

APRIL 2022

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# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.  
Established 1958



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BMW Motorcycle Club  
of Queensland



# BMW MQC

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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### Advertisers

TeamMoto - INSIDE COVER  
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 Northside Motorcycles - P.61  
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Good Wool Store - P.62  
 TeamMoto - P.63  
 TeamMoto M&W- BACK COVER

## On The Cover

It's Cane Toad Rally month! Pics from last years epic event. Get along and have fun this year at "Our Rally".



BMW Motorcycle Club  
of Queensland



BMW Clubs  
International Council



## Club Details

BMW Motorcycle Club of Queensland Inc.  
ABN 30 351 243 651

Address all correspondence to:  
The Secretary  
PO Box 3669  
South Brisbane QLD 4101

Monthly meetings are held on the first Thursday of the month at the:

**Geebung RSL Club**  
323 Newman Road Geebung

A Club Ride is usually held on the first Sunday after the monthly meeting.

BMWMCQ AIMS

The objectives of the BMWMCQ are to increase the enjoyment of motorcycling by:

1. Improving the opinion of the public towards motorcycling in general and associated members particularly, by careful, courteous, considerate riding, especially when riding with the Club, and rendering assistance to all road users in difficulty.

2. Improving the service and availability of spare parts for BMWs in Queensland using the advantage of a united effort.
3. Decreasing maintenance and running costs by mutual assistance on mechanical problems.
4. Organising day trips, tours and outings.
5. Encourage and support Regional Ride Groups
6. Affiliation with other clubs/associations where such affiliation would be of mutual benefit.

### DISCLAIMER

The views and opinions expressed in this Journal are those of each contributor and are not necessarily shared by the Editor, management, and / or membership of the BMWMCQ.

The Editor reserves the right to refuse any advertising or delete any material which could be considered or interpreted as questionable, libellous or offensive, without consultation.

WEB SITE

Visit: [www.bmwmcq.org.au](http://www.bmwmcq.org.au)



## Cindy & Duncan Bennett

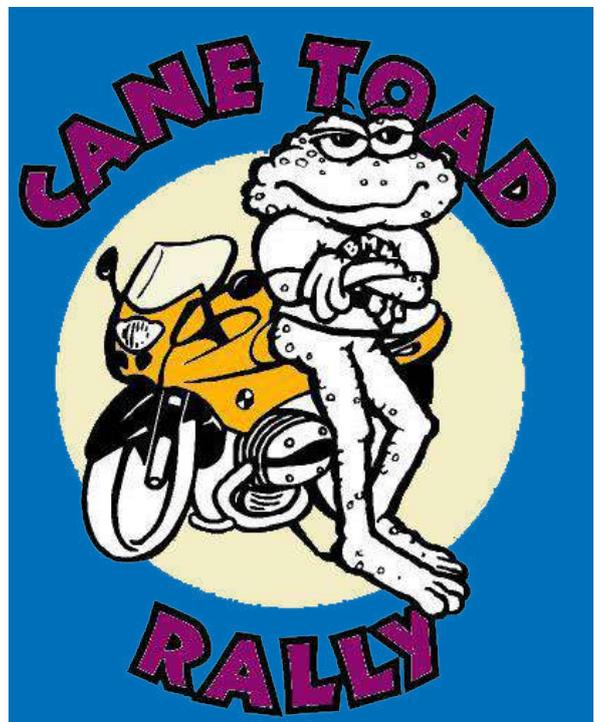
## Editors' Report

We hadn't attended an AGM for a few years, with March our preferred month for big trips because the Covid has always seemed to drop its guard coming out of summer and we had not experienced any restrictions. Late April is this year's big trip so off we went to the Geebung Polo Shirt Club to welcome in the new Journal editors. My recollection after one of those huge RSL glasses of red is that we won the vote comfortably over Rupert Murdoch, so thanks to the members for placing their trust in us once again and recognising Rupert was going to get son Lachlan to do all the work and he doesn't own a BMW.

Some great stuff sent in to kick off the year, including a brilliant "big trip" packing list from Liezel Samuel. We think we can do better though for our trip kicking off at the Cane Toad, anything more than half a pair of underpants and one sock is just gross Western materialism, and will cut into the number of pairs of shoes we need. Can't do less than 8 pairs evenly split between formal, casual, dancing, and beach.

The next few months will be challenging for the large BMWMCQ editorial staff, both executive and casual, on the timing front as well as the shoe packing front. We need to get May's Journal out by the 21st April as we are heading off the next day, and we won't be back until the nearly the end of May. So a very early May and a late June Journal will be the likely best case scenario for the two after this - anything you could contribute early this month would be most appreciated. You know we maintain the highest standards of journalist conduct, even Steve Johnson's cat Mr Tummybutton knows we can't just make things up.

*This month's big win - learning how to do transparent backgrounds in Photoshop. An excuse to put up the successful CTR image - get up to Mt Perry or you won't get to hear in excessive detail how we did it!*

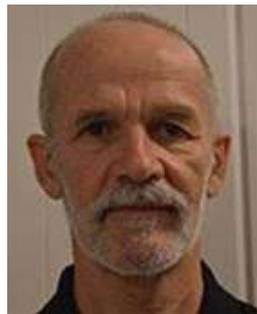


**Submissions for the Next Journal close 20th April**

**VENUE FOR BMWMCQ GENERAL MEETINGS  
GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG  
MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM**

**NEXT MEETING: Thursday 7 April 2022**



**Tony Gray****President's Report**

The AGM was held on 10 March so we now enter the Club's 65<sup>th</sup> year with a strong Committee with some new faces on board. I will reiterate what I said at the AGM in thanking the outgoing Committee members, Bill Luyten, Steve & Rosi Johnson for their excellent work while on the committee and welcoming Donna Wiltshire, Geoff Hodge and Geoff Hamon onto the 2022 Committee. I also welcome back Paul Hughes, Greg Gaffney, Cindy & Duncan Bennett, Darryl Gowlett, Mark Mustchin and Don Grimes who have successfully nominated for their previous committee positions.

I am really looking forward to some great riding weather and a chance to catch up with many club members, especially new members, after a much disrupted start to this year. If you are a new member and a bit shy about joining one of the club rides then let me assure you that you will be warmly welcomed. There is a great range of events on the calendar so pick something that appeals to you and come along and introduce yourself. If you are unsure about a particular ride then give a call or message the ride leader whose details will be on the event page – the ride leader will be able to answer any of your questions. We would love to meet you.

If you are a more experienced rider and feel confident in organising a monthly club ride then please contact Mark Mustchin who will welcome your enquiry. It really isn't that difficult and can make the day more rewarding. We have a few people planning a lot of the rides but new talent would be most welcome. We all have different experiences and knowledge of our riding patch here in SEQ so some fresh approaches would be great. Steve Maney has taken on the role of organising the Sunny Coast rides and has introduced some top riding roads that were unknown to many of the ride participants. Let's get some of that freshness into the Brisbane based rides.

As well as riding/fixing/tinkering with/watching or talking motorcycles I enjoy distance running, something that I have competed at and enjoyed for almost 40 years. We have a saying in running that goes '*one day I won't be able to run, today is not that day*'. The same thing can be applied to motorcycle riding. Sadly some of our members due to health or circumstance have had to take the hard decision to hang up the helmet for the last time. If or when that time comes I would like to think about the great riding experiences I have enjoyed rather than hold regrets for those times that I could have been out riding and just put it off for another day – that day may not come. If it's a bit cloudy and may rain or it may be a bit hot or a bit cold then don't use that as an excuse not to ride, just outfit yourself for the conditions and go.

This past month has very much been consumed with work to get Mark Morrissey's MMM Boxerworks back up and running after the devastating floods. I have written a short story on that experience for this journal. I also want to use this platform to personally thank everyone who has contributed in any way to helping Mark get back on his feet. Your acts of human kindness have not only helped in a very significant material way but more importantly it has helped Mark to rebuild himself after a very tough time personally bought on by health and circumstance. I am honoured to represent this club as President for another year.

**Tony.**

**Poker run pic**





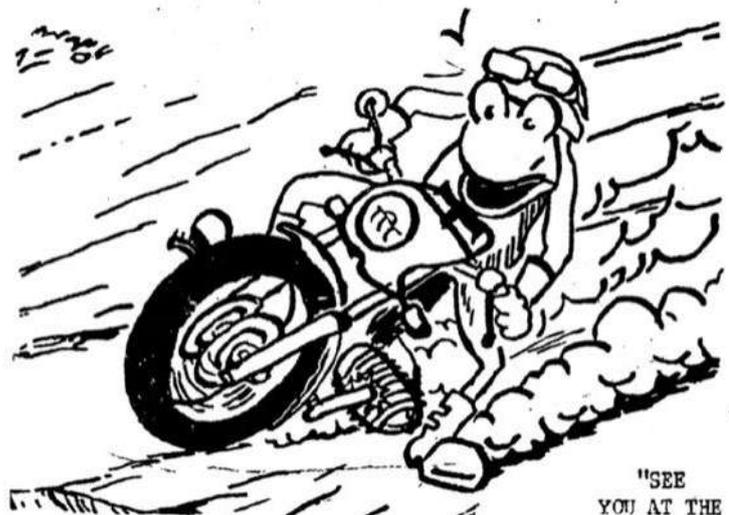
## BMWMCQ Club Events for APRIL 2022

Date	Start	Event	Details	Contact
<b>Thurs 7 April</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sat 9 April</b>	9:00am	Coffee Meet Up	Collies & Co, 14 Main St Samford Village	<b>Events Coordinator Mark</b>
<b>Sun 10 April</b>	8:30 for 9:00am	Club Monthly Led Ride	Finishing at K & K Austrian Cafe 58 Oldfield Rd, Sinnamon Park	<b>Duncan B - ride leader</b>
<b>Wed 13 April</b>	9:00am	Mid Week Ride	Details to follow - RIDE LEADER NEEDED! <b>BYO lunch</b>	<b>Events Coordinator Mark</b>
<b>Sat 16 April</b>	12:30	Easter Saturday Ride	Ride to Maidenwell Hotel for lunch - Easter Eggs optional!	<b>Events Coordinator Mark</b>
<b>Fri 22 to Sun 24 April</b>	2 days	28th Cane Toad Rally	Wolca Reserve, Mount Perry	<b>Gary Bennett</b>
<b>Tues 26 April</b>	6:00pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	<b>Events Coordinator Mark</b>

## EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
13 - 15 May	Ruptured Budgie Rally	Mingoola (60km West of Tenterfield)	<a href="https://motoguzziclubqld.org/ruptured-budgie-rally/">https://motoguzziclubqld.org/ruptured-budgie-rally/</a>
10 - 13 June	BMW Clubs Australia Rally	Kooralbyn Valley Resort	See page 52 for further details

