

September 2025

# BeeEm

Magazine of the BMW Motorcycle Club of Victoria

 **BMW  
MOTORRAD**

**BMW Motorcycle Club**  
Victoria Australia



**CELEBRATING 50 YEARS**  
1975-2025



Print Post #100001111



**ALL Motorcycles Accessories**

**Professional BMW Workshop**

**Klim SCHUBERTH TOURATECH**

**BM motorcycles RINGWOOD**

5 Heatherdale Road, Ringwood, 3134  
**Phone: 03 9870 3807**  
**info@ringwoodmotorcycles.com.au**  
**www.bmmotorcycles.com.au**

**USED MOTORCYCLE PARTS ONLINE**  
Specialising in BMW parts

**USED MOTORCYCLE PARTS ONLINE**  
Specialising in used BMW motor parts

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

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

*We are located in North East Victoria*

[www.usedmotorcyclepartsonline.com.au](http://www.usedmotorcyclepartsonline.com.au)

**Supporting adventurous motorcyclists for 25 years**

**Andy Strapz**  
**25 years**  
**(03) 9786 3445**

# BeeEm

## CONTENT & ADVERTISERS INDEX

BM Motorcycles Ringwood.....2  
Andy Strapz.....2  
Used Motorcycle Parts online.....2  
**Committee** ..... 4  
**Support team**..... 4  
**President's Message** ..... 5  
**Editor's Report** ..... 6  
**BMW Motorcycle Club of Victoria preferred suppliers** ..... 7  
**Rides, Rallies & Events** ..... 8  
**Feature Article** ..... 20  
**Our Members**..... 34  
The Good Wool Store ..... 38  
**Classifieds** ..... 42  
K R Motor Cycle Service.....43  
Doncaster BMW Motorrad .....44

**Our cover:** Andrew Novak's F 650 GS, on way home from Xmas in July held in Mallacoota with back drop, Lakes Entrance.

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

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

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

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

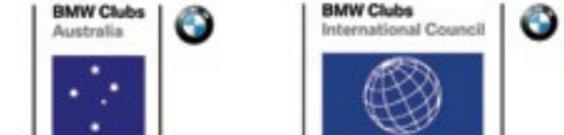
**BMWCCVIC INC**  
**PO BOX 364**  
**MOONEE PONDS**  
**VIC 3039**

[facebook.com/BMWMCCVIC](https://facebook.com/BMWMCCVIC)  
[bmwmotorcycleclubofvictoria.wildapricot.org](http://bmwmotorcycleclubofvictoria.wildapricot.org)

IRN. A00 005 62B

Full, family and associate memberships available.

ISSN 2207-9416 (ONLINE)



## Committee

## Support team



**President**  
Jacques van Niekerk  
T: 0401 091 277  
E: president@bwmccvic.org.au



**Vice President**  
VACANT



**Treasurer**  
Winfried Hessling  
E: treasurer@bwmccvic.org.au



**Secretary**  
Joe Arnephy  
T: 0407 814 263  
E: secretary@bwmccvic.org.au



**Ride Captain**  
Ian McKenna  
T: 03 9547 6864  
E: captain@bwmccvic.org.au



**Vice Captain**  
Chris Seabrook  
T: 0417 330 586  
E: vicecaptain@bwmccvic.org.au



**Social Secretary**  
Bernard Schacher-Tayla  
T: 0403 899 374  
E: socialsecretary@bwmccvic.org.au

**General Committee**  
Giles Rink

**General Committee**  
William Wong



**Club delegate to BMW Clubs Australia**  
Jacques van Niekerk  
T: 0401 091 277  
E: clubdelegate@bwmccvic.org.au



**Club photographer**  
**Midweek ride coordinator**  
Ian McKenna  
T: 03 9547 6864  
E: ianmckenna501@gmail.com



**Club Permit Co-ordinator**  
Warrick Tovey  
T: 0418 994 647  
E: clubpermitcoordinator@bwmccvic.org.au



**Commercial Advertising**  
Winfried Hessling  
T: 0403 302 230  
E: advertising@bwmccvic.org.au



**Editor**  
Andrew Novak  
T: 0418 440 690  
E: editor@bwmccvic.org.au



**Membership**  
Detlef Lamp  
T: 03 9367 1271  
E: detleflamp@optusnet.com.au



**Service Day Team**  
Warrick Tovey  
T: 0418 994 647



**Members' Classifieds**  
Thomas Kuen  
E: classifieds@bwmccvic.org.au



## President's Message

We celebrated our 50th year anniversary in Heathcote, Victoria, with a rally and a gala dinner at the RSL. We had more than 100 members, and a few interstate riders join us from South Australia, Queensland and NSW, for the celebration.

To celebrate the 50th anniversary, Ian McKenna hosted a few day rides around Heathcote and surrounding areas. Chris Seabrook hosted a few multi-day rides in Victoria. Frank Cachia interviewed members and did research to author the club's 50-year history.

On 30th June 2025 we had 802 club members and more than 277 members with club permits.

Our regional coffee mornings are well established and continue to gain momentum. This allows for members outside of the metropolitan area to stay connected and build local friendships. In the future I look forward to working with regional groups to offer local ride days and weekends away.

Our club's financial position remains stable. We have continued to keep club membership unchanged for a number of years now, despite the cost of living increasing.

Wild Apricot serves as our club's membership platform and club website for events and information, with GoDaddy providing our email services. The committee has leveraged discounts offered on multi-year deals to contain costs. In some clubs the committee members use their own personal emails for club management. The committee have also considered this option, but decided to stay with GoDaddy to allow for separation between club and personal matters.

BeeEm is a key communication channel to share club activities, rides, travel stories and developments affecting the BMW motorcycle community.

Our Facebook community site provides an additional communication channel for 200+ members.

We continued to host one-day GS adventure riding in partnership with Touratech Australia. Those that have attended a weekend away in Carboor, Vic, appreciate the opportunity to take some time out and experience regional hospitality. We offer three levels of training to allow riders to advance their skills, to eventually take on that big adventure ride or trip across Australia or in other countries.

We recognise that GS riders have a need for adventure and off-road rides. The logistics of organising GS rides

and ensuring that there is always a way out if things get undone requires a bit of planning, but we also need ride leaders that can step up to the challenge. We are confident that in the future we can establish an active GS community to host GS rides.

Club rides like the Coffee Ride Lunch (CRL), midweek and weekend rides remain popular. For those that have supported Ian McKenna (club captain) and Chris Seabrook (vice-captain) to lead rides, we greatly appreciate your efforts. If you feel like your personal circumstances allow you to step up and lead a few rides during the year, please reach out to Ian and Chris.

Our club participated in the La Trobe rider safety research program to trial connected rider systems for real-time alerts on immediate road hazards.

Our monthly club meeting offers a great opportunity to meet fellow members. The line up of interesting speakers has helped to lift member attendance.

Our ever-popular summer BBQ event planned for January 2025 was postponed to February, due to very warm and gusty weather.

We had a full committee this year. As president I am extremely grateful for the time and dedication displayed by every committee member. General committee member roles allow new committee members to better understand ways of working before volunteering for a specific portfolio.

After many years of support on the committee, Bob and Lynne Rosenthal are taking a well-earned break from the committee to pursue personal interests. Please join me in personally thanking Bob and Lynne for their outstanding contribution to the club and the committee.

Some club members and their families have been affected by sickness or accidents. As a community we have reached out to these members to offer our support and wishes for speedy recovery.

We had to say goodbye to Bob Leggatt who passed away unexpectedly. I'm sure Bob would have loved to be at the 50th rally and celebrate with us. "Bob, you are sincerely missed".

We are grateful to be part of BMW Clubs Australia and the broader BMW global community.

We are excited about new models released under the R 1300 series and look forward to what the GS 450 model will bring.

Thank you for your ongoing support and willingness to volunteer for club life.

What you put in comes back manifold, as you reap the rewards of friendships made over the years.

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

## vic roads' reporting numbers

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

## RIDER SAFETY & TRAINING SUBSIDY

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

Talk to a committee member for details & conditions



## Editor's Message

Old, wet and dreary days, just what July normally has to offer. What else can you expect in these wintry days and nights.

I attended the Annual Award luncheon at the Custom's House in Williamstown and as usual they put on a good spread. The awards were handed out to a few deserved people for their hard work done for the club during the year.

July also brought along Christmas in July held in Mallacoota. I had slowly started getting my bike all checked out, nuts and bolts, air and oil, well fuel is a given. So, with the bike packed and ready to go, I left home on the Friday and made the trip in one hit... 7 hrs. Because of my late start I arrived just on dusk and boy did it get cold whilst riding during the last leg and with 30 km to go of narrow windy roads, I did not want to spoil my ride after covering near on 650 km. Having arrived safely at my destination I got my room key at the Mallacoota Hotel/Motel and quickly warmed up with a hot shower and off I went to grab tea at the hotel. Saturday I walked around town then met up with the group for the Saturday night dinner. The following day brought some good weather, morning was a bit chilly but nice none the less. I planned to ride straight home. Stopped off at Lakes Entrance to take in the view, have a bite to eat and something warm to drink and stretch my legs. Quite a wonderful view from top of the hill just as I was leaving the town. Finally arrived home safe'n'sound. A great weekend it was.

At our general meeting for July our club's AGM was held, with good attendance to vote on new members and approve the new amended constitution. Congratulations to Jacques van Niekerk – president; vacant – vice-president, Winfried Hessling – treasurer; Joe Arnephy – secretary; Bernard Schacher-Tayla – social secretary; Ian McKenna – captain; Chris Seabrook – vice-captain; general members – Giles Rink and William Wong.

Many thanks go to Lynne and Bob Rosenthal as outgoing committee who have done wondrous work over the years.

