the committee for the coming year.

We'll have vacancies to fill in July; is there something you could contribute?

Committee nominations close on 16 July, allowing us time to inform you of the names of those members who will stand for election before the AGM on the 28th.

It's reassuring for a committee to feel supported for the work ahead. Please come to support them if you can.

Notice is also given for a **special resolution to approve the new model rules** with amendments to our club's constitution, to align to the latest model rules.

BMW Motorcycle Club of Victoria Inc.

Committee nomination form 2025

The annual general meeting and the general meeting of the BMWCC of Victoria will be held on **Monday, 28th July 2025**. All committee positions are declared vacant and nominations for office bearers are sought from the membership. Please complete this nomination form and send it to the Secretary by **Wednesday, 16th July 2025**, via email to secretary@bmwmccvic.org.au

Note that members may vote for themselves. Full members are eligible for nomination for all committee positions.

I, (please print name) _____ agree to be nominated for the position of:

(Please tick appropriate square)

- | | | | |
|---|------------------------------------|---------------------------------------|---|
| <input type="checkbox"/> President | <input type="checkbox"/> Secretary | <input type="checkbox"/> Captain | <input type="checkbox"/> Social Secretary |
| <input type="checkbox"/> Vice President | <input type="checkbox"/> Treasurer | <input type="checkbox"/> Vice Captain | <input type="checkbox"/> General Member |

Signature of nominee: _____

Nominator's name: (print) _____ Membership No. _____

Nominator's signature: _____ Date: _____

Seconders name: (print) _____ Membership No. _____

Seconders signature: _____ Date: _____

Accommodation:

All attendees to book their own accommodation. Contact Heathcote Queen Meadow Caravan Park on 03 5433 2304 and mention that you are with the BMW Motor Cycle Club.
 (Please note – limited cabins, etc left, many have already been booked, please phone asap)

Unpowered Site - \$32per night	Park Vans-\$135pn	Ensuite Cabins-\$125pn
	Deluxe Cabins-\$160pn	6 person Cabin-\$115pn
Powered Site - \$38pn	2, 3 & 4 Person Cabins- \$105pn	
Various other accommodations available within the township (phone for costs & bookings).		
Union Hotel	171 High St, Heathcote	03 5433 2848
187 Heathcote (Boutique Accom)	187 High St, Heathcote	0491 683 803
Heathcote Retreat Motel	257-259 High St, Heathcote	0429 167 251
Heathcote Inn	9 Hunter Pl, Heathcote	03 5433 2409
Fergusons Store Apartment	220 High St, Heathcote	0428 255 507

Meals:

- Friday night Welcome BBQ (included in registration)
- Saturday Night Rally Dinner \$35.00pp (subsidised by the BMWCC Vic – please book when registering) Drinks available at RSL Club prices
- Breakfasts available on Saturday & Sunday mornings (included in registration)
- BYO other meals or you can eat in town (everything easy walking distance from park). Lunches are also available during the Friday Ride (Pizza, approx. \$20pp) & Saturday Ride (BBQ, \$20pp)

Awards:

All the usual rally awards will be presented. Please note to be eligible for trophies bikes **MUST** be ridden directly from home to rally.



Booking Information

Name:				Mobile No.		
Name of Pillion/Passenger:						
Address:						
Email:						
Bike:			Club:			
<i>Options:</i>	Thursday Ride	<input type="checkbox"/> Yes <input type="checkbox"/> No	Friday Ride	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Friday Lunch (Pizza)	<input type="checkbox"/> Yes <input type="checkbox"/> No	Friday Welcome BBQ	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Saturday Ride	<input type="checkbox"/> Yes <input type="checkbox"/> No	Saturday Lunch (BBQ)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
	Saturday Dinner	<input type="checkbox"/> Yes <input type="checkbox"/> No	<i>Club will advise the venues of expected attendees for catering purposes</i>			
Dietary Requirements (Friday & Saturday Night dinner & Breakfasts)						



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) 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; 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



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

FOR SALE

BMW F 850 GSA Rallye 2019 - \$17,500

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

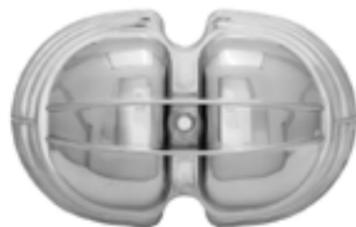


2v Rocker Covers (R Series)

2V Rocket cover Classic \$80
Rocket cover gasket \$5.50
Rocket cover polished \$140

Contact: Arno Backes

Email: arno.backes@yahoo.com



BMW /2 Parts

I have many miscellaneous parts for a BMW /2 series bike left over from a restoration, including the Barrington restoration manual.

Please email me with your needs

Contact: Adrian Dixon

Email: Adriandixon777@gmail.com

BMW K 1300 S 2009 (Orange) - \$6,600 ONO

A 2009 BMW K 1300 S is for sale. It is in very good condition, with some scratches from the first owner.

- 28,870km
- SA Registration
- Carbon fibre fairing kit
- BMW HP rearsets
- K&H reusable air filters
- ESA, Traction control, Quick shift
- Helibars fitted (original bars available)
- Tyre pressure monitoring (not communicating at the moment)

Contact: Stuart Blizzard (St Leonards VIC)

Mobile: 0408 854 112

Email: sblizzar@exemail.com.au



For Sale: BMW R 1200 RS (2018) Low Seat - \$350

This brings seat height to 790mm down from 820mm
Part number 52538534316. As new, used once!
Will fit R 1200 R and advised will fit R 1250 RS.

Contact: Franco Faiola (Elwood)

Email: joto16@bigpond.com



BMW R 1250 GS Rallye (2023) - \$30,900

As new condition - selling to get a smaller bike.

- Has only done 7,500 kms.
- Sell with RWC.
- First registered in June '23.
- Two years servicing inc.
- 5 Year Warranty;

BMW Factory fitted options: Adaptive Headlight; Dynamic ESA; Keyless ride; Daytime Running Light; Headlight Pro; Gearshift Pro; Riding Modes Pro; Cruise Control; Heated Grips; Multi Function Indicator lights; Navigation Preparation; Design option silencer; Chrome Exhaust Headers; Passenger Kit; Includes many other fitted extras.

Contact: Peter Walsh (Malvern East)

Mobile: 0418 140 358

Email: janewalsh@yahoo.com.au



BMW R 100 RS 1983 (Black - Café Racer) - \$Let's Talk

This 1983 BMW R 100 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



WANTED

Seat Locking Bar & Tool Box Parts for BMW R 1100 GS (Fagan Special)

Contact: Trevor Verlin

Mobile: 0447 778 070

Email: tmverlin@hotmail.com

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Christmas in July

SAVE THE DATE!

Saturday 19th July 2025

Details to follow

Annual Awards Lunch

SAVE THE DATE!

Saturday 13th July 2025

Customs House 161 Nelson Place,
Williamstown Details to follow

K&R

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e. kandr@bigpond.net.au

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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.

BRIGHTON BMW MOTORRAD

795 Nepean Highway, Bentleigh VIC 3204
Ph: (03) 9524 4000
Email: sales@brightonbmwmotorrad.com.au
bmw-motorrad.com.au/brighton-bmw-motorrad

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

DONCASTER BMW MOTORRAD

812 Doncaster Road, Doncaster VIC 3108
Ph: (03) 8848 0000
Email: bikesales@doncasterbmw.com.au
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

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

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

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