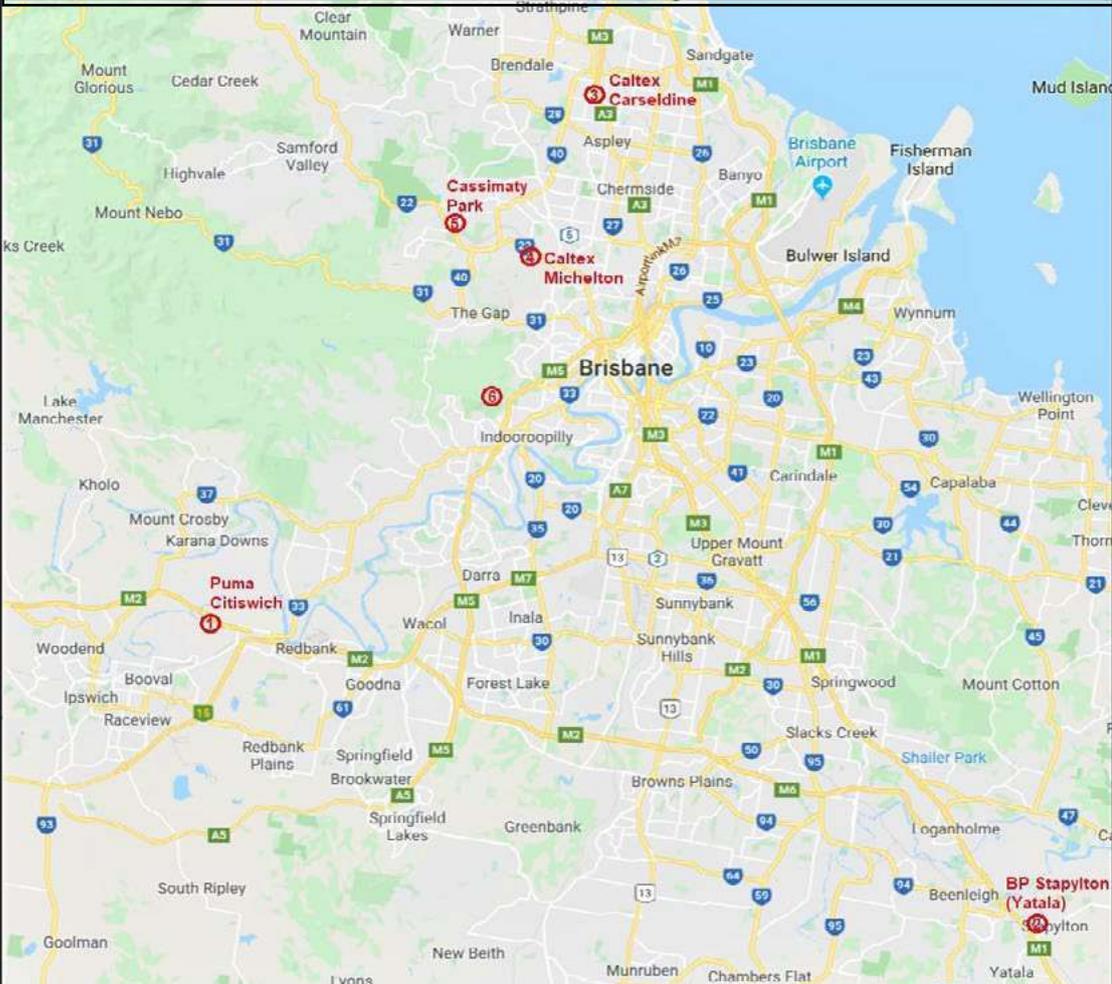
**Its almost here! Full details page 20**



"SEE  
YOU AT THE  
CANE TOAD RALLY!"

## BMWMCQ Club Events for MAY 2022

Date	Start	Event	Details	Contact
<b>Thurs 5 May</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sun 8 May</b>	9:00am	Club Monthly Ride	TBA - RIDE LEADER NEEDED. If no ride leader steps up then it will be a self-led ride to lunch	<b>Events Coordinator Mark</b>
<b>Sat 14 May</b>	9:00am	Coffee Meet up	The Lovewell Project, Mount Gravatt Lookout	<b>Events Coordinator Mark</b>
<b>Wed 18 May</b>	9:00am	Mid Week Ride	Details to follow - RIDE LEADER NEEDED! <b>BYO lunch</b>	<b>Events Coordinator Mark</b>
<b>Sat 21 May</b>	10:30am	Sunny Coast Brunch Ride	Fairhill Native Botanic Gardens Fairhill Rd, Yandina	<b>Steve Maney - SC Riders</b>
<b>Sun 29 May</b>	12:30pm	Monthly Lunch Ride	Pioneer Arms Hotel, Goombungee	<b>Events Coordinator Mark</b>
<b>Tues 31 May</b>	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	<b>Events Coordinator Mark</b>



<b>1</b>	<b>Puma Citiswich</b>	Cnr Ashburn Rd & Hawkins Cres, Bundamba QLD 4304
<b>2</b>	<b>BP Stapylton (Yatala)</b>	Cnr Pacific Hwy & Stapylton Jacobs Well Rd, Stapylton QLD 4207
<b>3</b>	<b>Caltex Carseldine</b>	1754 Gympie Rd, Carseldine QLD 4034
<b>4</b>	<b>Caltex Mitchelton</b>	550 Samford Rd, Mitchelton QLD 4053
<b>5</b>	<b>Cassimaty Park</b>	1312 Samford Rd, Ferny Grove QLD 4066
<b>6</b>	<b>Brisbane Lookout Mt Coot-tha</b>	





## Paul Hughes

## Vice President's Report

The end of March already. The year is flying by. We are starting to enjoy idyllic Autumn weather for riding. The temperatures are down and in most cases the sun is out. Time to get out and enjoy some the best riding Australia has to offer.

I was very proud to be a member of a club that showed its care for other member's misfortune resulting from the recent catastrophic floods. Watching members turn up every day to face the daunting task of a mammoth clean up at MMM Boxerworks just goes to show you what 64 years of the club has resulted in. To all those who pitched in at any stage and all those who showed they cared to Mark, thank you. The spirit lives on and shows why we are such a great club.

I have just returned from the "Poker Run", an awesome meander down back roads in our Scenic Rim. 350 km of great riding for the day and especially great experiences shared with good friends. Nice to see new members coming back to the second and third event. We must be doing something right.

The Events Coordinator has been busy with a long list of monthly events that hold a fair bit of variety for everyone to pick from and also some major events. The Cane Toad Rally is on Anzac weekend and should not be missed. A great event getting better every year. Christmas In July, a firm favourite, is on in Kingaroy again. Come along and help spread the love into our regional areas. The National Motarrad Rally (notices in this Journal and FB) is on in June. Don't miss the opportunity of attending and book now.

I see quite a few members have availed themselves of the "Smarrider" training days and the club subsidy that pays for this one. If you haven't signed up yet you will miss an interesting and informative day with a catch-up on road craft. Well worth the effort.

You will have a get yourself on the ride on Easter Saturday to Maidenwell pub. Come along and join in a visit to this rustic heritage pub sitting in the shadow of Bunya Mountain. Lots of ways to get there and back, both tar and dirt.

I am attending the BMW Clubs Australia AGM in Melbourne in early April and hopefully will have lots to report in the next journal. The BCCM web casts continue at 7 pm on the last Friday of each month until further notice.

Ride safe and make sure you enjoy it.

Cheers

Paul



*The only way to travel, 162,000km!*



**Darryl Gowlett**

**Treasurer's Report**

**G**'day everyone,

Well, the results are in, weight confirmed, and I'm still your Treasurer. This gives me another 12 months to figure out what I can do with your money.

The administration costs were high this month as we paid for the accounts audit, and the antivirus for the editor's computer. Memberships were strong as this is the busiest time for renewals.

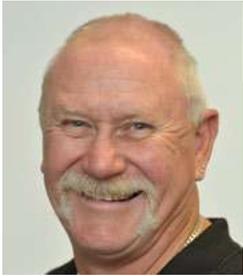
*Nurture strength of spirit to shield you in sudden misfortune. But do not distress yourself with imaginings. Something to consider when approaching a deep creek crossing.*

Ciao,

**Darryl**

**Trading statement as at: March 25, 2022**

BoQ Balance as at: February 25, 2022		\$ 15,029.86	Year to date		\$ 16,165.68
<b>Income:</b>	Membership	\$ 1,217.00	\$	1,992.00	
	Advertising	\$ -	\$	-	
	Regalia	\$ -	\$	-	
	Tools	\$ -	\$	-	
	Events	\$ -	\$	-	
	Interest	\$ 1.66	\$	1.66	
	Sundry	\$ -	\$	124.00	\$ 2,117.66
		\$ 1,218.66	\$	1,992.00	\$ 2,117.66
		\$ 16,248.52	\$	18,283.34	\$ 18,283.34
<b>Expenses:</b>	Administration	\$ 619.95	\$	619.95	
	Website	\$ 385.00	\$	1,086.67	
	Paypal	\$ 10.53	\$	25.58	
	Regalia	\$ -	\$	645.00	
	Tools	\$ -	\$	-	
	Events	\$ -	\$	94.10	
	Awards	\$ -	\$	300.00	
	Sundry	\$ -	\$	-	
	PO Box rental	\$ 211.00	\$	-	
	1x Rider training	\$ 50.00	\$	540.00	\$ 3,311.30
		\$ 1,276.48	\$	1,992.00	\$ 3,311.30
<b>Balance</b>		\$ 14,972.04	\$	14,972.04	\$ 14,972.04
<b>BoQ balance at:</b>	<b>March 25, 2022</b>	\$ 14,972.04	\$	14,972.04	\$ 14,972.04
<b>Term deposit:</b>		\$ 20,541.79	\$	20,500.45	\$ 20,500.45
	Interest	\$ -	\$	41.34	\$ 20,541.79
<b>Available:</b>		\$ 35,513.83	\$	35,513.83	\$ 35,513.83

**Geoff Hodge****Secretary's Report**

The Return of the Hodge, the third part of Tolkien's second trilogy - The Lord of the Piston Rings. An epic story of one man's ride around Middle Earth (also known as the Sunshine Coast) on a blue BMW R75/5. Not since 2017 has Geoff appeared on the committee, we are very pleased to have him back.

**BMWMCQ Meeting Minutes – 10 March 2022****Venue: Geebung RSL**

<b>Meeting Opened:</b>	8:55 pm
<b>Apologies:</b>	Apologies as per AGM – Mike Stokes, Mal Cremer, Bill Allen, Steve & Mandy Maney, John Eacott, Maggie Rafanowicz.
<b>Minutes of Previous General Meeting:</b>	Accepted: Rosi Johnson Seconded: Mark Mustchin
<b>Number of Attendees:</b>	<b>40</b>
<b>New Members (Name &amp; MC):</b>	Cameron – rider since 1990 Bought his K1 from USA – blue with yellow stripes, back to Australia. Has since purchased Don Grimes GS & planning a circumnavigation of Australia.
<b>Visitors:</b>	None
<b>Returning Members:</b>	None
<b>Treasurer Report:</b>	Report delivered at the AGM
<b>Editor Report:</b>	Report delivered at the AGM
<b>Tools Report:</b>	Report delivered at the AGM
<b>Regalia Report:</b>	Report delivered at the AGM
<b>Records Report:</b>	Report delivered at the AGM
<b>Events Report:</b>	Report delivered at the AGM
<b>Secretary Report:</b>	Report delivered at the AGM
<b>Dealer Liaison Report:</b>	Report delivered at the AGM
<b>Clubs Australia Report:</b>	Report delivered at the AGM
<b>Vice Presidents Report:</b>	Report delivered at the AGM
<b>President Report:</b>	Report delivered at the AGM
<b>General Business</b>	<p>Tony Malone proposed that the Club contacts the BMW Motorcycle Club of Ukraine via Facebook in a gesture of A-political support.</p> <p>General agreement with the proposal – Committee to discuss at next meeting &amp; inform members of the result.</p> <p>Anita Wyndham noted that \$800 donated to RFDS in the previous year. Anita proposed that the Committee add a separate checked box in all future membership renewals for the amount of \$5.00.</p> <p>Based on current membership, if all members contributed, our donation would amount to circa. \$1,300.00</p> <p>The proposal was well received with the Committee to discuss at next meeting and report back to members.</p>
<b>Closed:</b>	9:10 pm