**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

David Makin	R 1300 GS
Kim White	R nineT
Tania Moscript	Family
Ross Newton	R 1250 RT
Burak Bicer	R 1300 GS
Nesli Gurtop	Family
Steve Planincic	R nineT
Kimberly Fish	F 900 GSA, R 1200 C
Bryan Mazey	Family
Mel Rogers	R 850 R, K 1
Peter Nelson	Associate
Kane Hinchliffe	S 1000 R
Greg Rose	R 1100 GS
David Rees	R 1150 RT
Ian Winstone	R 1100 RS
Gloria Winstone	Family

## 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
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>

## Featured rides



09

CRL to Robin Hood Hotel



11

Midweek ride to Glengarry



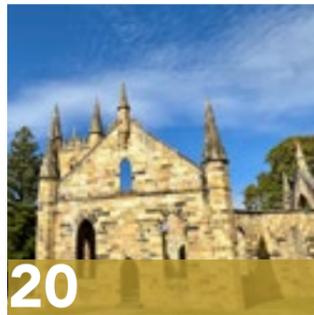
14

Annual Awards Summary



15

Christmas in Winter at Mallacoota



20

FEATURE – Tasmanian Bike Tour (Part 2)



29

North East Coffee at The Merchant Benalla



Short stop at Neerim South with Ian Wright, Dave Denham, Gordon Skerry and Dave Makin

## CRL to Robin Hood Hotel

BY IAN MCKENNA

7 JULY 2025

Starting at Peppers Paddock General Store in Wattle Glen we had 9 riders on 9 bikes including Tom Coghlan riding his F 650 GS Dakar, Gordon Skerry R 100 RS and John Cornelly R 18.

I discussed with Ian Wright the suitability of my intended road south from Peppers Paddock which he assured me was good for even the biggest bikes, so we headed off with Ian McKenna leading and Dave Denham as tail end rider. We took the nearby side road Ingrams Road for an exceptional roller coaster route with a few speed humps thrown in, to Research.

From there to Warrandyte we hit a record number of road works stoppages but then made it to Croydon and Lilydale. At Yarra Junction we stopped for a rest where Owen Crombie decided he'd done enough for the day and left us here.

Running on we took Tarrango Road and then joined the Noojee Road. On this stretch we were held up by traffic for most of the way before turning off at Whites

Corner to Nayook and Neerim Junction. We stopped a while in Neerim South in the wrong car park; so Ian Wright had a 100 metre walk to the public toilets.

Arriving at Robin Hood via Rokeby and Drouin West we enjoyed lunch at the Robin Hood Hotel, an old fashioned pub near the freeway. I left the ride here and headed for home after a good day of riding.



Brief stop in Warrandyte to regroup



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/>



Short stop at Yarra Junction with Tom Coghlan, Owen Crombie, Gordon Skerry and Dave Denham



Ian Gordon Skerry riding his R 100 RS



Dave Denham the tail end rider



Robin Hood Hotel



Lunch at Robin Hood Hotel



Short stop at Yarra Junction with Enzo, Dave Makin, Ian Wright and John Cornelly

**Participants:**

Tom Coghlan	F 650 GS Dakar
John Cornelly	R 18
Owen Crombie	F 650 GS
Dave Denham	R 1300 GS
Dave Makin	R 1300 GS
Enzo	R 1200 GSA
Ian McKenna	K 75 S
Gordon Skerry	R 100 RS
Ian Wright	S 1000 R



Bikes belonging to Ian, Mike, Paul, & David

## Midweek ride to Glengarry

BY PAUL YEE

9 JULY 2025

Another mid-week ride with the club beckoned, and braving what weather was ahead, I geared up, under garmented, and gortexed to meet those with a similar mindset at Lyndhurst BP. Yeah it was cold, though the sun shone with little wind about heading off. I'm happy and the F 800's heated grips began to do their job.

I met with Mike, Dad (David) and Anita, and to my surprise Ian as I thought he had other commitments that day. It turned out he had had a reprieve for the morning so he helped form a small group to head off from Lyndhurst to Longwarry, from where he'd go his own way. A midweek ride without him is like a year where my beloved St Kilda football club win a premiership. It just never seems to occur.

The usual stop-start meandering amongst traffic to escape the control grid prevalent to the very edges of suburbia saw us eventually motoring freely via Koo Wee Rup to Longwarry - that's better. The long straight sections, flat and farm fielded, provided a 360-degree sky and a small grin on my face. Freedom of movement - bike humming.

Morning tea at Longwarry where we enjoyed a hot drink and for me personally a decadent runny yoked bacon and egg muffin at Soul Sisters Cafe. Ian left us so 3 bikes now not 4 - no tail end Charlie as we

could keep all in sight. Mike however seemed to excel at bringing up the rear so if any other rides want a consistent performer in that role grab Mike. He sat at the back staunchly on every leg this day!



Mike Tobias (right) with his R 1250 R

Pleasantly wooded secondary roads now to Glengarry. The sun is still out, cold though warming slightly to 10 or 11 degrees. The temperature now doubled from where it sat at day's first leg over the saddle.

Glad my visor was crispy clean coping with the strobe light effect of the sun then tree shadow created winding around twisty roads. Dad up front, me in the middle with Mike behind. I had recently fitted a Moto Z adventure tyre fitted on the F 800 and it proved to hold on the tar most excellently - prior to this a Pirelli Scorpion 50/50 also excellent though it sure wore out quickly. Just 6 months of use so I'm hoping the Moto Z tyre maintains its knobiness a little longer than that. (less tar more gravel required I'm sure).

Lunch at the Glengarry Pub. We sat out back under a tin roofed beer garden with an open fire providing little warmth. Laszlo joined us here and relaxed conversation full of intrigue and espionage flowed with the inevitable joke telling from Dad which was both appreciated and endured by all. Sun still shining as we headed now southerly toward Traralgon to carry on for hot drinks and scones at Mirboo North.

Laszlo left the group to head home so back to three bikes for the Grand Ridge Road leg. Wow, a highlight of the ride for me. I love the twisty, ascending and descending narrow roads. All in good nick too, though I've found the F 800 copes well with roads in any condition inspiring confidence. Sees me rarely anxious around road conditions.

Epic views across green rolling hills and big skies, getting less sunny though, still very clear horizons and an absolute joy to be out on the bikes with family and new friends. We did, however, encounter two slow points:

Firstly, a big black steer in the middle of the road. It saw us slowing and trying to pass. Sharing a nervousness, both us and the steer unsure of what to do and where to go. Here's a sharp looking overly gadgetted K 75 two up, a tall red F 800 GS and a nuggetty un-assuming R 1250 R (though nicely muffled), upsetting his quiet meanderings! Thankfully we successfully negotiated passing and no harm was done to cow, machine, pillion or rider alike.

Secondly, as promised, gravel! Yep, 50m's or so on a descending corner. Finally, the opportunity to really see what the MotoZ adventure tyre was capable of! Gratefully I am looking forward to my next off road jaunt far from any city asap, swag n'all. As a side note many thanks to the Touratech adventure riding courses Jacques and the Carboor boys put on through the club - it's opened up a new world of motorcycling for me. I highly recommend these courses.

Just south of Warragul we arrived at the M1 on ramp to all make our way home after another joyous midweek ride. Thanks for the coffee, sunshine, company and well led ride free of mechanical, human and agricultural misadventure.



Lamezleighs Coffee House, Mirboo North



Ian McKenna with his R 80



Laszlo and Paul at the Glengarry Hotel



Laszlo Papp arrives at the lunch venue, Glengarry Hotel





## Annual Awards Summary

BY JACQUES VAN NIEKERK  
13 JULY 2025

The Annual Awards ceremony and Support Team thank you lunch was held on Sunday, 13th July 2025 at Custom's House, Williamstown. We had 27 members join us for the event. Huge thanks to the Custom's House team for their friendly and professional hospitality.

Please join us in congratulating the following members for their significant contribution to club life during the past 12 months.

**Clubman of the Year** awarded for best attendance, best effort, conducting or organizing an event was awarded to Noel Gilliland (for 50th year celebration Rally).

**Clubwoman of the Year** awarded for best attendance, best effort, conducting or organizing an event was awarded to Lea Gilliland (for 50th year celebration Rally).

**Country Member of the Year** awarded for best attendance, best effort, conducting or organizing an event was awarded to James Ryan.

**President's Award** in recognition of service was awarded to 50th year rally committee and noteworthy contributions: Noel and Lea Gilliland, Kerrie and Winfried Hessling, Lynne Rosenthal, Chris Seabrook, Bernard Schacher-Tayla.

**Castrol Award** for dedication in "maintaining the marque", restoration of classic m/c, organization of historic event/display was awarded to Russell Derbyshire.

**New Member of the Year** for best attendance or effort in their first year was awarded to Matthew Shanahan (embracing the GS spirit, writing an article for *BeeEm*, attending various Touratech training events and upgrading from R 1200 GS to a R 1250 GS).

**Hard Luck Award** was awarded to Ben Verlin and John Terry (both unable to make the 50th year rally).



Castrol Award



New Member Award



Club man and women of the year Award



## Christmas in Winter at Mallacoota

ARTICLE IAN MCKENNA PHOTOS IAN MCKENNA & BRIAN MACDONALD  
18 – 21 JULY 2025

### Day 1, Friday 18th July

Starting at the BP Officer Service Centre on a cold clear day, which was the trend for the weekend we had 5 riders on 4 bikes with Wendy and Pat Bajraszewski riding their Can Am Spyder, Garry Young R 100 RS and Bernard Schacher-Tayla R 1200 GS.

Leading on my R 80 we did a few kilometres of freeway to Nar Nar Goon, then the old highway to Longwarry, Drouin, Warragul and Nilma. A bit more Freeway took us to our Coffee Stop on the Edge of Moe. Stopping at McDonald's which I thought had taken over my intended stop, we had a coffee. Heading off from here I found the shop at the Heritage Museum was still open just a few doors further on.

I missed Paul Liistro here but he picked us up on the way and joined us for lunch. Riding through Morwell North, Tyers, and Glengarry, we made it for Lunch in Maffra, the Macallister Hotel entering town was closed but the Maffra Community Sports Club was open.

We visited The Maffra Shed Vehicle Collection. The car theme was Hot Rods from the 1930's and 1950's, with several dozen cars and a number of motorcycles to study

we spent a good couple of hours here. Several of us rode northerly to Boisdale and Briagolong before dropping southward to Stratford. It was a still a short run to the Avon River Inn Motel in Stratford where we stayed overnight. Dinner was at the Avon Hotel which gave us a good feed.