## BMWMCQ Annual General Meeting Minutes - March 2022

<b>Meeting Date:</b>	10 March 2022. Time: 7:30pm  Attendance: 40
<b>Chairman:</b>	Richard Maher (Life Member)
<b>Apologies:</b>	Mike Stokes, Mal Cremer, Bill Allen, Maggie Rafanowicz, Steve & Mandy Maney, John Eacott.
<b>Minutes of Previous AGM:</b>	<b>Accepted:</b> Paul Hughes  <b>Seconded:</b> Geoff Hodge
<b>Outgoing Presidents Report:</b>	<p>Well what a year it has been – begun in the midst of a Global Pandemic and finishing with a Natural Disaster. How did we find time to get out and ride our bikes with our free living lifestyle seemingly on the verge of collapse? We not only managed to get out and ride our bikes but had a rollicking good time doing it. Our club was founded in 1958 with a passion for BMW Motorcycles shared through riding, bike maintenance, knowledge transfer and social activities. Over time our Constitution has moulded these words and added a few extra niceties along the way but these 4 core values are why we are here.</p> <p>You have all no doubt read my President Report in the current March journal – it’s OK I won’t be asking questions. I singled out four events held during the 21/22 year that epitomise, for me, the strength of the club as it currently stands and honours those ideals penned in 1958. These events in chronological order are the Cane Toad Rally held at Mt Perry in April; the Club Service days held at the home of Rob Wynne throughout the year; the end of year gathering at Lake Samsonvale in December; and finally the Club longevity awards staged in this venue just a few short weeks ago. If the club ‘only’ organised these four events along with our world class journal then I feel that our members would have received ‘bang for their buck’. But the club has organised and staged so much more in the form of events, competitions and subsidies to make our members better and safer riders. It is also a platform on which you can build friendships – many drawn together via this club have been friends for decades. Not a bad group on which to pin your allegiance. It has not all been beer &amp; skittles, no association that brings people together ever will be but it is how we overcome those hurdles that defines us as a club. We have had to be flexible and innovative in how we dealt with the changing landscape that Covid presented and you, our members, have accepted those sometimes tough decisions to cancel/defer or amend events. For that I thank you all. The year is finishing on a very sad note for a local institution and business of well known and loved club member Mark Morrissey. Most of you would be aware that Mark’s business, MMM Boxerworks at Windsor, was completely inundated in last week’s floods. As well as the business with Marks collection of tools, workshop equipment, books, journals and spare parts were 36 airhead BMWs 3 bikes of other denomination as well as 2 cars. Some of these BMWs were Marks own bikes, some belong to BMWMCQ members as well as other customers. Mark was powerless to evacuate any of the bikes once it became obvious the rising waters were going to inundate the premises. Les Fitzpatrick and Peter Ferguson were the first to raise the alarm and armed with everything &amp; anything that may be required they headed straight to the scene of the disaster as soon as possible on Tuesday morning. Over the ensuing 9 days there has been a constant presence of BMWMCQ members pitching in to lend a hand to a mate, a fellow club member or just someone who needed a lift up. Some of you just met Mark for the first time. What a wonderful advertisement for this club which has no bricks &amp; mortar showpiece but great strength in the people who proudly proclaim membership. The job is far from over but great progress has been made. Have a chat to me afterwards if you have some of yourself to give. To those who have been there, we applaud you all.</p>





	<p>During the year Wendy &amp; Richard de Groot called 'time' on organising events based on the Sunny Coast. I thank Wendy &amp; Richard for the work they have done over recent years in organising those rides and social gatherings. As one door closed another opened and in came Mandy &amp; Steve Maney to keep the Sunny Coast a vibrant and energetic part of the club. The club has been and continues to be very well served by its 'personal partnerships' that are very energetic throughout the club and guarantee that we are able to offer something for everyone. Lastly I wish to thank the outgoing committee for the tremendous work they have done this past year and for the encouragement and support they have given to this novice President. Some of you have decided to stand down and will not be recontesting your position. I know that those who are elected to the committee for 2022 will have big shoes to fill. Thank you all.</p>
<b>Outgoing Treasurer Report:</b>	<p>Balance of Club's funds is as stated in the March Journal. Audit of accounts has been completed – no issues reported. Club accounts report a \$5,000 increase in revenue this year. Treasurer asked for questions from the floor – none recorded.</p>
<b>Outgoing Editors Report:</b>	<p>2021/22 reported as a great year for the current editors predominately due to the quantity and quality of material supplied by the members. Photo competition was also seen as a great success. Thanks to the previous committee members for their reports throughout the year. Special mention to Jane Gray, Tony Malone, Richard De Groot, Bob Coleman, &amp; Liesel Samuel for providing great articles on more than one occasion. A thank you also to the new members who provided insights to their rides &amp; experiences (some even ride Triumphs). Big thank you to Tony Gray as a very regular contributor to the Journal.</p>
<b>Outgoing Tools Report:</b>	<p>Bill Luyton reported four (4) service days in the previous year in which all manner of services were carried out. The Club's 911 worked overtime in diagnosing many members' bikes across the service days. Special thank you to Rob Wynn for opening his workshop for each service day and for purchasing great steaks for the BBQ. A total of \$303.00 raised for RFDS through the sale of steak / sausage sandwiches and drinks. Well done members. Major tool purchases for the year included a hydraulic lift (\$634.78) &amp; work stool (\$69.00).</p>
<b>Outgoing Regalia Report:</b>	<p>Rosi reported on the major achievements for the year, including the Logo change &amp; iron on badges (bought along on the night for sale) Cost: 1 badge for \$6.00; or 2 for \$10.00 Final sales for the night totalled \$220.00 (which was handed over to the Treasurer to bank)</p>
<b>Outgoing Records Report:</b>	<p>Greg Gaffney reports 267 financial members as at the date of this AGM, compared to 254 as at last year's AGM. Noted that this figure was mainly due to new memberships as a number of members elected (at this time) to not renew their subscription. Hopefully they will return.</p>
<b>Outgoing Events Report:</b>	<p>Great year for rides despite COVID restrictions. This coming year has some great events planned, in particular 2 x B2B events; &amp; Xmas in July (Kingaroy). Club led rides will alter slightly – all will be make your own way there or organise your own groups to get to the destination. This idea is implemented to take the pressure off finding ride leaders each month. The issue of members not registering for events remains. Please pre-register via Facebook or through the Committee – don't just turn up and expect a seat. Mark Mustchin will be re-nominating for the new Committee.</p>
<b>Outgoing Secretary Report:</b>	<p>Not a busy year for mail – just the usual monthly Journals from our southern cousins; the odd bank statements; Australia Post renewals and thank you letters from RFDS for the donations. Our pleasure! Steven Johnson will not be re-nominating for the role of Secretary in the new Committee.</p>





## Greg Gaffney

## Records Officer Report

Looking forward to the Cane Toad this month. I have bought some new camping gear so I'm hoping for a restful night and also hoping the rain holds off.

Great to see lots of new members again this month and several new members at our events.

[records@  
bmwmcq.org.au](mailto:records@bmwmcq.org.au)

*Cheers Greg.*

### *Welcome to New Members:*

Andrew Dib, ALBANY CREEK, **R1250GSA**

Cameron Stephenson, WEST END, **K1**

Toby Richter, MCDOWALL, **F750GS**

Ian & Michelle Barrett, SIPPY DOWNS, **R1250RT**

Iain Mackenzie, CEDAR CREEK, **F800R**

Darin & Indri Seagrove, KIELS MOUNTAIN, **K1600GTL**

Glenn Rowley, FOREST LAKE, **R1250GSA**

Ian Forsyth, ALBANY CREEK, **R1200GS Adventure Rallye**

Barclay Don, WOODEND, **R nineT Racer, Aprilia Tuono, Ducati Diavel, Triumph Street Triple R**

## NATIONAL MOTORRAD RALLY KOORALBYN RESORT

### 10 - 13 June 2022

*Full details see page 52, book now!*





## Geoff Hamon

## Tool's Report

Hi, Just a quick note to introduce myself to those who don't know me. My name's Geoff Hamon and I am married to Ramona (25yrs this year). I have been in the club since 1986 when I bought my first BM. A gold 1978 RS. I have had many since then and currently own a Pearl White 1983 R100RS, a silver 1996 K75S and am restoring a K75C. Color to be decided. It does have a red frame.

Currently I'm working full time and the plan is to retire in June, so I will have a lot more time on my hands. Bill Luyten has kindly offered to help me out in the transition to tool person 😊. If you see me around please say Good Day.

### Repair Manuals

The Club has various Repair Manuals available to borrow, mainly for older bikes.

### Tools for loan

There are special tools available including the GS-911WiFi and 3 pin diagnostic tools.

### Special Tools

- 34mm socket for rotating crankshaft
- Twinmax electronic carburettor balancer (Twin BMW engines)

- Vacuumate (electronic synchronisation of throttle valves up to 4 cylinders)
- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

### Club Tool Loan:

\$50 deposit (refundable) for GS911.

### Contact Tools Officer

**Geoff Hamon**

*email:* [spares@bmwmcq.org.au](mailto:spares@bmwmcq.org.au)



## Donna Wiltshire

[regalia@bmwmcq.org.au](mailto:regalia@bmwmcq.org.au)

## Regalia Report

Hi, I'm Donna your newly elected Regalia committee member previously held by Rosi.

No I'm not going to regale ya with enviable motorbike adventures or ownership however I do enjoy reading and hearing from our great Club's many fabulous characters, I mean riders 🙌

Thanks Rosi for the handover of the latest Club regalia, 150 cloth badges with a smart simple design that members can purchase and wear with honour. The BMW 1958 MCC badges can be ironed or stitched onto bike jackets, caps and even boots! Cost is \$6 each or 2 for \$10 (bargain!)

Another role I've been entrusted with is our Club's fundraising for RFDS, thanks Cindy.

This week I delivered to RFDS HQ the latest full donation tin and look forward to hearing from them on the generosity of our Club's members. Thank you everyone it is very much appreciated 🙏





**Lady Shirts**



[2LPS](#) - \$32  
65% polyester  
35% cotton



[2LCP](#) - \$33  
65% polyester  
35% cotton



[7LPI](#) - \$33.50  
100% polyester  
*"Chris Rock was smacked because he dissed my shirt"*  
- Jada Pinkett Smith



[ICE Tee](#) - \$26  
Cotton  
*As worn by Vestal Virgins!*  
*Maybe some of them!*

**Bloke Shirts**



[210](#) - \$32  
65% polyester  
35% cotton



[2CP](#) - \$34  
65% polyester  
35% cotton



[7PIP](#) - \$36  
100% polyester  
*"I have a Beemer shirt"*  
- Martin Luther King speech, first draft



[ICE Tee](#) - \$26  
Cotton  
*"I smacked Chris Rock because he took my ICE Tee"* - Will Smith

**Gender Neutral Hats & Bags**

**Deez R Da Autumn Bomb!**



[AH695](#) - \$17  
Bucket Hat  
Sandwich Design (with trim)



[AH715](#) - \$16  
Bucket Hat.  
Not all that gender neutral.



[AH230](#) - \$15  
Cotton Cap, not as warm as a beanie.

**\$5 discount per shirt for 2 or more shirts!**



[Metro](#) - black/charcoal or black/royal - \$21



[Swiss](#) charcoal- \$37.50  
**Note: a bag order small surcharge may apply - talk to Daniel!**



[AH742](#) - \$17  
100% Wool Beanie



[AH770](#) - \$17  
100% Cotton Beanie

**Look out people, you'll need these soon!**





BMW Motorcycle Club of Queensland



## Club order form for shirts, bags and hats

Send this form to [daniel@goldstarembroidery.com.au](mailto:daniel@goldstarembroidery.com.au) or call Daniel on **0403 150 857**

Name: \_\_\_\_\_ Email address: \_\_\_\_\_

If delivery is required an additional fee is charged. Delivery required **Yes or No:** \_\_\_\_\_

Delivery address: \_\_\_\_\_

A minimum 50% deposit is required before the order is started. Payment in full is required if Gold Star Embroidery is to organise delivery. An invoice will be emailed after the order form is received.

### *Shirts/Vests order:*

<i>Shirt product code number</i>	<i>Quantity</i>	<i>Size</i>	<i>Colour</i>

### *Bags order:*

Bag product name	Quantity	Colour
Metro		
Swiss		

### Headwear order:

Product code number	Quantity	Size	Colour
Cap AH230 - \$15 each			
Bucket Hat Sandwich AH695 - \$17 each			
Bucket Hat AH715 - \$16 each			
Wool Beanie AH742 - \$17 each			
Cotton Beanie AH770 - \$17 each			

There are also heaps more colours, styles and fabrics available through Gold Star Embroidery - check out the website at [goldstarembroidery](http://goldstarembroidery.com.au) and call Daniel - he knows all about BMW regalia!





## Mark Mustchin

## Events Report

The first event in April after the General meeting is the Coffee Meet Up at Samford (Saturday 9th), this venue was very popular last time we went there. A record number of 20 club members for a coffee meet up. Cindy & Duncan are running the club led ride on Sunday 10th, destination is the K & K Austrian Restaurant - Coffee House in Sinnamon Park.

The 28th Cane Toad Rally takes place at Mt Perry on 22nd - 24th April, this is always a well organised event at a great venue and location to ride to. The last event for April (Tuesday 26th) is the dinner at the German Club which is always supported by a small number of dedicated club members. If you have not been there before you should go along and see what makes this venue so appealing to those small number of dedicated club members.

After I get back from the Cane Toad I will have a couple of days at home then head south to ride in the Moto Trekkin Ridge Rider event. Starts in Penrith & finishes in the Yarra Valley 6 days later. Looking forward to that ride.

May events are all sorted apart from the Club Led Ride, we are still looking for someone to step up and lead the ride. If we don't get a lead rider by the 28th April we will choose a location and the ride will become a "Ride with friends or make your own way".

Happy Riding,

Mark.

## The Fangin' Toad Lives



# CANE TOAD RALLY

## **BMWMCQ AGM 2022**

JEGMar2022

*The **AGM** has come & gone  
The new **Committee** duly sworn  
Some fresh new faces join the crew  
As others step down & bid “adieu”  
Tony’s back in the **President’s** chair  
Everyone’s happy to see him there  
**VP** Paul stayed on to ably assist  
A cruisy role he couldn’t resist  
Darryl’s retained the **Treasurer’s** seat  
Club finances won’t see him beat  
Steve passed on the **Secretary’s** role  
With Geoff Hodge happy to join the fold  
**Records** continues in Greg’s safe-keeping  
He’s often still working when we’re sleeping  
Cindy & Duncan – hip hip hooray  
**Editor** Legends, so glad they will stay  
Mark stayed on the **Events** carousel  
Ever hopeful for no more booking hassle  
**Regalia** seemed lost when Rosi stepped back  
But Donna’s quite happy to give it a crack  
Bill’s handing back **Tools** in really good shape  
Geoff Hamon’s keen to replicate  
Don can’t see any rhyme or reason  
To stop having fun as **Dealer Liaison**  
Welcome back & welcome to everyone  
The Club supports you to get jobs done*

# Cane Toad Rally

## 22-23 April 2022

This year's Cane Toad Rally (CTR) is only three weeks away and after the success of last year's event, largely due to its re-location and excellent feedback we are expecting the attendance to be approximately 250. As organisers, our focus for the survival of the CTR into the future was to ensure that organising it each year was to be as simple as possible and we are close to achieving that. Our next challenge is managing the expected numbers at the rally.

Last year we had 185 people attend and with the help of some very generous volunteers we coped with the numbers. **This year we will need help from a few more volunteers.** If anyone would like to donate an hour of their time to help out at the gate doing registrations, help with running of the Gymkhana, helping with the Screen Printing of Shirts or maybe leading one of the three led rides on Saturday morning, please let us know before the event by email or message me on facebook.

One of our "long time" members attends most rallies on the east coast each year and I asked him why he keeps going back to them year after year. His response was because of the "friendships he built with other motorcyclists" over the years. I'm a late starter attending rallies, in fact the first one I attended was our own CTR in 2018. Since then I have been to six other rallies and I have caught up with people that I met at our rallies and I too look forward to seeing them again. So when you attend the CTR, get around and kick some tyres and chew the fat with others. We're all motorcyclists and our rally doesn't attract "one percenters".

If you intend going to the CTR this year, could you please pre-register on the CTR website via the link below. This is not a commitment that you will be attending and no money needs to be paid until you arrive at the rally site, it helps us with approximate numbers for catering and gives you a "fast track" when you arrive as we will have your registration form there waiting for you already filled out, you just sign the form and pay the entry fee.

It's the BMWMCQ's rally (since 1978) and together we can make our rally one of the great Queensland rallies like it was for many years.

**Gary Bennett #509**

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

[canetoadrally@gmail.com](mailto:canetoadrally@gmail.com)



The BMW Motorcycle Club of Qld.  
invites *all motorcyclists* to attend

The 28<sup>th</sup>  
**CANE TOAD  
RALLY**

Since 1978

**WHEN:** 22<sup>rd</sup>, 23<sup>th</sup> April 2022

**WHERE:** Wolca Reserve, Bania Rd. Mount Perry, Qld.  
(5.5km North of Mount Perry)

**GPS:** -25.132795 151.619289

**COST:** \$25 Entry (includes Rally Badge and Camping Fee)  
*pre-registration can be made on website before April 17, saves time when arriving at rally, just need to sign in and pay entry fee.*

**Camping** on large campground with hot showers, flushing toilets and **campfires**.  
**Catering of all meals from Friday lunch to Sunday morning breakfast.**  
The Mt. Perry Grand Hotel will have a **Bar onsite**, Friday and Saturday.

**Bike Tour "choices of local area"** leaves 8:30 on Saturday morning.  
**Light Entertainment** on Saturday night around campfires.

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

For further Details:

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



Proceeds donated to:



&

Local Mt. Perry  
Community  
Groups



# CANE TOAD RALLY - UPDATE

Ok all you inventive geniuses out there, here's your opportunity to shine. We have on the program during the Gymkhana a demonstration event being put on by our club called the "Super Thong Toss". This is simply a do what you want to a thong to make it go further than your competition. You can modify and add anything to the thong, *BUT* the only thing you have to comply with is you must be able to wear the thong and walk with it on your foot for 6 m. Now, I know what you are thinking... there are two types of thongs that can be worn and they are both acceptable as long as you can walk the 6 m with it on your foot.

What we hope to achieve is to get a lot of laughs from the crowd and then add it to the gymkhana each year with the rally goers bringing their own creations.

Below is my entry to become the "Biggest Tossler". I mounted a thong onto a Frizbie. I can walk 6m with it on my foot. If your creation is a failure, bring it with you because the purpose of this event is to see what can be created and to get a laugh from the crowd. Now because thongs come in pairs, I'm going to create something else with the other one.

You can purchase a pair of thongs for **\$1 at K-Mart** or flash coloured ones for \$3.

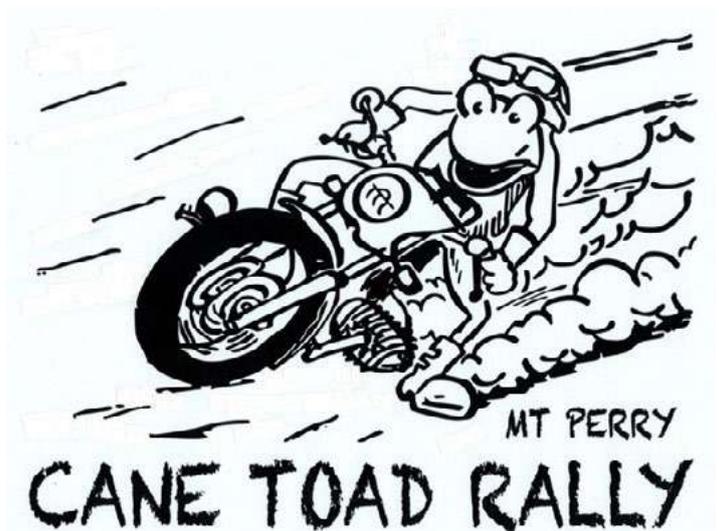


A request was made for anyone attending this year's Cane Toad Rally to volunteer a little bit of their time to help out at the Gate on Friday or Saturday afternoons for registrations, the Gymkhana on Saturday afternoon, screen printing on t-shirts on Saturday afternoon or leading a ride on Saturday morning. We had a great response, but we just need a few more. An hour or so on the gate checking in arrivals and same for the screen printing drying the screened shirts. About 2 – 2 ½ hours leading a ride.

If you can spare a bit of your time please contact Gary by email [canetoadrally@gmail.com](mailto:canetoadrally@gmail.com) or message me on Facebook.

We've got a great rally with a great reputation gathering momentum.

The image right was very popular in the early years of the Cane Toad Rally and was named "The Fanging Toad". It will be used on the stickers and screen printed onto your T-shirts this year for the first time in more than 30 years. The stickers can be purchased at the rally for \$2 each and we will screen print the image onto your Shirt for \$2 each also. We will have inks suitable for light or dark coloured T-Shirts.



## ONE BITE AT A TIME

JEGMar2022

The heavens opened, the rain poured down

Rising waters all over town

South East Qld again in flood

Everywhere you looked, debris & mud

Club members rallied, out went the call

Helpers needed, come one come all

**MMM BOXERWORKS** across from the park

Business & passion of good mate Mark

10 feet of water, 3 dozen bikes submerged

From all directions willing hands converged

Day after day, week after week

Back at the start, all seemed so bleak

Surely & steadily, one bite at a time

The “**ELEPHANT’S**” been eaten & so has the grime

Tired & exhausted, feeling just great

**THANK YOU** to those who helped a mate



***In this the 5th Welcome to New Members section we are posing questions to Julian Davis and Kym-Marie Bush. You will recall Julian's awesome R90/6 cover shot from the March Journal.***

***How long have you been riding Julian, and what was your first bike?***

I have been riding for around 31 years. Initially it was just a form of transport to get from Western Sydney to the Royal Australian Navy Establishment I was serving at in North Sydney. It was a 2 stroke Yamaha DT175.

My first 'big' bike was a 1978 Kawasaki Z650. I discovered BMW's around 1998 and got myself a K75C. This led to several R1100RT's, K1200LT, R1200RT and R1150RS. Throw in a couple of Triumph's after this as well. I was introduced to long distance riding in 1997 when I was invited to do a 7 day round trip from Sydney taking in Adelaide and Melbourne which I did on a single 650cc Suzuki Savage (was much younger then!) From this, I got the bug and the only looking back these days is in the mirrors.

In 2010 I became a qualified MC instructor in NSW working for Honda Australia RoadCraft Training (HART). I got so much enjoyment out of sharing my knowledge with others so they too can enjoy the pleasures of motorcycling. After moving to Brisbane in 2013, my qualifications were not recognised in QLD, so I haven't done it since. Maybe one day I'll go back to it.

***Kym-Marie – do you pillion or ride yourself or leave the whole bike thing to Julian?***

Kym-Marie (KM) does have her license but chooses to ride pillion. KM loves to take photos and write, so we have our own Facebook page called "Riding the Dash" which KM will update with rides we do.

***Tell us more about your "German Mistress" (R90/6)?***

I'd always wanted a classic bike that I could work on. With my children now adults, I was in a position to purchase one a few years ago. She needed a little bit of work and was only 'just' running when I got her. With lots of TLC, research and enthusiasm I was able to get her running. There is an enormous sense of satisfaction riding her knowing that you got her going.