### Day 2, Saturday 19th July

Laszlo Papp joined us from Boolarra before we departed from Stratford. Heading off the Highway to Bengworden we rejoined the highway briefly through Bairnsdale before taking the road to Bruthen. Morning coffee was at the Bruthen Bakery where Michael de Vink, Bruce Springer and John Semple met us before going off on their own route.

Lunch was in Orbost at the Orbost Club Hotel where Kim White from Cabbage Tree Creek joined us for lunch and the ride. After lunch Garry Young led us to French's Narrows Inlet near Marlo where the Snowy River meets the ocean. A further stop at West Cape near Cape Conran gave a great diversion from the Princes Highway.

At Cann River we stopped for afternoon coffee. The Take Away on the corner of Monaro Highway is gone, burned out some time ago, so we ate at the Cann



Burak and Nes at Kelly's



A rather serious Anita and Neil



Maffra Shed - 1956 Ford Customline



1929 Ford Tourer

River Bakery. Some good winding Highway and an even curvier road to Mallacoota gave us over an hour of good riding and we reached our destination; the Mallacoota Hotel for our overnight stay and the venue of the Christmas in Winter Party.

The party had nearly three dozen guests from Victorian, New South Wales and Canberra BMW Clubs. A wide range of dinners and several hours of socializing gave us all a great night.

**Day 3, Sunday 20th July**

An early start was made with 6 riders on 6 bikes on the winding roads to Genoa and the Princes Highway to Cann River, where breakfast was had at Cann River Bakery. After fuelling up at the end of town, two riders Laszlo Papp and Kim White surged ahead while the rest of us cruised to Orbost.

We were soon over taken by a group of ten riders from last night's party, but we all had coffee at the Snowy River Baker Cafe in Orbost. John Semple then led us on the road to Buchan and we enjoyed lunch at the new Buchan Hotel, John left us after lunch.

Bernard and I visited Royal Cave at the Buchan Caves Reserve. The cave was spectacular but the bottom end was still blocked by flooding from about two years ago, so a long walk upstairs to the entrance was needed.

Overnight we stayed at the Buchan Inn Hotel on the edge of town which had good old fashioned accommodation, and we enjoyed a good dinner here.

**Day 4, Monday 21st July**

We enjoyed breakfast at Tambo Valley Honey in Bruthen before heading east to Bairnsdale and trying a road to Lindenow which took us back to the highway much sooner than expected. So covering two thirds of the distance to Stratford on the Highway we soon made it to Maffra.

The old styled Maffra Hot Bake Bakery has moved a few doors along the street to a shop with a more modern frontage, so we enjoyed a coffee before taking the roads to Glengarry, Yallourn North and Willow Grove to Noojee.

Lunch in Noojee was at the Little Red Duck Cafe. I finished the ride here so Bernard and Garry continued on to Yarra Junction and Lilydale, while I headed to Neerim South and Longwarry and headed for Dandenong. This ended a great weekend of riding.



Ford 1951 Twin Spinner



1959 Chevrolet Impala



Maffra Shed



1927 Ford C Cab



1950 BMW R51/2 and 1961 BMW R59S



1937 DKW SB500A



Ford-David Brown Trike



Penny Farthing push bike



Friday Evening at the Avon River Inn in Stratford with the ride group relaxing



Morning Coffee in Bruthen with Ian McKenna, Wendy Bajraszewski, Garry Young and Bernard Schacher-Tayla



Coffee in Bruthen with Michael de Vink and Bruce Springer ready to depart



Short stop at French's Narrows outlet for the Snowy River near Marlo



Short stop at French's Narrows with several riders in the car park



Short stop at West Cape near Cape Conran with a group photo



Breakfast in Cann River with Kim White, Laszlo Papp, Bernard Schacher-Tayla, Garry Young and John Semple



Lunch at the Buchan Hotel with John Semple, Ian McKenna and Garry Young



Royal Cave at Buchan Caves Reserve



Dinner at the Bruthen Inn with Garry Young, John de Vos and Bernard Schacher-Tayla



Overnight and Dinner at the Bruthen Inn Hotel in Bruthen



Lunch at the Little Red Duck in Noojee with Bernard Schacher-Tayla and Garry Young

# TASMANIAN BIKE TOUR

## PART 2

BY BRETT RIDDLE & FRANK MICKAN  
FEBRUARY - MARCH 2025



Brett's R 1200 GSA taking heed of the warnings offered by the signage

## DAY 5.

### West Hobart/Port Arthur/Eaglehawk Neck/Swansea - Approx 233 km

After a nourishing breakfast at the Lansdowne Café in West Hobart we departed for Port Arthur. Prior to reaching the visitors centre at Port Arthur we fuelled up the bikes at the general store where we received a very generous donation of two-day entry passes by three lovely ladies in a vehicle.

Steve and Brendon decided to sit out the Port Arthur visit and organised the night's accommodation while Geoff, Frank and Brett strolled around the historic site.

After taking in the sights of a beautiful day at Port Arthur, it's hard to imagine the events that unfolded in April of 1996 which remains one of the worst tragedies on record in Australia. We depart Port Arthur and head for Eaglehawk Neck to the Tessellated Pavement which is amazing, and well worth a short walk. Another communications mix up saw Geoff and Frank forgo the Tessellated Pavement and head off to Swansea. Needless to say, they traversed about 30 km of gravel on the way while the others travelled the longer route via bitumen.

After leaving Eaglehawk Neck we made our way to Swansea to our overnight accommodation at the Swansea Motor Inn and found that a number of other bikers thought it to be a good choice also. We decided to walk 950 metres to the Bark Mill Tavern for pre-dinner drinks and then a really nice meal.

The return journey from the Bark Mill Tavern resulted in an unexpected verbal engagement by a couple of local females partaking in a drink and meal at The Branch, yet Brendon and Brett managed a safe to our accommodation.



Tessellated Pavement - Eaglehawk Neck



Tessellated Pavement - Eaglehawk Neck from afar



An historic church at Port Arthur



Scorpion Rock lookout (well worth the short walk)



View from the balcony of the Swansea Motor Inn

# DAY 6.

- Brett and Brendon Swansea/Campbell Town/ Evandale/Ben Lomond Alpine Resort (Jacobs Ladder) / St Marys Hotel - Approx 276 km
- Frank, Geoff and Steve Swansea/Campbell Town/ Bicheno/St Mary's Hotel - Approx 355 km

Brendon expressed early in the planning of this trip that one of the main reasons to revisit Tasmania was to visit Jacob's Ladder. Brett was also very enthusiastic about the idea, with Frank, Geoff and Steve deciding on a different path to St Mary's.

We all departed Swansea for Campbell Town for fuel. Brendon and Brett then rode at pace onto the beautiful township of Evandale. They stopped at the Ingleside Café for a magnificent coffee. Brett tried one of their 'Cronuts', a hybrid Croissant/Donut and it certainly did not disappoint.

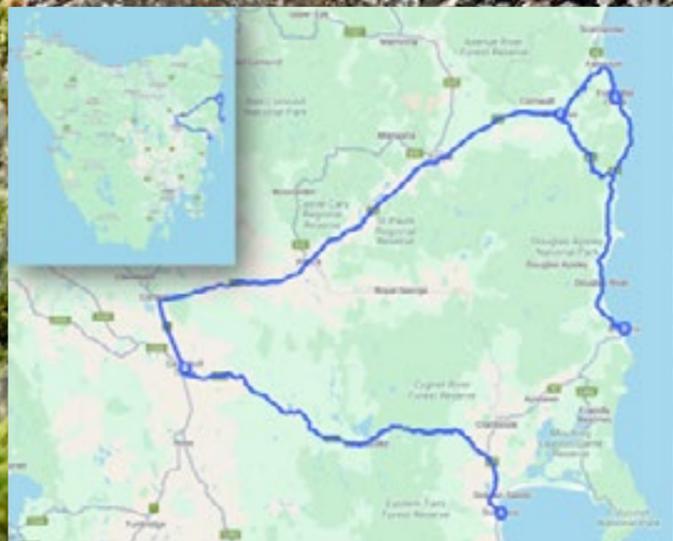
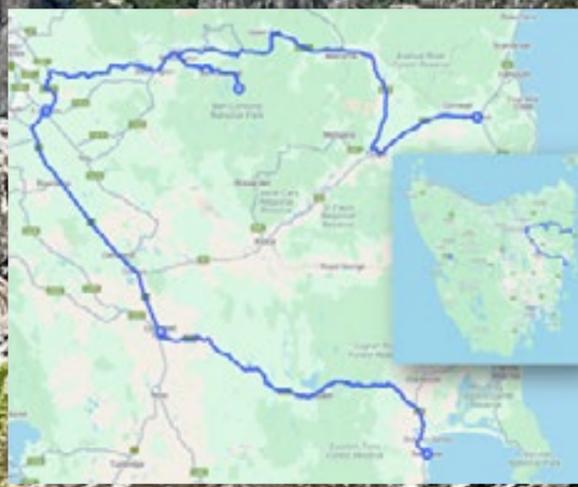
Brett and Brendon then headed to Legges Tor (Ben Lomond Alpine Resort), an 18 km one way dirt road journey from the turn off at Upper Blessington which

houses the Ben Lomond Base Camp. This was the last bitumen they'd see for some time, yet for Brett and Brendon undoubtedly this trek into Legges Tor and the Ben Lomond Alpine Resort via Jacob's Ladder was a tour highlight. Once the two intrepid riders reached the end of the line Brendon agreed to return to bike security detail whilst Brett summited Legges Tor on foot, which he says was astounding.

After descending the summit of Legges Tor it was time to head back to Jacob's Ladder for some photo opportunities. Brett and Brendon were delighted with Jacob's Ladder with its simply breathtaking, indescribable scenery.

After traversing 18 km of dirt back to the Ben Lomond Base Camp at Upper Blessington we made our way to St Mary's Hotel to our nights' accommodation, where the beverages and food at St Mary's Hotel certainly went down well.

Geoff, Steve and Frank travelled to St Marys, then looped down sweeping bends and along the coast to Bicheno via Four Mile Creek.