I do like to name my bikes and she needed something special. The name 'Sofia' fitted - a gentle old beauty. As I give her so much attention, KM has named her my 'German Mistress' - I kind of like that ;)



## *I believe you also have a GSA, how long have you had that for and have you taken it on any noteworthy trips?*

I have had 'Mag' (yes, another female name ;) for 2 years. I had a Triumph Tiger 800 for 7 years prior and loved the off road component and ability to go just about anywhere. In the past I've had RT's and even a K1200LT, so when it was time for a change I got a K1600GT. Whilst this was an amazing machine (rode from Brisbane to Kiama [1100kms] in a day and was absolutely fine when I arrived), I missed the off road component and ability to go 'let's see what's down this road'. Enter the 2008 GSA.

I've put 25,000kms on her in the past 2 years. I love going West - don't care where. I did a loop from Brisbane -> St George -> Mitchell -> Gladstone -> Bundy -> Brisbane a year or so ago and totally enjoyed it There is something that continues to draw me too the outback roads. You may not see another vehicle for hours, just the wide open plains that continue to change. It's my meditation.

## *Where is your riding destination of choice?*

Without a doubt it has to be Tasmania. I have ridden it twice and would love to do it again, however this time I will take the roads less ridden.

## *Do you have any advice or handy tips to share?*

I love my long rides and what I find helpful might sound odd, but before a long ride I always take 2 aspirin and water. I found it helps and I'm less cramped when I get to my destination. The other is water. Long trips I always have a hydration pack.





*The March winner for the Pic of the Month is Margreth van Aartsen, a worthy winner I'm sure you will agree! Congrats Margreth, a regalia voucher is coming your way...*

*A reminder of the criteria for the Pic of the Month:*

- "Pic of the Month", will run from March to December 2022.
- Each month members are invited to submit a photo that they have taken *during that month* - there will be no theme, so anything bike/riding/Club event/ bike travel related.
- Prize will be a voucher (\$30 value) with our regalia supplier Gold Star Embroidery. This can get you a t-shirt or a couple of caps or put towards one of the bags (see p 16 for inspo)!
- Entries can be submitted by emailing to the Editors at [editor@bmwmcq.org.au](mailto:editor@bmwmcq.org.au) with a description of the photo.
- We look forward to seeing your shots!



*John Eacott - Club members Peter Jeremijenko and me, BloodBikes Australia relay Brisbane - Gold Coast.*

*Ed: Or as Peter described the photo "2 handsome roosters"!*



*Margreth van Aartsen - travelling the Barry Way on a 2 week loop of NSW/VIC*



*Jon Reid - Taken 7th March - Just ducked out with Hayley for a quick break at the Get Chopped Pub, Greenmount.*





*John Boggon - Not my bike.*

*My GS has spent the last three weeks at Morgan & Wacker having the drive shaft repaired under warranty. What should have been a two day job turned into 3 weeks as the rain came down and the rivers rose.*

*Massive thanks to Tony and the guys at M&W for moving all the customers bikes to higher ground.*

*This was the loan bike. Light, nimble, and powerful. So much fun to ride. Just not my style - I'm very happy to have my GS back safe and sound.*



*Tony Gray - jury is still out on whether it is actually a BMW...*



*John Eacott - Black Dog Ride 1 Dayer 2022, Boatworks Gold Coast*





*Andrew Dibb - "Tent with a View"*



*Margreth van Aartsen - Border crossing on the Barry Way with a trifecta of GS's*





*Joe Ludwig*



*Margreth van Aartsen - Kosciuszko National Park*



*Matthew Leitch - tank remains when previous owner stores the bike for 10 years with fuel in the tank....*



By *Liezel Samuel, Member #4412*

## 1-2-3 Packing tips:

### 1 GS, 2 people, 3 months around AUS

“Where is our packing list Dad?”

Really? They are 19 years old; we are going to Airlie Beach for a week – and they need a packing list?

For Huw and our three children, the discipline of packing lists started when Huw was a Scout Leader from 2011-2016. The paperwork for all camps or outings was accompanied by a packing list. Unsurprisingly, Huw prepared a packing list for our 6-week family trip around the world at the end of 2014. We wanted to travel as light as possible, each carrying their own backpack. Benefits of having a packing list are:

- (1) You pack all the items you (will) need
- (2) You leave behind anything you will not need

Our 2014 packing list became our foundation packing list and Huw adapts it every time we leave the house for more than 3 days, irrespective of the mode of transport.

The 2016 Frigid Digit was our first overnight camping trip with the GS and required careful planning to fit two people’s camping gear, bedding, chairs, food and warm clothing. As I mentioned in Part 1 of our Trip around AUS in October 2021 – Huw’s philosophy is: What does not fit inside the panniers, does not go (he loves a challenge). My feet did not freeze that night and I managed to eat my yoghurt & cereal breakfast wearing gloves while waiting for the sun to dry the tent the next morning.

So according to me, all went well. Huw was

happy, as he managed to fit everything we needed without expanding any of the panniers. His reason: If we need to expand the panniers for a one-nighter, how will we ever manage to go round Australia? Who can fault that logic?



### Fully Loaded GS

Following the successful Frigid Digit, Huw drafted our first GS-specific packing list, detailing what goes into each pannier, to save him from puzzling out the packing configuration every time. He refines the list for every trip, depending on the weather and off-GS activities to be undertaken. We experimented with changing the content arrangement of the panniers during the 5-day Winter-in-the-Outback, 10-day Uluru and 13-day Cairns trips.

The biggest change for our Trip around AUS was the addition of two Huw-designed custom-made pannier bags for the lightweight tent, air mattresses, sleeping bags and thermal liners. I referred to the engineering and making of these panniers in Part 1 of our Trip around AUS.

We also moved from sharing the top box and putting food and walking shoes in the side panniers, to giving me exclusive use of the expanded Top box (winner for me) and allowed room for the last-minute addition of my laptop.

Another tactic from our 2014 family trip that became a long-term habit for all subsequent trips, is that we pack our clothes in separate Hercules twin zip 27cmx33cm resealable bags before putting them into our backpacks/panniers. This creates order (e.g., all your socks stay together, and each piece of clothing stays neatly folded, even when you unpack your whole pannier). A benefit relevant in 2014 was that when we got soaked by rain in Tokyo, our clothes (in our backpacks) remained dry and intact.





# 1-2-3 PACKING TIPS

For our Trip around AUS, Huw came up with another brilliant idea. Although Zip-lock bags are great for the reasons mentioned above, they are smooth and glide all over the place when not packed tightly in the pannier. Huw's solution: stack the bags in a Woolworths canvas shopping bag! Perfect fit for the panniers – and easy to remove when you want the pannier empty.

Our final packing tip is to utilise all those pockets in your jacket, even though it makes you look (and weigh) 5 months pregnant. Mind you, unless you have (new) waterproof gear (or KLIM according to the testimony of our reliable BMW Journal editors), pack essentials (like headache pills going into your jacket in zip-lock bags. Some of the items in our jackets are:

- List of emergency numbers including insurance company and policy number
- Sena intercom quick reference guide
- Garmin inReach Mini
- Garmin inReach Mini Quick Start Guide and list of quick text messages
- Spare ear plugs
- Tissues
- Pen
- Lip-balm
- Mini Victorinox Swiss Army knife with scissors and tweezers (to remove stuck earplugs)
- \$200 in cash *Ed: They'll want way more than that before they'll release Huw.*
- Teaspoon
- Scarf (Liesel) or neck warmer made of T-shirt sleeve (Huw)
- Mask for COVID-19
- Sewing Kit with 10 pre-threaded needles (available from Arabella Sheraton, Cape Town) *Ed: I ride past there every Thursday if anyone wants one.*

- Medication (it sometimes feels like I'm transporting a Chemist in my jacket)
- iPhone
- Driver's license, RACQ, credit & Medicare cards



**Contents of Tool Bag**



**Hammer/Crow Bar/Stainless steel nail**  
*Ed: Don't let the police find any of these.*

## 1-2-3 Packing List (Around AUS) (With revised quantities for next trip)

<p><b>Tank Bag (not expanded)</b></p> <p>2 Sunhats</p> <p>2 Fly nets</p> <p>2 Aluminium water bottles</p> <p>1 Bag sunglass cleaner &amp; cloth</p> <p>2 Small containers with cashew nuts</p> <p>1 iPhone tripod</p> <p>1 Biltong, beef jerky and/or nut bars</p> <p>4 Apples &amp; 4 Bananas &amp; dried Mango slices</p>	<p>1 Sena tube camera</p> <p>1 iPhone cable</p> <p>1 USB/mini USB cable (inter-com charge)</p> <p>1 Earplugs</p> <p>1 Small multi-tool knife</p> <p>1 small LED light</p> <p>1 Key for bike lock</p> <p>1 Reading glasses in case</p> <p>1 Garmin screwdriver &amp; tap pin ball</p>	<p><b>RH Panner (expanded)</b></p> <p>1 Puncture repair kit</p> <p>1 Electric 12V air pump</p> <p>1 Blue microfibre cleaning cloth</p> <p>2 Sunglass hard cases and lenses</p> <p>4 SeaToSummit Air pillows (see note **)</p> <p>1 Roll on sun screen</p> <p>1 Spare (warm) biking gloves (Huw)</p> <p>1 Travel sling bag (black) for day trips on foot</p> <p>1 Tent Pegs bag and mattress inflation bag</p> <p>1 Tool bag</p> <p>1 Velcro &amp; side-cutter bag</p> <p>1 Water bladder (2 Litres)</p>	<p>1 roll-on mosquito repellent</p> <p>1 Red First Aid kit</p> <p>1 Small container laundry detergent</p> <p>1 Bike lock</p> <p>1 Toilet paper roll</p> <p>1 2-Pin USB multi charger</p> <p>1 Container with pills</p> <p>3 Soy milk (200ml each)</p> <p>3 Spare resealable twin zip bags</p> <p>1 Hammer/crowbar &amp; S/steel nail (see note***)</p> <p>4 Spare masks for COVID-19</p> <p>2 Torches</p> <p>1 Bag charging cables</p>
<p><b>Top Pannier (Expanded) - Liezel</b></p> <p>2 (1) Singlets</p> <p>8 (4) Pairs socks</p> <p>8 (4) Panties</p> <p>2 (1) Bras</p> <p>1 Microfibre travel towel</p> <p>1 Swimming togs, shorts &amp; T-shirt</p> <p>1 T-shirt (sleep)</p> <p>2 (1) Long sleeve summer shirts</p> <p>1 Long sleeve riding shirt</p> <p>2 Thermal tops</p> <p>2 Pairs long summer pants</p> <p>1 Pair black smart leggings</p> <p>2 Pairs thermal leggings</p> <p>1 Rain jacket</p> <p>1 Quilted jacket</p> <p>1 Scarf, 1 Shawl &amp; Beanie</p> <p>1 Spare biking gloves (winter)</p> <p>1 Pair cotton walking gloves</p> <p>1 Toiet bag</p> <p>1 (0) Chess set (see note*)</p> <p>1 Pair walking shoes (stuffed with chargers &amp; cables for Laptop &amp; iPhone earphones)</p> <p>1 Laptop</p>	<p><b>LH Pannier (expanded) – Huw</b></p> <p>2 (1) Long sleeve shirts</p> <p>2 (1) Polo shirts</p> <p>2 (1) Thermal T-shirts</p> <p>2 (1) Travel pants and belts</p> <p>2 (1) Thermal pants</p> <p>1 Microfibre travel towel</p> <p>1 Swimming togs</p> <p>4 (3) Pairs black riding socks</p> <p>1 Pair smart black socks</p> <p>1 (0) Pair brown socks</p> <p>8 (4) Pairs underpants</p> <p>1 Rain jacket</p> <p>1 Puffer jacket</p> <p>2 Toilet bags (2 makes for easier packing)</p> <p>2 (1) Granola breakfast 500gr</p> <p>1 Cashew/Macadamia/peanut mix nuts 500gr</p> <p>6 Peanut bars</p> <p>1 Lonely Planet Travel book on Australia</p> <p>1 Pair walking shoes</p> <p>1 Pair pyjamas</p>	<p><b>Soft Pannier 1 (RHS)</b></p> <p>1 Tent, ground sheet &amp; poles</p> <p>2 Inflatable sleeping mats</p>	<p><b>Soft Pannier 2 (LHS)</b></p> <p>2 Sleeping bags &amp; 2 liners</p> <p>2 Thermal blankets</p>

\* Leave the travel chess set (specially acquired for the AUS trip). We were too busy editing videos and writing articles for the BMW Club journal to play chess...

\*\* Comfortable sleeping when camping – one for the head and one for between the knees and also for back-up when Motels do not have sufficient pillows

\*\*\* Tip from Richard de Groot: when you camp in hard soil, use the S/steel nail to make the holes in the ground before you hammer in the lightweight aluminium tent pegs.



*The March coffee morning was held at the Boardwalk Cafe, North Lakes - great venue!*



*And another excellent Sunny Coast Brunch at the Flaxton Barn was also held!*



*By Tony Gray, Member #3905*

The weekend of 26/27 February not only signalled the end of the summer of 2022 but delivered to the East Coast of Australia the previously unheard of meteorological phenomena – a Rain Bomb. For 4 days the heavens opened with a low pressure system refusing to move. Four days could have been forty then we would have all been brushing up on our Ark building skills. The four days of continuous heavy rain saw our dams, rivers and creek systems pushed well beyond capacity with the inevitable flooding of SEQ and NSW that followed.

Jane and I live in Graceville so are very familiar with the devastation that floods can bring to our low lying suburban area on the river – my family home was completely inundated in the 1974 and 2011 floods and was again inundated this year although no longer in family ownership. I know my ‘patch’ very well and also know how to strip and clean domestic residences but this 2022 flood was to deliver an entirely different challenge. I received calls from Club stalwarts Peter Ferguson and Les Fitzpatrick advising me that well-loved club member Mark Morrissey’s business, MMM Boxerworks, had been inundated and help was needed. The water receded and access was available on Tuesday 1 March although getting to the north side of Brisbane was not easy with many road closures in place. The despair and devastation of many homes I witnessed along Enoggera Creek had me bracing for what was about to unfold at MMM Boxerworks.

It can be difficult to take in a total picture of destruction when familiar surroundings have been rendered unrecognisable following a cataclysmic event – be that from a natural or man-made disaster. I can barely imagine the thoughts that went through Mark’s mind when he first opened the doors of his premises – his own description was gut-wrenching. The smaller of the two sheds which is shared with a bicycle repair business was the first to succumb to the rising waters as it swelled from Edmonstone Street. The larger shed which is higher up the site went unscathed in the 2011 floods and long-time local residents were confident that it was safe. The rain continued unabated however and the water

rose – by the time it entered the larger shed the water in the street was too deep to contemplate any form of rescue. The final height of the flood was about 3 metres above floor level in the upper shed with everything that didn’t float totally submerged. The impacted vehicles included 34 BMWs (including a rare 1938 R66), several ‘spare’ engines, gearboxes, frames, seats & fuel tanks, 2 motor vehicles, 5 service lift tables, workshop machinery, specialised tools & equipment, hand tools, service manuals & records and a large quantity of spare parts.

There were some ‘positives’, if they can be called that. Firstly this was straight rainwater so basically clean unsalted water; the sheds were closed so there was no flow as would be experienced close to a creek or river to cause impact damage; the two 44 gallon drums that take waste oil had been emptied recently so only contained a small volume of oil allowing the drums to float and not empty their contents.

Day one was Tuesday the first of March. Members of the club along with some of Mark’s friends descended on 158 Edmonstone Street to lend a hand. Foremost among these willing helpers was **Les Fitzpatrick** who arrived with his crane equipped truck loaded with a petrol engined power generator, air compressor, petrol engined pressure washer, acrow props and sundry other items of equipment. A plan of attack needed to be drawn up as this battle was just about to start and the troops needed to be marshalled and directed to where they would have maximum impact. We have all heard horror stories where well meaning members of the ‘mud army’ have stripped houses bare, with irreplaceable family heirlooms getting deposited in footpath rubbish piles – this was not going to happen at the Boxerworks. The flooded Falcon Ute that was blocking the driveway was removed to the kerbside, the semi collapsed shed was lifted clear of the concourse space between the two sheds and propped up with the acrow props. This became the ‘graveyard’ for those bulky items of limited value or irreparable. Electrical items were collected and taken by Les back to his workshop for assessment and repair if possible. At about the end of Day one or close to it, Les Fitzpatrick made one of those





comments that just struck a chord and has become a chorus line for the whole recovery effort. That line, delivered after we had established our beachhead but surveying the enormous volume of work in front of us was: How do you eat an Elephant? One bite at a time. Mark M in a later post modified that slightly to one bike at a time.

We established our communication line with a Messenger Group on the Club's facebook site that contains the names of 17 club members who have made contributions to the recovery effort. There were also several of Mark's friends who are not club members and therefore not on this group. Work teams were established and assigned tasks working on different aspects of the clean-up. The best analogy I can draw here is the well-known and popular war story of 'The Great Escape'. You may recall in that story the troops were organised into different work groups aligned with their individual expertise. Our group was no different. Our 'gofers' were very active, trolling the street and securing tables for the parts-wash lines and a couple of collapsible gazebos for shade shelter. In a later phase we salvaged the plywood ceiling off the office to make new shelves for the steel framed shelving units. Waste not want not as my Granny was often heard to say.



I am reluctant to single out individuals but these guys IMHO deserve that recognition:

**Mike Stokes:** Took charge of the fluid changes on the bikes. This involved draining the engine/gearbox/final drive, flushing with kerosene by manually turning the engines over, draining and filling with light grade ATF. Mark trusted Mike with the keys to the shed and he was always first on site – every day. A trusted position and very well deserved.

**Peter Ferguson:** Took charge of the fuel tanks.

## HOW TO EAT AN ELEPHANT

Drained, cleaned and air dried. A Master organiser.

**Les Fitzpatrick:** Arrived on site with a truck loaded with essentials. Anyone who has seen Les's well equipped 1200GSA will understand that this man does not leave anything to chance. If it's powered by electricity and can be fixed then Les fixed it.

**Bill Allan** and his sidekick **Gary Stirling:** Bill was just everywhere all of the time and always in good cheer. If the situation needed a smile and a laugh then Bill was there. Gary seemed to control the wash line and these two would make a good Vaudeville Act. Essential members in any happy work group.



To everyone who never shirked from dragging another bike out onto the concourse to be cleaned, to picking up another box of parts or tray of tools for cleaning, to holding onto the pressure washer, broom, wet vac or did the washing – all take a bow; **Mal, Toddy, Paul, Howard, Charlie, Mark, Kelly, Michael, Greg, Bob** plus **Sue & Jane** for their off-site baking efforts. If I have missed anyone I humbly apologise. Together with this fine group of club members there were Mark's friends and members of the Airheads Group: **Jonathan, Charlie, Glen, Rod, Jay, Scott, John & Steve.**

There was another part to this recovery effort that I have witnessed in the previous flood events in 1974 and 2011 and that is the community spirit in Brisbane. People driving past dropped off sandwiches, biscuits, fruit, water and even beer for the workers. Then there are our own Sue Ferguson and Jane Gray who baked muffins and fruit cakes to sustain the troops.

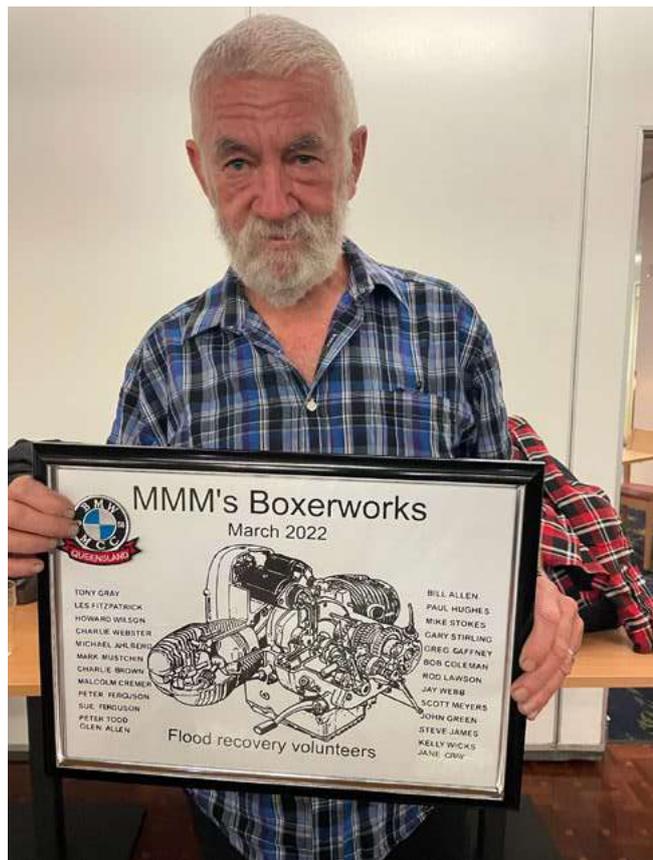
Small milestones have been heralded along the way like when the storage compactus unit had been cleaned and sanitised and was able to receive cleaned parts: a major milestone when Les was

able to return power to the site on Day 8 – no more firing of the generator when it was time to charge the kettle for a cuppa: the final cleaning and reorganising of the lower shed for partial handback to the cyclists on Day 14: the final demolition of the white ant eaten and flooded office and installation of new shelving units on Day 16.

At time of writing this on Day 18 there are still parts to be cleaned but both sheds have been fully cleaned and sanitised, the bikes have been cleaned and treated with anti-corrosive Penazine Plus and all fluids drained, flushed and oil filled, the lift tables have been cleaned, sanitised and reinstated, work benches cleaned and reinstated. There has been some fine detailed work done as well as the grunt work; electrical components, instruments, carbs etc are getting close attention. There are still months of work ahead for Mark as he applies his own brand of expertise and magic to get these bikes (including all of his personal bikes) back on the road.

The BMWMCQ contains a very special group of people, as diverse in their upbringing and work life as possible, but all bonded by a love of our cherished motorcycles and the joys that they bring to us. This past 4 weeks we have sat in the shade of a tree on makeshift seats, having a cuppa, sandwich, muffin or piece of cake and just talking. Stories of life, of bikes, of past rides or rallies and always interspersed with a laugh or two or three. Mark has said that what has happened during these past few weeks has been the most humbling experience of his life – just listen to Mark's stories and you may understand that it has been a very colourful and fulfilled life. I feel I can talk on behalf of all of those involved in this experience in that we have gained more than we have given and helping a mate in need has never been so fulfilling.

As most would probably know, Mark has had a year to forget, health wise. The softer female influences have helped raise Mark's spirit here with Kelly creating a framed flood recovery image that was presented to Mark at the AGM and Jane's poem that was also given to Mark and is printed in this journal. It is a joy to see a spring back in his step and a smile back on his face; he may be down but never beaten. The Elephant hasn't disappeared but there isn't much left on the plate.





*By Tony Malone, Member #67*

For reasons that I cannot clearly recall, my earliest memories of motorcycle competition were of solo speedway motorcycles at speed. Maybe I saw it on the television or something; but what I do know is that these impressions told me that to ride a motorcycle properly it needed to be sliding sideways. Not realising the realities of steering and gyroscopic precession prevented me from really understanding how to control a motorcycle until sometime after 18 August 1991, but that is another story...