Apple and cinnamon crumble 'Cronut' from the Ingleside Café in Evandale



Brendon deciding whether the R 1250 RT parked outside the Ingleside Café would be suitable for Jacob's Ladder



A sleeping snow grooming machine and various 'Skidoos' waiting for the forthcoming Ski Season at the base of the chairlift



An old, condemned hut enroute to the Summit of Legges Tor



Brendon on bike security detail wondering where Brett is, out front of the newly finished, fantastic visitors centre



The Summit of Legges Tor in the Ben Lomond Alpine Resort



Brendon and his F 850 GS delighted at reaching Jacob's Ladder and Legges Tor



A sleeping snow grooming machine and various 'Skidoos' waiting for the forthcoming Ski Season at the base of the chairlift



Views from the lookout atop Jacob's Ladder - simply stunning



**CLOCKWISE ABOVE** Ben Lomond Alpine Resort, Brendon making his way down Jacob's Ladder – note the steel bars holding rock formations together on the RHS, Bikes being guarded in the rear compound of St Mary's Hotel by the Scary Fire God, Views from the lookout atop Jacob's Ladder – simply stunning x 2

## DAY 7.

**St Mary's Hotel/St Helens/Scottsdale/Bridport/George Town/Devonport - Approx 308 kms**

From St Mary's Hotel we rode along some great coastline and towns to Scottsdale for guess what? and snacks, then onto Bridport and Georgetown. From Georgetown we crossed the impressive Batman Bridge to our accommodation at the Stony Rise Cottage B & B in Devonport. This was our last night with Brendon as he was scheduled to sail out early the following morning back to Geelong.

Brendon suggested dinner at Molly Malones Irish Pub in Devonport, it certainly did not disappoint, apart from the monstrous mixed grill which Brett decided on but was unavailable.



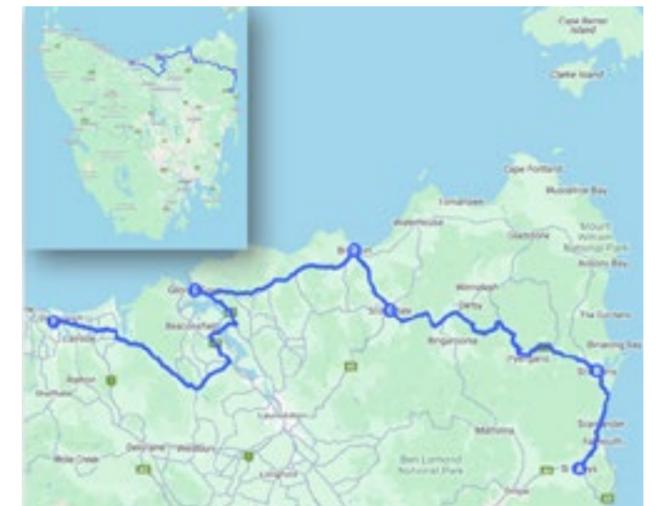
An interesting wall clock inside the St Mary's Hotel



View of Yorke Cove, on the River Tamar at George Town



Steve entertaining a few sea gulls and taking a 'breather' in George Town



## DAY 8.

**Devonport/Burnie/Stanley/Penguin/Devonport - Approx 250 kms**

After a lovely complementary continental breakfast at Stony Rise Cottage B & B, we were headed to Burnie for a quick fuel stop then onto the picturesque Stanley and 'The Nut'. Geoff had a side quest to meet up with an old work colleague in Penguin, parked all day in a 2 hour parking spot, and decided to not travel to Stanley but did not regret the \$15 chairlift return trip.

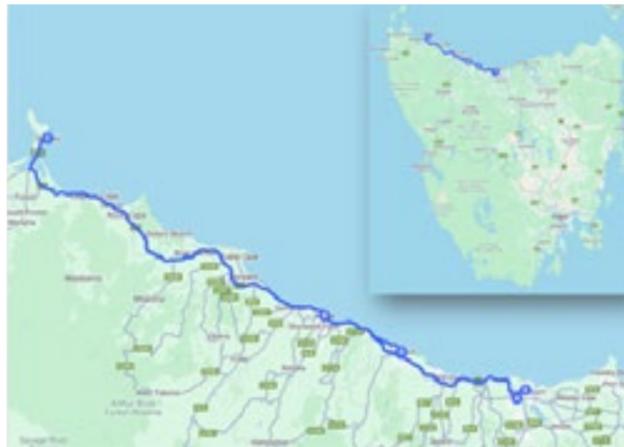
For those willing, there's a very steep bitumen path to the summit of 'The Nut' and a nice walking track that loops with breathtaking scenery around the top. There's also a chairlift (\$15 return) for those (Frank and Steve) unwilling or unable to walk. The only thing steeper Brett claims to have walked up was Ayers Rock. Frank's R 1200 GS cut out as he was parking at Stanley (well away from main cities) and at very slow speed intermittently on the return trip. It was okay at speed but meant parking to the side etc. in case it stalled again, which it did in the main street of Devonport. The only down point of the trip.

After a delightful feed of scones and jam washed down with a coffee at Touchwood Café in Stanley, Brett, Frank and Steve headed to Penguin to meet up with Geoff and his friend. Frank, Brett and Steve devoured more nice food and beverages at the Penguin Country Bake House before taking in the sites of lovely Penguin.

Inside Dr Who's TARDIS is a fully functioning public library based on the honesty system. Geoff is a big fan of 'The Tardis'.

Back to Devonport for another meal at Molly Malone's Irish Pub, and although Brett could not fit in a mixed grill this time and elected for something lighter considering we had a 10pm departure aboard the SOT.

Sadly we arrived at Devonport East to an absolute shemozzle, which was a never-ending queue of bikes, cars and caravans snaking around the entrance to the boat. We were told by staff of the Spirit Of Tasmania that the boat back to Geelong was what they call a 'Dual Sail', that is a boat that is full when it docks and has to be unloaded before the waiting travellers can board. 2.5 hours later we finally board in darkness and marvel at the disregard for safety by the staff who did not wear visible clothing, did not have beacons to organise traffic and seemed very perplexed and had little idea on how to efficiently group and board vehicles. In any case Brett, Frank, Steve and Geoff settled into their recliners and headed back to Geelong.



The highest point of 'The Nut' which is Stanley Trig sitting at 143 m above sea level



## DAY 9.

**Geelong/Queenscliff/Sorrento/Pakenham/Yarragon South - Approx 219 km**

After another night sail where some passengers had little or limited sleep in their recliners we arrived in Corio Quay, North Geelong around 8am and rode to Queenscliff for a great breakfast at the Ocean Café. Then down to the Searoad Ferry Terminal to board for our return trip back to Sorrento.

All risk assessments were performed as part of AS 2654 BS and adequate safety apparel utilised (where available) by Steve for this photo opportunity. (Opposite page)

Once we arrived back in Sorrento Frank, Geoff, Steve and Brett headed homebound where Brett peeled off to Pakenham with Geoff and Frank completing their journey in Yarragon, likewise with Steve in Yarragon South.

An absolutely amazing adventure for all riders with only the odd shower of rain throughout the trip. Brett recorded a total journey of 2,276 km when he returned to his garage in Pakenham, with Geoff, Frank and Steve clocking about another hundred more.

THE END – Thanks for reading



'The Nut' in Stanley



The vey steep bitumen walking track to the summit of 'The Nut' with the chairlift in the distance



CLOCKWISE ABOVE The stunning views of the Stanley township from atop of 'The Nut', Up close and personal with 'The Penguin', Steve's rise of the Silver Surfer aboard the Searoad Ferry bound for Sorrento Penguin is also renowned for the 'TARDIS' or locally known as the 'Penguin Library', Stanley township.



# North East Saturday Morning Coffee at The Merchant Benalla

BY CHRISTINE YOUNG  
12 JULY 2025

The morning started off foggy and didn't improve until mid-morning in Benalla. I had received a call from Wodonga, they couldn't see due to the fog, so we're staying home. Others had messaged with busy hopefully next time.

So it was Karl Haering and myself, always interesting with just two, what you learn about the other.

Karl being a life time member.

Hopefully see some others in Alexandra for the 9th of August



## BMW MCCVIC History Book

On Sale Now!

**BMW**  
Motorcycle Club  
of Victoria



**50 Year History**

Frank Cachia

Secure your copy today and celebrate the club's rich journey from its founding to the present day.

This is a limited edition keepsake — once it's gone, it's gone.

Own a piece of club history for just \$40.

Contact Frank Cachia

Email: [r90s@ozemail.com.au](mailto:r90s@ozemail.com.au)

or reach out to the committee to get yours now.



## The ride to Christmas in July at Mallacoota including Tech Talk – 'Sena' of attention

BY NIELS HOLM

18 – 21 JULY 2025

What better way than to spend the middle of winter touring east and so it was that I reached out to a few friends for the Christmas in July event at Mallacoota with the ACT BMW Club. Joining me were Luke Pescarini, Steve Alexander and John Jennings and interestingly all of us were on GSA's. John had just turned sixty this year and so I thought it fitting that I gave ourselves the nick name of "The Four Sixty's" as all of us had reached this milestone and were still actively riding motorcycles.

A key aspect of this trip was communication, and what better way than using our Sena 50S units that were fitted to each of our helmets. What we wanted to do was talk and share moments about the journey as we traversed the Victorian country side. (Lovely I hear you all say).

Upon meeting at Heatherdale Road Ringwood greetings

were had and then it was time for the moment of truth - connecting the Sena units. Let's use the 'Mesh' we said, let's get our phone out! Have you got the app? Sure I've got the app, let's see what does it does, no do it like this, get your passcode, connect via Bluetooth, disconnect from your bike, and so it went for the next five minutes. Will we ever just jump on our bikes and start moving?

So after a bit of time it went something like this. I connected to John, and Steve was connected to Luke, but Steve and Luke were not connected to Niels and John. WTF! So starts the first of the expletives about this whizz bang product called a Sena 50S. And this is how the first few kilometres panned out.

We decided to leave Ringwood and travel east along Canterbury Road and we finally get connected up by pressing the Mesh button. Yes that's the button under



the aerial, just flip the aerial up and press the little black button and presto you'll be connected via Mesh. The chatter starts and the jokes and humour follow almost in unison. Did anyone really read the instructions that came with the unit? It would appear that we did, but it was all too confusing. We pass the Kenworth and DAF factory at Bayswater and I give a salute to my work colleagues who are toiling away whilst I've taken a day of annual leave to be with my mates doing what I enjoy – riding motorcycles.