When I was in my late teens quite a few of my Saturday evenings were spent at the Exhibition Speedway. I really missed it, and so it was great to see that Darcy Ward was promoting Speedway Championships at the Mick Doohan Raceway, Raubers Road BANYO. Some may have seen the advertisement in the Club's Events page for Round 1 of the 2022 Championship on 19 March 2022.

The meeting was to commence at about 13:00hrs, and so I made the effort to be there at about noon to be sure to find a good viewing spot. The entry cost was \$10, with a donation of your choice in exchange for the Program, which serves as an event program, along with a scoring sheet and list of competitors.

The program included the speedway seniors, with support from the juniors on 125cc sliders, sidecars (both contemporary and classics), and some classic sliders and about a dozen dirt track machines (Harley Davidson sportsters and more contemporary track bikes, along with some British machines).



Returning to the seniors, these are 500cc machines, the only controls being the throttle and clutch, with one gear, no neutral and no brakes, and a front leading link suspension with no suspension at the rear (unless you count tyre pressure!). These are built to go straight ahead and to turn left (the right foot-peg preventing leaning to that side), with riders using body weight and steering to control them at speed. As you can be assured, this is spectacular to watch!

Sadly, I missed the international event held on 5 February 2022, and (in response to my seeking a calendar of events so that I would not miss another)

Darcy Ward had communicated that this event was for local riders only, and may not be as spectacular. How wrong he was, with the Queensland and interstate riders putting on a fine display. Only 2 were prevented from being there, and this just seems to be a mark of our currently troubled times, with Covid and natural disasters causing so much havoc.

Just to recap; there is nothing like sitting close beside the start line, waiting for the starting tapes to lift, hoping that no rider had moved before this happens (leading to a warning, and if it happens again you are out for the meeting), or even breaking the tape (exclusion from the event). You then watch them swing around the first turn, with the granite flying from the spinning rear wheel, and seeing which gate position has the best traction. They enter the back straight, and then drift into the second turn closely competing for the lead. The fragrance of the castor oil wafts over the stands, and they are into turn 1 again. This happens over 4 laps, with the 4 starters being rewarded with 3 points for first, 2 for second and 1 for third, with 0 for fourth. The points tally accumulates, with each rider competing against each of the other 15, until round 5 when the points are tallied and those with the highest scores are allocated to the A and B finals, sometimes leading to a grand



final, or in this case the highest points.

The sidecars compete in a reverse (clockwise) direction, and if you thought the solos put on a great display, the sidecars take it to a different level. They race close, with wildly revving engines and amazing swinging lines. These are truly a sight to see.

Between the rounds the track is dragged and watered, and this gives a chance to answer calls of nature, purchase some food or drink, and to discuss the meeting to that point. You also have a chance to have a look in the pits, and admire the brutal simplicity of a speedway solo motorcycle. You might even have a chance of speaking with one of the riders.



I pause to take you back to the title of this article, The Vision Slideways, and one of my favourite poems by A.B. (Banjo) Paterson, "Clancy of the Overflow", where Clancy changed from shearing sheep to droving and "saw the vision splendid (of the sunlit plains extended)". Darcy Ward suffered a catastrophic racing accident on Sunday 23 August 2015 when he took a fall after catching the back wheel of the competitor in front. Darcy was thrown awkwardly from his machine, landing on the back of his neck as he hit the safety fence. Reports confirmed that the crash left him with no lower body feeling. He was transported to hospital where he underwent spinal surgery, ending his career as a racer. However he has retained the vision of speedway, and brings this to life for the people of Brisbane with his events at North Brisbane.

Just to highlight the risks of competition (but not to dwell on them), in round 1 of the solos a rider strayed into the heavy inside line, his machine gained apparently unexpected traction and took him to the outside of the track and into the concrete fence. Fortunately he was okay (returning later), with his machine having a much shorter wheelbase (the front wheel was pushed back with the engine's head preventing it being steered!). In some ways this incident had similarities to Darcy's fateful accident, and made me realise just how perilous it is to ride, how we need to be safe and aware at all times.



It was a great afternoon, and the program ended at about 17:00hrs. This meant \$10 for 4 hours of top rate entertainment; good value. A couple of members made it along, and I met up with some former road-racing comrades. The next event is scheduled for 9 April 2022, and if you are reading this before then I would encourage you to get along. You will find a schedule of future events at Darcy's web page <https://dw43.com.au>, along with details of his story and some footage of events overseas.

In closing I would encourage you to support these speedway events and allow Darcy to maintain the vision, as it would be tragic if finding when enjoying this competition that I am Alone.



*Our intrepid Dealer Liaison, Don Grimes and partner Kate attended both the Saturday Speedway Championships on 19 March as detailed in Tony's article and followed that up the next day at the Superbikes at Willowbank - The dirt riders are at the speedway at Banyo. Loved the sidecars fanging about like lunatics! Kate especially loved them (Ed. so a sidecar is on the agenda then Don & Kate...?)*

*Bitumen track is QLD Raceway Willowbank, this was great too. More speed and control from a spectators perspective. Loved the raging superbikes. But to my surprise I really liked the 300 series. They were very close in bike performance so it was pretty much all down to rider skill. Really close racing, lots of tussle for position. Looking forward to going again soon! Don*




 BMW Motorcycle Club  
of Queensland

**BMWMCQ PRESENTS**
*The Clubs 2nd longest running weekender...*

# The 23rd FRIGID DIGIT

This is an **annual Mystery Weekender** that started in 1995 and always held on the last weekend in July somewhere cold. It can be full accomodation, camping or a combination of both. There is always an evening meal together as well as a campfire.

The **30th-31st July 2022** is the date for this years event which will be **camping only** (*details below*). It will be a BYO food and Alcohol can be purchased at our lunch stop. The location for lots of laughs and tall stories is always around the traditional camp fire with firewood supplied. It is BYO **Breakfast** also.

**Camping Details:** Camping this year will cost \$12pp.

The camping area has lots of trees and is level. Amenities with flushing toilets and a small fee for the use of hot showers.

This year no payment needs to be made up front. The venue is happy for payment to be made upon arrival.

It's a great, quiet location within 2hrs of Brisbane with excellent roads in between.

**Contact:** Gary at [gbennett777@gmail.com](mailto:gbennett777@gmail.com)  
or reply to the Event on Facebook.

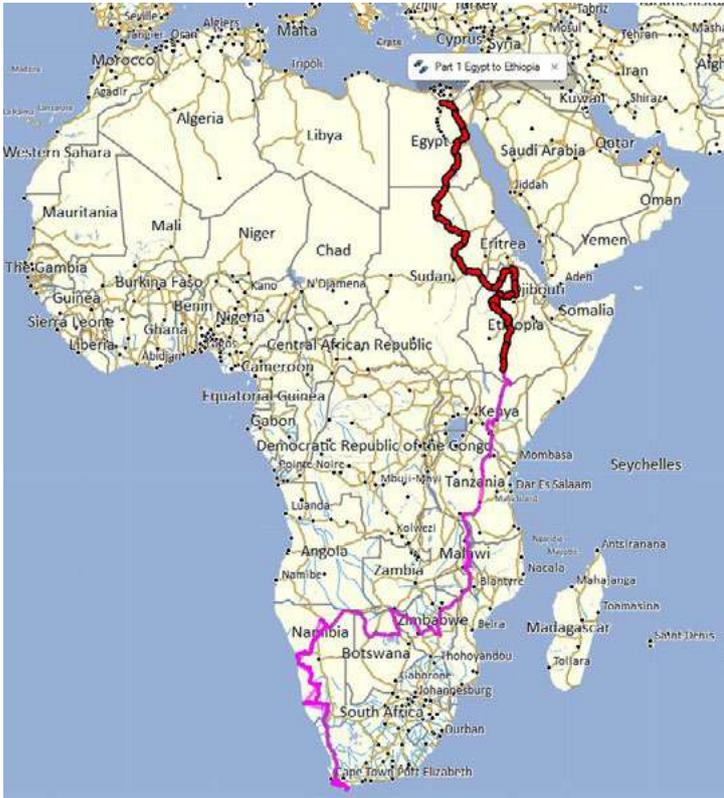




**By Duncan Bennett, Member #4171**

It is now 5 years since we were coming to the end of our 80 day and 11 countries (not counting our wander into Zambia at Victoria Falls) "C2C" trip.

Although I wrote up blog posts for each country down the continent, due to writer's exhaustion and re-discovery that I had lawns to mow there was never a summary for the BMWMCQ, a highlights package if you will. Little did anyone know that one day I would be co-editor of the BMWMCQ Journal, which allows tedious waffling without any means available to the average member – moral, legal, or lawn related – to stop me. And I never tend to suffer writer's block, so your last hope is gone as we start a dive down into sub-Saharan Africa.



### **Part 1: Launching off the board**

#### **Ride Like an Egyptian**

A lot of our time in Egypt was spent not motorcycling. The Egyptian bureaucracy seemed a lumpy blend of inefficiency, mild corruption, and downright "frankly my dear, I don't give an Aswan dam". So getting the bikes through customs was a marathon while carrying a groin injury, not a sprint. In the meantime we weren't exactly bored; the Pyramids are truly some of humankind's most amazing achievements, and to see the site of one

of WW2's most important battles at El Alamein was very moving.



**Giza pyramids with Cheop's 2567BC (MY 2568BC) transit van in the foreground**



**Australian graves at El Alamein – 3 RAAF, 3 Army**

In the lead-up to the C2C we'd been told that the Golden Rule for Africa was we would never ride at night. We broke that Golden Rule on our very first ride experience due to the time it took to get the bikes clear from the Alexandria port workers, with dark descending by the time we'd unloaded the bikes from a truck in an deserted alley full of rubbish, reconnected the batteries and got them ready to ride, and found a servo. We were further delayed by Cindy missing a turn and riding off into the suburban maelstrom, luckily I got the phone to work to explain they'd gone wrong, and she and tail end Mick hailed a taxi to lead them onward to Cairo.



***We could only bear to watch others' bikes being unloaded***

We finally got away on Day 1, which was actually Day 6. Initially out to the Red Sea, mostly to avoid the lower Nile, and swinging back into Luxor. This place is carving after 6 espressos per worker, the Karnak Temple at one end, the Luxor Temple at the other with several kilometers of small sphinxes being refurbished in between.



***Cindy providing scale for Karnak Temple columns***

After Luxor it was down to Aswan via the road that follows the Nile River. Distance is a paltry 285km, so even leaving at lunchtime after a wander through the Valley of Kings it was expected maybe 4 hours. Not even close, it was The Road of One Million Speed Humps, took 7 hours and involved exhausting traffic dodging in the relentless heat. Several pitched battles were conducted against tuk-tuk drivers attempting to pass us then slowing down to check us out, not realising that their fare in the back was now dead or mortally injured having gone over a speed hump at 40kmh.