### Day One – Ringwood to Bairnsdale

I had mapped out a track on Plota-Route and shared this around a few weeks earlier and with the route clearly visible on the BMW Motorrad Navigator VI it made following the track relatively easy for us. As we travelled east towards the small township of Noojee' the temperature dropped quickly to around 4 degrees and the banter across the Sena starts with just John and I talking about the road, scenery and the fact that we can't connect the Sena to the other two riders. At Noojee' we decide to try again and connect and there we were flipping up aerials, pressing buttons and doing everything in our power to get these Sena's to work. Bluetooth on, bikes disconnected and just the Sena, we tried everything but could not get them connected properly.

After a great coffee and some discussion about the ride

ahead our tour would take us through Willow Grove and with sunshine on our backs the temperature doubled to around 8 degrees. It was magnificent weather as we overlooked Blue Rock Lake on our left as our heading was now south east towards Moe. A left turn onto the Moe Walhalla Road and then across the Tanjil River before we approached Erica. It seemed a short run through rainforest and picturesque farming country, but without much between here and our scheduled stop later we decided on an early lunch at the Erica General Store. So with lunch at Erica and a bit more of a discussion we take the road north towards Rawson before turning south again towards the State Forests and the Cowwarr Road. I had seen this road on the maps a few weeks earlier and John who joined this ride late in the planning had explained that this was a very good dirt road. Armed with John's recommendations we took it and headed due east through the small village (read house) known as Boola. I had not been on this road before, but once I saw it I knew that Luke and Steve would be comfortable at their pace, so without further ado John and I opened up the 1250cc engines and really started to enjoy the gravel beneath our wheels. We were connected via the Sena 50S and the comms were going extremely well, particularly as I could point out to John the pot holes, water courses and deep ruts that appeared from time to time. This was a 30 kilometre stretch of forest road which opened out to farmlands and we only



wished that the road was longer. I pulled up as the road changed surface from gravel to bitumen and John and I chatted whilst we waited for Steve and Luke who were not too far behind at all. Hence with the “Four Sixty’s” now assembled again it was time for the many 90 degree turns that would take us north east through Heyfield, Newry, Briagolong, Glenaladale, Lindenow and then Bairnsdale.

I even missed one of the ninety degree turns and took the group through the quiet town of Heyfield. A lovely town that could easily have won a tidy towns award for being so well looked after. A credit to the community indeed.

As we approached Bairnsdale I decided on an impromptu rest stop along the Bairnsdale – Dargo road. We pulled over in a clear area and had a general chat about the ride and the great weather we were experiencing. With only a few KM’s away from Bairnsdale and our rest for the night, it was by no means a super long day, but it was magical in that we were all out enjoying all things motorcycles.

With accommodation sorted, a nice hot shower was in order before we were off to the Grand Terminus Hotel where I had reserved us a table for dinner. This hotel is very popular and the locals seemed to make a beeline here for their Friday night family dinner.

### Day Two - Bairnsdale to Mallacoota Via The Bonang Road

The morning greeted us with clean crisp air, clear skies and a layer of frost on the bikes. It looked magical, however the temperature ahead of us would test those that decided against warm winter gloves. After breakfast we motored east to the town of Orbost where a coffee and warm up were in order. The temperature dropped to 1 or 2 degrees in some spots and we all commented on the ice warning lights appearing on the TFT screens. Yes it was cold, but with merino thermals and good quality riding gear the cold did not seem to be a problem. Our next leg of road was north on the Bonang Road and what lay before us was 125 kilometres of winding forest road before opening out to farmland and the Delegate

River. The Bonang Road featured plenty of wildlife including deer, lyrebirds, kangaroos and wallabies. One deer in particular was on the road in front of us and just kept galloping up the road in our direction making for a very cautious pass as it sauntered off into the bush. We figured it had “no idea!” At the Delegate River, just on the NSW/VIC border we decided to stop where we enjoyed our pre-packed lunch as there were literally no shops, pubs, cafes and the like to take our hard earned oxford scholars. A quick feel of the cold clear waters told us we were in the right area to experience the feel of water that had descended from higher regions.

After lunch it was a quick run into the NSW town of Delegate where John indicated he had stayed a couple of times whilst exploring the high country. Soon after I navigated right onto the little known Craigie Range Road and it was not long before we came across a series of kangaroos and wombats who sadly had met the brunt of the livestock trucks that traversed this gravel road. It was a great road (and certainly suited Luke and Steve) as we all navigated our way through the very large road kill. The very small township of Craigie featured a dog leg left and right, before we crossed the Little Plains River which took us up into pine forests along the Mila Road. A small and enjoyable dirt section which brought us onto the Monaro Highway where we turned south towards the much anticipated Imlay Road. The Imlay Road was fast approaching and as I turned left to commence our navigation of this iconic road I looked up the hill and spotted two motorcycles. Are they BMW’s? Perhaps. The chase was on and with the gap shortening they came into clearer view and I could see their number plates. ACT of course, so they must be joining us in Mallacoota! One was a BMW R 1250 RS and the other was a Triumph. A gentle wave to our new found friends as the road opened out.

The 58 kilometre Imlay Road connects the Monaro and Princes Highways and traverses the Mount Imlay National Park. The National Park was named after Scottish born pioneer settler Alexander Imlay. (B 1800 - D 1847). The Imlay name may be found across the region and Eden’s main street is aptly named Imlay Street.

This road is used predominately by logging trucks and it is said that the ascent is smoother than the descent. This is mainly due to the fact that trucks coming from the forests to the port and heading east are fully laden and the westbound trucks are empty, so it stands to reason that the eastbound might be more chopped up due to the heavier weights imposed on this side of the road. So is this not a great excuse to come back here again sometime and test the theory? Words cannot describe this beautiful road and it is really a hidden gem of the southern part of NSW. (just don’t tell anyone!).

We reach the Princes Highway and regroup after which we find a small rest area to take a drink and eat some muesli bars and snakes. The chat and banter and smiles on our

faces must have been a beacon to the two ACT riders as they passed us and waved with an air of satisfaction and enthusiasm. Mallacoota was just 60 kilometres away so it was time to take it easy and coast in for a well-earned break and end to the days riding. Or so I thought. We all checked into our rooms and as I had not been to Mallacoota in a long time it was only fitting that I take a tour of the town and head to the foreshore for some fresh air, photos and to take in the idyllic sea views.

In summary Day two covered over 400 kilometres of absolutely perfect riding conditions, excellent roads and very, very few cars, caravans or trucks. A truly magnificent riding day. Saturday evening we caught up with our friends from the ACT club and enjoyed a few drinks a good selection of food and many stories of the day’s riding and what we had covered. Not too many kicked on as some of us had chosen to take a full day tomorrow to head back to Melbourne.

### Day Three – Mallacoota to Melbourne

It was now Sunday and the ride west was to be pretty straight forward, but like most of us we chose to take as many roads as possible that did not include the main highways. With John leading our gaggle of GSA’s we quickly settled into a routine and kept up a nice pace through the forests to Cann River and then on to Orbost for coffee and donuts.

After Orbost we took several roads north of the Princes Highway and dog legged our way westward before finally joining the highway at Drouin. Good roads, less traffic and probably safer than being challenged by a multitude of cars and other vehicles all heading home after school holidays.

At this point it is timely to further discuss the Sena and our connections in the world of bike to bike communications. It was now day 3 of this 1200Km adventure and we are almost exhausted out of our minds as to why we could not simply connect the Sena’s. We had all read the instructions and were following the steps pointed out in the Sena’s users’s guide along with looking on the Internet and almost resorting to You Tube. At the end of each day we would finally end up connecting via Mesh and there was a loud cheer in nearly all cases across the air waves along with expletives all thrown in for good measure. It sounded to me like “It’s about F&#\*ing Time”. And so the ‘4 Senas’ were finally connected and talking in harmony.

Without labouring the point we worked for three days trying to figure out the best way to connect our Sena’s and came to a couple of observations and conclusions.

#### Connecting a Sena - The Real Story

- Keep It Simple is what it’s all about.
- Disconnect all other devices including your phone and also connection to the bike.
- Connect one Sena first and then slowly add

another participant, followed by another.

- Ensure your microphone is positioned so it does not pick up ambient wind noise.
- The Sena works well when connected to the same compatible device.
- Avoid trying to connect to your bike and then to a Sena.
- Avoid trying to connect to your phone, bike and the Sena.
- Sena works best at speeds less than 80KM/H.

#### Read the instructions

The Sena “Trouble Shooting Guide” is of no value.

We all thought that trying to remember all of the instructions in the Sena User Guide, was quite daunting and we challenge anyone to remember all of the guide.

What are the best conditions for operating a Sena?

We found a number of conditions where the Sena 50S operated very well and this was mainly where there were fewer devices.

- Two riders ‘only’ worked well and avoided the nuance of trying to connect with everyone.
- Connecting your Sena to the bike and your bike to your phone work well, but avoid more than 2 other connections.
- Speeds under 80KM/H work well.
- Have good line of sight between riders.
- Keep distance under one kilometre.
- Avoid heavy rain as IP rating is not that good.
- Always start the day with a fully charged battery.

#### Summary

As a communication device the Sena50S is a good product, however can be quite daunting when all you want to do is just connect one rider’s helmet to another. We imagine that a Sena would work well in rider to pillion use as that way you have close communications and minimal interference. Rider to rider we believe is fraught with many issues including road noise, wind noise, line of sight and interference with other products.

In a rider only mode where you use the Sena to call someone via your phone and the address book displayed on the TFT display it is excellent since the connection is good and the sound comes in loud and clear.

Could we ride without a Sena? Probably but look at all of the humorous moment we would miss.

We all finally coasted into Melbourne mid to late afternoon on ‘Day Three’ and waved good bye as we diverged into four different directions to finally park our bikes and reflect upon a great three days.

Thank you Luke, Steve and John for making this a memorable trip and may the “Four Sixtys” ride again.

Until next time, stay safe and ride well.

## A Long Forgotten Memory

BY FRANK CACHIA

In the August President's Message, Jacques spoke of members carrying with them stories and memories of rides from years past. At a small gathering a number of members recalled their own unforgettable journeys. I, too, shared several cherished rides—but one, in particular, stands out not because it is personal, but because countless members have already undertaken it over a number of decades. This is more than a ride but an experience that truly deserves to be compared and remembered.

The run is tackling the National Highway separating yet joining Sydney to Melbourne --- the one and only Hume Highway.

Today traveling down the Hume Highway between Sydney and Melbourne is rather tedious to the extreme. The road, now divided seems to continue on to the horizon. Bends and corners were straightened out eliminating black spots making the run much safer and the road surface is far better compared to countless resurfacing of years gone by. On the negative side, bypassing country towns and dividing the road has made it downright boring as there's nothing to see, no points of interest. At times it's enough to cause the mind to go into neutral.

You don't remember the Hume of fifty years ago? Okay, let's journey back to 1975.

Picture yourself straddling a heavily loaded bike, well after all, you're either returning from a rally, interstate touring or following motorcycle racing such as the Castrol 6 hour race. As there's no place like home we are just outside Sydney central business district about to head off in a southerly direction.

Parramatta road is a road no one ever forgets, it has countless traffic lights, mostly red, suicidal taxi drivers and if it's raining it's very slippery. The first speed limit change takes place 24 km from Sydney Town Hall. For a total distance of 1.5 km you can go from 60 to 80 kph. At the intersection of Parramatta and Woodville Rd one can see the massive overhead steel structure that holds up numerous roads and speed signs, with traffic lights going on and off looking like an overgrown Christmas tree. Moving again you pass Caravan World, a change from the endless car yards. The closed, in August 1973, Warwick Farm motor racing circuit is next.



Past Liverpool, this always reminds me of the Beatles. At the end of the town stop and top up fuel at the Ampol petrol station; as this is the last petrol stop before you get on the off ramp onto the freeway. The F5 offers a much needed relief from the stop/start traffic and with caution as there's always a highway patrol car hiding in a blind spot, speed can be increased to what feels like a rapid 110 kph. The last thing you want to happen is getting pulled over. Remember this is the 70's where police looked at every motorcycle rider as a god damned long haired hippy.

Enjoy the run, because the F5 comes to an end after only 15 km then dropping down to 100 kph as you pass the large sign reminding you that Melbourne is 865 km away.

The Razorback Mountain offers some pleasant scenery coupled with a few sweeping bends. Picton is a sleepy town on the other side. It is also famous for having the most dangerous piece of road of the whole highway. Sitting outside the St. George hotel one can observe the antics of traffic. The road runs through the town and begins to climb before going under the railway bridge. It immediately makes a very sharp turn. The road is narrow at only two lanes, less if there's a truck. Two semi-trailers can't pass each other in the tunnel. Concrete pylons bear the scars of a thousand desperate moments from both cars and trucks. This is the ideal place to pick up scratched rear view mirrors.

Further down the road a road worker manhandles a shovel, four others supervise whilst the fifth puts on the billy. Everything is normal.

Many a beautifully restored building can be seen at Berrima. The Cullarin Mountain range offers a few lovely bends plus around 107 trees all lined up on one side of the road. Slow down here because when the sun is in the right position, it casts shadows across the road causing you to rapidly go from light to shade. It can be quite disconcerting.

Marulan provides some relief from road works and soon after; there are four lanes available on a divided road. This stretch is highly policed since it's the only section that one can speed. Since it is safe to travel rapidly road user should treat it with caution. Police radar is always located at the bottom of the hill of the divided road where it is safe, indeed difficult not to go over the limit. The road changes, the mentality doesn't.

Passing through Goulburn takes over ten minutes. Never ending road works abound. Comments range from stupid to dangerous.

One of the features of the highway on the NSW side is the growing number of passing lanes. The problem is that they change from two to one lane at the top of a rise or just out of sight over a brow. Just north of Yass the Barton Highway would take you to Canberra. A small divided road south of Yass last 6 km before falling back to a two-lane goat track.

At Jugiong the speed limit changes half way up a very steep hill. Get a heavily loaded semi to brake from 100 down to 60 kph. This is a favourite police spot. From here to Gundagai the road passes through some very nice scenery, mostly grazing country. 390 kilometres from Sydney is the tourist attraction of the Dog on the Tuckerbox. If it's raining this is the ideal stop to take on some Dutch courage.

Gundagai is famous for having the most frightening bridge on the highway. It is just under a kilometre long and passes over the Murrumbidgee River. It is constructed of wooden trestles with wooden planks that form the road surface and are bolted to the main supports. Many of the bolts over time are loose and rattle around. Since wood especially when wet doesn't offer much friction, crossing this bridge offers some hairy moments. The bridge has three distinctive bends in it. Good luck.

Tumblong didn't want to miss out and presented any road user with a beautiful Sydney Harbour shaped bridge in miniature. And it lived up to its miniature's name. There's no way that a bus or semi will squeeze through if the same is coming from the other side. The bridge is still there as the road was re-routed; it now looks like a bridge in a paddock.

Tarcutta is the halfway point and is famous for being the town most likely you'll get booked, if you don't see the local cop opposite the petrol station, hiding behind the only tree around, then most likely he's behind you. Stop here

for refreshments, fuel and get yourself in the right frame of mind. You are about to live a nightmare unlike any other.

As soon as you leave town the road deteriorates and becomes the kind of road that should be included in any chassis engineer test program. It dips, has humps, pot holes, broken edges, low overhanging branches, gravel and rocks that semis pick up when they meet.

In certain spots trees roots have grown under and lifted the road surface. It's not wide enough to allow two semis to pass with all their wheels on the broken bitumen. If taken at more than 60-70 kph expect punctures, bent mag wheels, twisted shock absorbers or even a cracked chassis. Best keep a sharp lookout of the surface and pray you come out of it in one piece. Once you have made it through, there's a short divided road before Holbrook.

Considering the town of Holbrook is over 400 km from the nearest ocean, the last thing you expect to see in the town main park is a small statue dedicated to Lieutenant Norman Holbrook. This British submariner received the Victoria Cross for a daring mission in the Dardanelles where his submarine sank a Turkish battleship. (Incidentally the town was originally named Germanton but changed its name in World War I due to anti-German sentiment. It was renamed after the lieutenant). Over time two more statues, each one larger than the other were erected before an Oberon-class submarine, HMAS Otway, took over the duties by attracting camera flashing tourists.

Past Holbrook there are more divided road and some marvellous fast sweepers. By now traffic is at a minimum. Between Albury and the Wagga turn off the last group of roadside workers can be seen dozing over a shovel or warming up the billy for a cuppa.

Depending on the time of day, you might be lucky seeing a Firefly bus speeding by. As they are surprisingly fast, these coaches are the perfect vehicle to follow, at some distance, because they know where police cars hide. As soon as their brake lights come on, so should yours.

The Albury-Wodonga town complex lasts over fourteen kilometres. It's best to keep an eye out for erratic tourists who are too busy looking at the 'other side of the border' rather than where they're going. Numerous signs do help yet confuse because one can easily get misdirected.

Once you pass over the Murray River a large sign greets you in regards to handing over any fruit carried. The fruit fly inspection adds more time lost, creates traffic jams and is the place where photos are taken of the border crossing. Now, train your eyes to look out for two innocent wires across the road. These are amphetamine lines, this is a type of speed measurement device that was commonly used before radar and laser systems became widespread. They can still ruin your day by getting you booked without even knowing it.

You have now just entered Victoria. It is here, the first town of Wodonga where the highway takes a sharp turn just over a railway line. Unless you're not in the right lane or not paying attention you'll miss the turn off and start heading towards Tallangatta.

Victoria welcomes the road user by roads of uniform width and a surface that is consistently superior to those in NSW. Here the Hume is flatter, has smoother verges and is the home of the candy cars. A blind man can spot one from miles away. Don't let one sneak up behind you. Different coloured cars, same police.

Sixty or so kilometres later you'll find yourself stationary at one of the four sets of traffic lights that Wangaratta Township has. Irrespective of the time of day or night you'll never go through without catching one of the sets of light. Speed limit changes from 100 down to 70, then 60 back to 75 then 90 then 100 kph. Come Christmas time and expect to see up to three sets of amphetamine lines. Well it is the season for giving.

Temptation to let loose on the long straights after Wangaratta is hard to resist. Glenrowan is next and a sign tells the passer-by that Ned Kelly was shot here.

Winton is next, a small rural locality which is a favourite of both car and motorcycle enthusiasts thanks to the Winton racing circuit.

Benalla is the town where those living in the eastern suburbs usually turn off and continue the back way via Bonnie Doon, Yarck, Yea and Yarra Glen. This offers more bends, better scenery and during the snow season, the road between Benalla and Mansfield is patrolled. If you continue on the Hume, the highway becomes a divided four-lane road just after Seymour.

The highway now by-passes Tallarook and the new section that runs to the East of Broadford, Kilmore and Wallan for thirty kilometres ends close to the Ford factory at Broadmeadows. Other than the battle between red traffic lights and trams, the journey is practically over.

So as previously mentioned, which do you prefer, the old or the new? Keep this in mind the speed limit is practically still the same, only been increased by 10 kph, the road maintenance crews are older and the police presence is still around. The more things change the more they stay the same.



## Service day, Social and Ride Weekend of 6th – 7th Dec 2025 The Old and the New

Site: Broken Creek Bush Camp, 100 Quinn Rd, Broken Creek  
Approx 14 Kms West on Midland Highway from Benalla  
Turn to the North. Approx 1 km, entry is on the right

### The site offers:

- Campgrounds with shade trees.
- Facilities include toilets and showers.
- Community kitchen equipped with refrigeration and cooking amenities.
- Social gathering/lounge area.
- Daily fee of \$15/day/per person.
- Visitor fee of \$5/day/person. Cash only collected through us.
- Book through our website or contact Bernard S-T (0403 899 374), Christine Young (0408 350 850)
- Book in any repair or service tasks through Bernard.
- Plenty of room for camper vans, caravans or tent sites.
- Shade trees around site.
- Weather: Early summer, expect sunshine, warm days and mild overnight and little prospects of rain.
- Grain harvest will be underway.

Why not come on Friday and depart Monday, as there's plenty to do in the region?

### Service day and Social weekend theme: The Old'ish and the New

The weekend is intended to provide an opportunity for some local riding (in the style of "make your own way in your own time") as well as some tinkering on our bikes, maybe with some assistance from our Elders.

For Saturday night we may make use of the Pizza oven on the property and there may be Eggs & Bacon served for Sunday's breakfast (more details to come).

Why not invite members and non-members to bring along a riding mate or young pillion? Even if they do not have a BMW.

During this time of the year you'll find usually warm to hot days and mild nights, with a low probability of rain.

A Velocette, Guzzi or Laverda will get you in! Bring along anything of interest.

How about giving the 90s, 100 RS, air heads and bricks a good "blow out"?

Important: Let's make a special effort to get some young pillions, new riders as well as the club Elders to attend.

**Riding route options:** Details available on enquiry in the style of "make your own way in your own time"

- **Bread Run:** To Milawa Butter Factory to a French style bakery, via Myrrhee.
- **Adventure Route:** Goldies Spur via Cheshunt, Dandongdale to Myrtleford.
- **Gentle persons route:** Silo Art trail. Goorambat to Yarrowonga or Rutherglen
- **Local attractions:**
  - Benalla: Art Gallery. Street Art circuit, Rose gardens,
  - Museum featuring local history.
  - Grain Harvest.
  - Goorambat: *Park Street Pantry*, bakery and café.
  - Dookie: Emporium and coffee shop.
  - Rutherglen : *Caféine n Machine*. Motorcycle Café.
- **Eating:**
  - On site BBQ available for lunch or dinner as required.
  - A Pizza oven resides on the property
  - Bacon & Eggs considered for Sunday morning
- **Alternatives:** Drive into Benalla for some Indian, Thai, Chinese cuisine or choose the classic pub options for dinner

### More information:

Trevor Verlin – Email: tmverlin@hotmail.com  
Bernard Schacher-Tayla – M: 0403 899 374  
Christine Young – M: 0408 350 850

## You don't have to miss out

You don't have to miss out on wearing spectacular merchandise just because you couldn't attend the 50th Anniversary Rally in Heathcote. We have a few to sell then it's all over. Look smart and dazzle your friends with a stunning 50th Anniversary Polo or T-shirt.

Super discounted price - \$20 each. Pick yours up at a club meeting or add \$12 for postage.

Just a few sizes left: T-shirts, 3 Medium, 1 Large, 1 Extra Large. Polos: 2 Medium, 3 Large, 3 Extra Large. Could one of them be yours? I hope so. You'll be amazed at how good you look.

Go to the Sales tab on the club website, then to the Club Store to buy online or give me a call.

Lynne Rosenthal, 0415 286 855.





## NZ South Island Discovery Tour, 9 Day (Nov 18-26, 2025)

Just thought I'd reach out to you to see if you'd be interested in going on a tour.

Dad (Steve Riddle), Brendon Webb and myself are booked in for a fully guided 18 day North and South Island tour which incorporates the South Island section of our tour mentioned in this link.

<https://nzbike.com/summer-trophy-tour>

There are some variables involved which may impact any prospective rider(s) and their individual pricing, yet the company owner (Gordon Lidgard) is excellent to work with and doesn't hesitate to call via WhatsApp to clarify any questions a rider may have.

We had a fourth rider (non-club member) who has since pulled out of our tour and hence the tour operator is keen to reach their optimal tour numbers. In any case, thanks for reading and it's at your discretion whether you'd like to include any reference to the tour mentioned in the hyperlink. I hope to commence a write up our tour in a more streamlined format when we return in mid-December and hopefully it may make a potentially interesting article for the magazine and our members.

Kindest Regards, Brett.

### DATES:

**Start date: 18th November 2025**

**End date: 26th November 2025**

Premium 9-day package that takes you along some of the world's best riding roads — over mountains, through water crossings, and across picturesque rainforests. You'll enjoy New Zealand's natural diversity while staying in carefully selected premium accommodation throughout the journey.

This is a sealed-road tour with optional gravel extensions available on certain days for those who want a bit more challenge and off-road adventure.

**Spring BARBECUE**  
 BM MOTORCYCLES  
 06.09.2025 9AM  
 Saturday September 6<sup>th</sup>  
 9am – 12 noon  
 Spring BBQ at  
**BM RINGWOOD**  
 Address: 5 Heatherdale Rd,  
 Ringwood VIC 3134

• Smooth out your ride •  
 We've got you covered  
**GENUINE AUSTRALIAN Sheepskin SEAT COVERS**  
  
**Good Wool Store Pty Ltd**  
 Unit 5, 2 Brown St KIAMA 2533  
 Ph: (02) 4232 4312  
[www.goodwool.com.au](http://www.goodwool.com.au)  
 Ask about the BMW/MCCVic. members' discount

BMW MOTORRAD  
 BMW Motorcycle Club  
 Victoria Australia  
 TOURATECH  
 AUSTRALIA  
 EVERYTHING YOU NEED FOR YOUR NEXT ADVENTURE

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.



## 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; clubdelegate@bmwmccvic.org.au) if you have any inquiries.



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 Café, 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 – South West Gippsland Morning - rotating**

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

**South West Gippsland Coffee:** From 10.00am. Rotating venues are Tarwin Lower, Kernot and Mirboo North. Please check website for location. Contact: James Ryan 0418 391 343.

**4th Saturday of the Month - Eastern Coffee Morning – Emerald / Monbulk Coffee Gathering**

**Emerald:** From 9am onwards at The Laughing Fox Café, 13 Kilvington Drive, Emerald.

**Monbulk:** From 9.30am Friends on the Hill Café, 104 Main St, Monbulk. Contact: Frank Cachia 0499 844 000

Geelong to Lavers Hill. Meet at 8:30am for a 9:00am departure at BP Cario Geelong Bypass. Departing 9:00am. Anglesea, Lorne, Wye River (Morning Tea 10:30am – General Store), Apollo Bay, Lavers Hill (Lunch 12:30pm - The Perch at Lavers Hill) BP Cario to Lavers Hill - <https://maps.app.goo.gl/cNErdSfTQxo2j41T7>

After Lunch find or own way home or join a small group heading to Portland on the Multi Day Ride  
Ride Leader: Chris Seabrook 0417 330 586 Other Inquiries: Ian McKenna 0487 868 466

**24th-27th August – Saturday - Wednesday - 50 Year Multi Day Ride incorporating Sunday Ride (South West)**

Heading West along the Great Ocean Road to around Portland. We will then make our way North and East. Actual itinerary to come, so keep an eye out for more details or let us know if you have any preferences. Ride Leader: Chris Seabrook 0417 330 586  
Other Inquiries: Ian McKenna 0487 868 466

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

The monthly meeting will be held on Monday 26th August 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. We hope to provide a guest speaker for this meeting and details will be provided as soon as they are confirmed. Club meetings are always a great social event too so please register your attendance to help us with supper catering, that would be appreciated. We look forward to seeing you there.

**31st August – Sunday - Service Day – Springvale**

Time for a little maintenance, an in-depth discussion about your favourite bike, or just join us for lunch, the Service Day is on again.

**Sunday August 31st at the Scout Hall, 17 Dowling Avenue Springvale 3171 (Edinburgh Reserve) from 10am**

The Service Day trailer will be on hand with all the tools and manuals (for use only on the day). Along with the GS911 diagnostic tool (booking required) and knowledgeable club members to assist. Please remember to bring your own consumables (Oil, Filters, Gaskets and other bike bits) Inquiries : Pat Bajraszewski - 0427 328 429

### SEPTEMBER

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

Join in for a friendly coffee every Saturday morning from 9 am at Laurent Bakery, 109 Dundas Place, Albert Park. (Melway 2K C7). All welcome. Please park safely and leave footpaths clear.

**1st September – Monday - Coffee Ride Lunch to Brewsters Cafe, Garfield**

Ride of 120 km to Brewsters Cafe in Garfield. Ride via Yarra Glen, Healesville, Gembrook, Pakenham and Nar Nar Goon. Return via Pakenham, Beaconsfield Upper, Emerald, Monbulk and Olinda to Montrose for a total distance of 180 km. Assemble 9.30 at Peppers Paddock General Store in Wattle Glen for departure at 10.00am. Stops at Wickham Rec Reserve or Gembrook. Lunch at Brewsters Cafe in Garfield at 12.00 noon. Final

Coffee at Hummingbird Cafe in Montrose at 2.30pm. Ride leader Ian McKenna ph 0487 868 466

**6th September – Saturday – BM Ringwood BBQ**

BM Ringwood are holding their Annual BBQ for club members. Starts 9am – 12 noon  
Address: 5 Heatherdale Rd, Ringwood VIC 3134

**6th September - Saturday – Western Coffee Morning – Ballarat**

From 9am. Beechworth Bakery, Grenville Street, Ballarat 6th September - Saturday – Coffee Meeting Noojee  
From 9.30am. Little Red Duck Cafe, 1 Bennett St Noojee. contact Mark Doherty 0402 210 050

**10th September – Wednesday - Midweek Ride to Mirboo North Hotel in Mirboo North**

Ride of 160 km, Departing from Lilydale we head through Seville, Noojee, and Trafalgar to Mirboo North. Return using part of the Grand Ridge Road to Seaview, then Longwarry and Pakenham to finish in Emerald for a total of 285 km. Assemble at Shell Lilydale Service Station at 8.30 for departure at 9.00am. Stops at the public toilets in Noojee and Coffee at Little Red Duck Cafe at 10.30. Fuel and Lunch at the Mirboo North Hotel in Mirboo North at 12.30pm. Return to Emerald about 3.30pm for a total distance of 285 km. Ride leader Ian McKenna ph 0487 868 466.

**13th September – Saturday – North East Coffee Morning – Euroa**

From 10.00am. Mely & Me 74 Binney St, Euroa VIC 3666. Contact: Christine Young 0408 350 850

**13th September – Saturday – Gippsland Saturday Morning Coffee – Heyfield**

From 9.30am. Heyfield Bakery 59 Temple Street, HEYFIELD

**20th September – Saturday - Central Coffee Morning – Bendigo**

From 10am - Rocklea Cafe, Homemaker Centre 239-249 High St Kangaroo Flat 3555

**20th September – Saturday - South West Gippsland Coffee Morning - Tarwin Lower**

From 10am Bird & Wolf Café, 43 River Drive, Tarwin Lower  
Contacts: James Ryan 0418 391 343

**21st September – Sunday - Sunday Ride – Dunolly Bar & Bistro (North West)**

Spring is in the air. So dust off your gear and polish the chrome for a ride to Dunolly Bar & Bistro (191km) Assemble - BP Calder at 8:30am for a 9:00am start. Lancefield, Woodend (Bourkies Bakehouse) (10:15am), Tylden, Franklindford, Newstead, Carisbrook, Dunolly - Bar & Bistro (12:30pm) Return via. Maryborough, Creswick, Melton  
Ride Leader: Chris Seabrook 0417 330 586 Other Inquiries: Ian McKenna 0487 868 466

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

Join us on Monday September 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.

**27th September – Saturday – Eastern Coffee Morning - Emerald**

From 9am - The Laughing Fox Cafe, 13 Kilvington Dve, Emerald.

**27th September – Saturday – Monbulk Coffee Gathering**

From 9.30am at Friends on the Hill Cafe 104 Main St, Monbulk Contact: Frank Cachia 0499 844 000

\*Check website for full details.

### AUGUST

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

Join in for a friendly coffee every Saturday morning from 9 am at Laurent Bakery, 109 Dundas Place, Albert Park. (Melway 2K C7). All welcome. Please park safely and leave footpaths clear.

**23rd August – Saturday – Easter Coffee Morning - Emerald**

From 9am - The Laughing Fox Cafe, 13 Kilvington Drive, Emerald.

**23rd August – Saturday – Monbulk Coffee Gathering**

From 9.30am at Friends on the Hill Cafe, 104 Main Street, Monbulk 3793. Contact: Frank Cachia 0499 844 000

**24th August – Sunday - Sunday Ride - Lavers Hill Via Great Ocean Road (South West - Otways)**

Today we are riding along the Great Ocean Road from

### Melbourne ride departure points

**NORTHERN DEP. POINT**  
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

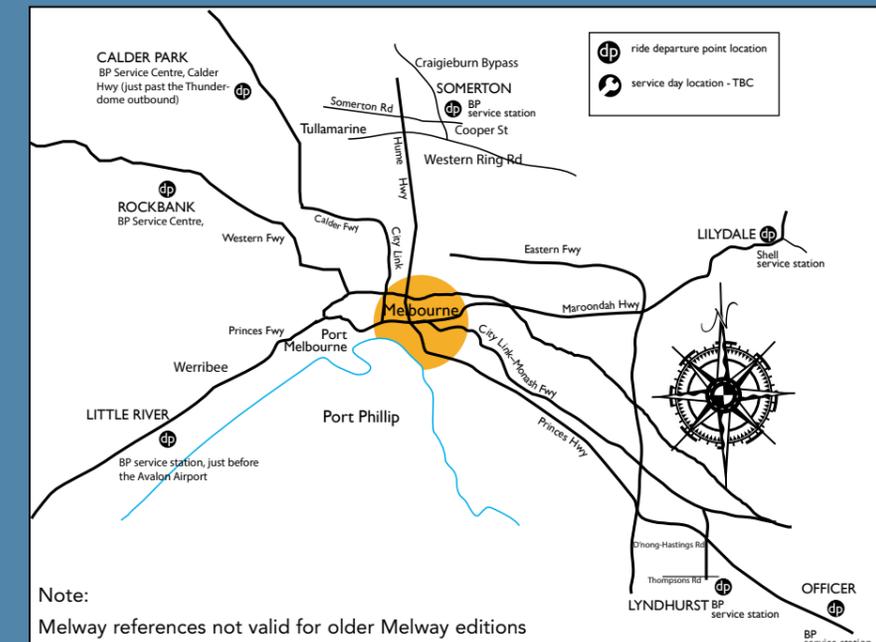
**LILYDALE DEP. POINT**  
Shell Service Station, Maroondah Hwy (1 km east Lilydale), Lilydale. Melway ref map 38 H3

**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 R1250GS Adventure (Triple Black) MY22 - \$29,500 ONO

- Odometer 24k
- Recently serviced
- Brand new tyres
- Brand new screen

Extras:

- BMW Akropovic exhaust
- BMW navigation prep, BMW headlight protector, BMW onboard toolkit, BMW heated low ride seat + heated standard rider seat, full spare key
- BMW black alloy luggage
- BMW top case partition net
- Top case liner
- Wunderlich toolbox (key matched), Wunderlich tank pads, Wunderlich side stand expander
- Extra 12v outlet, Givi tanklock ring, dual usb outlet

**Contact:** Andrew Bucknill (St Kilda)

**Mobile:** 0415 824 594

**Email:** andrew.bucknill@mac.com



### BMW R 50 1955 (Black)

**Price \$19,500, nego**

**Contact:** Leong Chow

**Email:** chowkamleong@gmail.com



### BMW R60/5 (Black) - \$11,000

Excellent condition.

- Very reliable
- Club registration
- 54,000km
- New tyres
- Original toolkit
- Stainless Mufflers
- New Battery
- Spare filters

**Contact:** Rod Bolton

**Mobile:** 0427 301 862

**Email:** rodbolton@hotmail.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:** janeswalsh@yahoo.com.au



### Forma Adventure Low Boots (New) - \$230

As I've decided that my off-road riding days are over here is a bargain for those who still do it: Forma Adventure low boots, ready to be put to use by a new owner. Brand new, never worn, Size EU 46 = Aus 11.5-12 (allows for fat socks), black and a well-reputed brand. New ones are about \$350-390. Prefer cash on pick up (Hastings or Windsor), otherwise postage at buyer's expense.

**Contact:** Axel Leonhardt (Hastings or Windsor)

**Mobile:** 0411 125 275

**Email:** axelhleo@gmail.com



### Jackets, Vest and Pants (Large Size)

I've decided to off-load some of my "Classic" old riding gear. Priced to sell so that I can send them off to a good home.

- \$40 - A&P Brando Style jacket in black leather (S)
- \$30 - A&P vest in dark blue leather to match jacket
- \$40 - Mars black leather vest (L)
- \$20 - Original Dryfingeez

See website for pictures and more details.

**Contact:** Lloyd Williams (Mansfield)

**Mobile:** 0419 578 024

**Email:** lloydabw@gmail.com



### BMW R1250R Exclusive (Black) 2019 - \$15,000

A 2019 BMW R1250R Exclusive

- Registered
- Roadworthy when required
- Excellent condition
- Genuine BMW top box and hard case panniers (keyed alike)
- Near new Michelin R6's front and rear

Has only done 18,841 kms and is fully optioned. Fantastic bike to tour or sail through the twisties. Full service history is available

**Contact:** Ian Pendlebury (Shepparton)

**Mobile:** 0447 470 351

**Email:** ipendle@me.com



### Ducati Desmo Darmah SD900 - \$33,000

A 1978 Ducati Desmo Darmah SD900 (Custom 1 Off).

- RWC supplied
- Long range Imola fibreglass fuel tank
- NCR full race fairing repainted in 1981 paint colours and art work

New tyres, battery, suspension, reconditioned heads, Silent Hektik electronic ignition, rebuilt Carbies, new seat, brakes overhauled, bearings and misc other parts replaced.

**Contact:** Russell Darbyshire

**Mobile:** 0412 309 645

**Email:** rdarbysh@bigpond.net.au



### BMW R90/S (Daytona Orange) - \$30,000

A 1975 R90/S Daytona Orange American delivered with Lester mag wheels and rear pack rack.

- 42k miles
- RWC supplied

Original condition except for Boyer electronic ignition and Overland S/S exhaust system, Krauser panniers. Nothing has been repaired on it for the last ten years since I have owned it with only 42k miles it runs like new

**Contact:** Russell Darbyshire

**Mobile:** 0412 309 645

**Email:** rdarbysh@bigpond.net.au



### BMW R100RT 1989 - \$12,000

- 75,000 k's approx
- Club plate, Not transferable. No RWC
- In overall very good clean condition.
- 2x 12 v adaptors
- BMW tool kit
- Top Box and Panniers in VGC
- Side stand extension for 'vertically challenged'
- All instruments working except the trip meter

Current owner for 11 years. Mostly used for club rides and a fortnightly tour once a year. Always garaged. Never dropped during my time.

**Contact:** Peter Ness (Flowerdale)

**Mobile:** 0410 651 903

**Email:** reenwedge.apo@bigpond.com



# K&R

BMW MOTOR CYCLE SERVICE

24 MILLS STREET, CHELTENHAM VIC 3192

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

Scheduled services and tuning.

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

Restorations of classic BMW motorcycles.

Fitting for Dunlop, Michelin, Metzeler and Pirelli tyres.

BMW spare parts sales.

**PHIL MARSHALL**

p. 03 9583 1528

e. kandr@bigpond.net.au

BMW factory trained mechanic



**BMW  
MOTORRAD**



# THE NEW BMW S 1000 RR

## CHALLENGE YOUR LIMITS

Precisely tuned for performance: the RR. Here, success is measured in millimetres. That's why the superbike has undergone ongoing development: from the new, more aerodynamic trim panels with winglets, to the front wheel mudguard with M Brake Ducts, right up to performance-oriented details, such as the quick action throttle that reduces the throttle path by 14 degrees. With the Pro riding mode, you will now have a handle on all situations as standard. The goal is, was, and always will be clear: new pole positions – #NeverStopChallenging.

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.

#### BRIGHTON BMW MOTORRAD

795 Nepean Highway, Bentleigh VIC 3204  
Ph: (03) 9524 4000  
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,  
Sat 9:00am - 5:00pm

#### DONCASTER BMW MOTORRAD

812 Doncaster Road, Doncaster VIC 3108  
Ph: (03) 8848 0000  
Email: [bikesales@doncasterbmw.com.au](mailto:bikesales@doncasterbmw.com.au)  
[bmw-motorrad.com.au/doncaster-motorcycles](https://bmw-motorrad.com.au/doncaster-motorcycles)

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

#### MELBOURNE BMW MOTORCYCLES

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

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

#### RINGWOOD BMW MOTORRAD

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

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

**MAKE LIFE A RIDE**



LEARN MORE