We broke the Golden Rule for the second time in three days and learned why it was a Golden Rule; the concept of the alternator is not understood

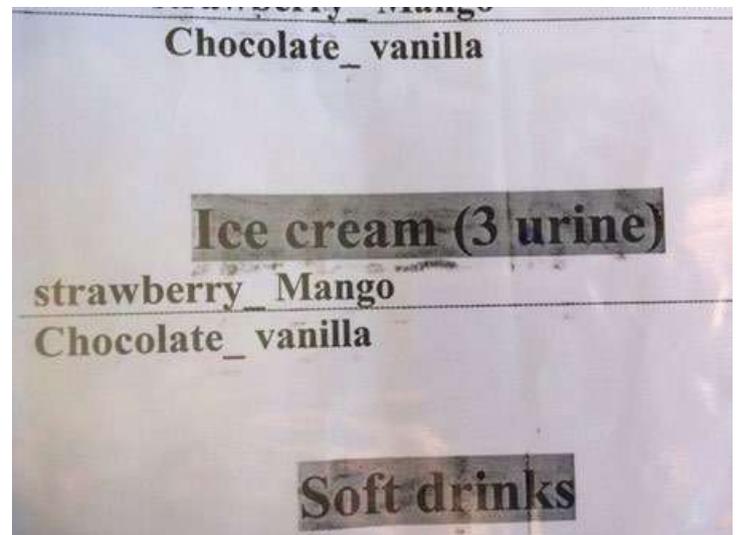
and Egyptians truly believe their battery will go flat if they drive with their lights on.

The arrival at the Aswan hotel was typical Egypt; every piece of paper that has ever existed with your name on it must be produced, and that takes a lot of time. On this occasion we assumed successful check-in would one day happen, so with pressing thirst fronted the bar. The barman asked for our room numbers, but didn't press the issue when the guests-to-be assembled like an All-Blacks front row demanding beers, and keep 'em coming.



***Cindy looking happy on the road of one million speed humps because she had gone mad***

Another fabulous day spent touring Aswan, including a visit to the dam, checking out Egyptian motorcycle police rides, and a cruise out on a felucca boat to Elephantine Island and Nubian Village dinner. The day included a luncheon on a river boat restaurant, with a dessert menu that still confuses me:



***Aswan ice-cream. Translation error hopefully.***

The final days in Egypt included a visit to the





incredible Abu Simbel Ramesses II temple which was lifted above the dam level in the late 1960's. Then the ferry over the lake to Sudan.

### **The Country With No Beer**

Our crossing into Sudan was accompanied by a severe dust storm, which made those outside the customs office waiting with the bikes seem a little more African hard-core. Ironically our crossing was on Australia Day, and Sudan is literally a dry country in every respect, so no quiet beers available to bring in No.229. Our first night in Sudan and first in tents was not far down the road in Wadi Halfa, as usual with camping there was a deflating mattress incident resulting in sleeping on a dog's blanket – hairy and smelly but comfortable.



***Sudan border official calling his wife to warn her to bring the washing in. Again.***

The travel in Sudan is either along the Nile or cutting across the big bends. Unleaded availability immediately appeared as an issue – there were large numbers of servos but most either had only diesel, or an attendant to tell us that they had no diesel and certainly no petrol. The only sign of petrol was given by tuk-tuks, if they were queued somewhere we'd just join the queue, but that was typically only in larger towns. There are no towns away from the Nile, but our first big bend crossing between Dongola and Karima wasn't too far so no problems.

The resort at Karima was fantastic; not many guests, high quality, and first glance at the drinks menu brought up beer as a quaffing option. It turned out to be zero alcohol beer, but with the very high price and “nearly beer” taste one could smother reality like it was a wealthy old childless

aunt and after 3 quiet placebos start to truly believe it was beer. Besides the lack of stimulants, Karima turned out to be one of the absolute highlights of our entire trip, with the deserted Jebel Barkal pyramids right in town and a huge Petrified Forest about 10km away down a true adventure rider's sandy road.



***Cindy waiting for the Jebel Barkal Pyramids development Real Estate agent***



***Acres of stone that looks like wood***

More pyramids followed the next day at Meroe which are the tombs of Kushite rulers who were wealthy producers of iron. This meant crossing the big bend of the Nile, some 300km into a howling head wind. Certainly no fuel, so those who hadn't filled up immediately prior to departure or used a bit much throttle had regrets as they stood on the side of the road watching the still-mobile conservatives roll past. Luckily there was a support vehicle back-up.

The Meroe Pyramids were way more touristy than Jebel Barkal, and we even had to avoid local camel owning entrepreneurs who were trying to get

us to mount up for a small fee. Little hope of that with Australians who know that camels smell worse than a dog's blanket. Onto the capital Khartoum, which was a really nice place and a lot more laid back than Cairo and Alexandria. A feature of Sudan was how nice people were, absolutely no trouble getting help and no money expected.



*Teen girls always love a selfie*

We did some touristy activities in Khartoum including the museum and the trip to the confluence of the White and Blue Niles, named by someone who was colour challenged; they are both an identical muddy brown.



*The Niles - White (brown) on the left and the Blue (brown) on the right*

Our last night in Sudan was at a wild camp, albeit fully catered by professionals who brought all the cooking gear and about a tonne of food for one dinner and one breakfast. Suspension creaking, we crossed into Ethiopia in an all-day experience. One of the peculiarities of borders in this part of the world is that people just seem to wander through unless they look as obviously foreign as we do. So we sit about all day while our passports and visas are scrutinised, and doing it all over again for the bikes while watching countless people wandering unfettered around the string barrier between countries.

### The Land Where Latte Began

Ethiopia is a country with a population of 90 million people, and all but one of them is out clogging the road network - the President has official engagements which prevents him blindly strolling along and across busy thoroughfares except on weekends. There are three main categories of road user – firstly the pedestrian, often accompanied by goats/sheep/cattle/donkeys, secondly the vehicle user which is mainly restricted to tuk-tuks, trucks, passenger buses, or donkey carts, and thirdly unaccompanied stock. Normal cars are quite rare except in major cities, with the result that petrol can be hard to find, but diesel is everywhere.



*Caution sign: Pedestrians may unexpectedly perform Nutbush City Limits dance*

The country is a land of contrasts. Our first few days were in the north up in the very high Simien Mountains which is some of the most spectacularly scenic riding country we've ever been in. International aid has built a lot of "still like new" roads which would make sports bike riders



weep with joy. But there is an underlying culture of begging in Ethiopia, and this results in some really negative behaviours with the most negative being "The Chucker". The Chucker is usually a male pre-teen, and when they see a motorcycle going past at 60kmh they stand with their hand out hoping for a gift of money or strangely pens. Not getting any, after a few motorcycles have gone past they pick up a rock, or anything nasty to hand, and wait for the next motorcycle so they can throw it. With the huge numbers of people and stock on the road, and knowing that hitting anything is totally your fault, it is a place that can wear you down.



**Hunting souvenir sellers in the Simien Mountains**

After the Simien Mountains we looped north-east to near the Eritrean border and stayed at Axum, which has a chapel that contains the Ark of the Covenant, which was way easier to find than the ATM in the city. They won't let anyone in to see the Ark, which according to Exodus 25 is 2½ cubits in length, 1½ in breadth, and 1½ in height, perhaps not coincidentally the same size as a Touratech Zega Pro top box. Another surprise in Axum was when we ordered a dinner and saw someone had left a very second-hand spongy grey wash-cloth on the side of the plate. Turned out not to have come from the bathroom at a homeless man's shelter, but was actually injera flat bread which we'd never heard of, sour and delicious.

Down the scenic country through Mekele, heading south to Woldiya and then west to Lalibela was the plan. Lunches out in the countryside became a huge crowd attraction event, with the locals literally running in from everywhere within a two-kilometre radius, then gathering in a silent

crowd while intently watching foreigners tuck into a lunch with all the trimmings. Although the Ethiopians weren't starving, the villagers certainly appreciated our excess after we were finished. I wish I was joking, but the only fat bloke we saw in Ethiopia was wearing a Collingwood footy jumper.



**Cindy giving the thumbs up to the road engineers, most of whom died from stress ulcers**

And then disaster; we took the backroad into Lalibela, and an innocuous drainage ditch caused Cindy on the low suspension 700GS Blue Betty to lose control and crash. Straight onto her ankle. We were only 30km from Lalibela so within a short time we were there and into the hotel. Compass support vehicle driver Brendan went calmly into action with the hotel staff – was there a hospital? Yes. Did it have an X-Ray? Maybe. So off we went, found the hospital, confirmed it did have an X-Ray, jammed ourselves with 11 doctors and nurses into a tiny room, inspected the ankle, and then decided an X-Ray was a good idea. For everyone except the radiographer who didn't seem to understand that a modicum of shielding between the X-Ray and his genitalia was an even better idea.

With some recent Lockyer Valley broken ankle experience to hand, we didn't need an orthopaedic surgeon to give the diagnosis. It was not good. We were 2½ weeks into the 12 week trip. In a normal world 8 weeks for getting back to normal. So practically over by the time Cindy might be back on the bike. The Lalibela staff applied a full leg cast, they didn't understand that it was an ankle but full marks for effort. Back to the hotel, and a lot of misery that night. So what to do? Send Cindy home? Both home? Worst-case pessimism

rampant as I am prone to do. Not much we could do immediately, so just go up to dinner and try to keep a stiff upper lip.



**Lalibela Fibula F-Up**

It was an emotionally and physically uncomfortable night all around, but then the cold harsh light of a new day gets the activities started. Firstly use the Swiss Army Knife to reduce cast to a more suitable “below the knee” unit. Then go up into town to try to find something that could be used as crutches, we take these for granted in Australia but they don’t exist in regional Ethiopia. Luckily Lalibela is the city of churches, the services drag on for hours, and there are no pews. So church-goers use things that look like crutches to lean on, rather than fall down. Two thanks, and we’ll use aforementioned Swiss Army Knife wood saw to cut them to size. A bit of butchering of Cindy’s motorcycle pants hip pads, heaps of tape, and done.

With Cindy in the support truck or being carried about by enthusiastic helpers or using the dodgy crutches, we still managed to do some sight-seeing activities and see our first hippopotami on the way down to Addis Ababa. It became difficult for Cindy in the crowd swarms, the instant we’d stop people would just come from everywhere. If she wanted to go to the loo behind a tree, it was under the gaze of a lot of people, like I said Ethiopia was a place that could wear you down.



**Cindy’s Supercheap Wheel Chair and crutches**

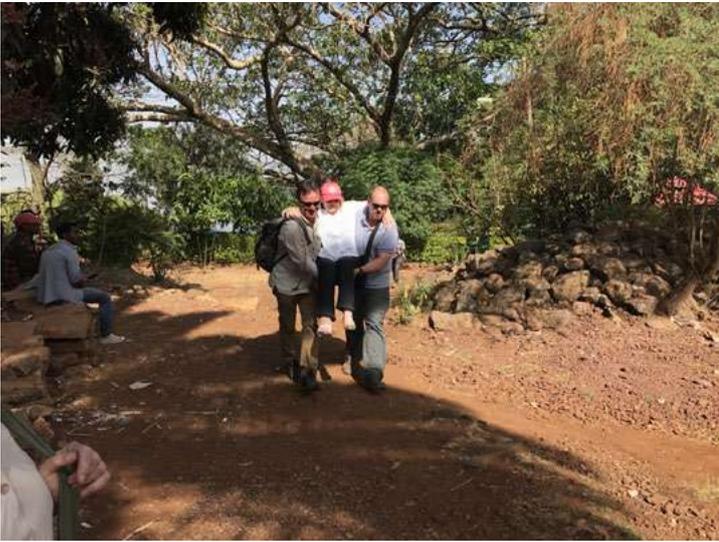


**Bitumen ruts on the road into the Blue Nile Valley**

Roads were generally atrocious as the traffic built up closer to the capital – pot holes that could swallow a VW, bitumen ruts; the number of crashed trucks were a good KPI for road conditions. Then into the Blue Nile Valley and it got worse – riding along and going into some of the pot-holes was like Evel Knievel’s attempt to jump 14 Greyhound buses – staying on only through bloody good luck.



One landing was so hard my precious GPS fell off, luckily it was still attached by the cable and survived being dragged down the bitumen for a kilometre or so before I noticed it was missing.



***Cindy doing Africa the old way***

From the Blue Nile Valley it wasn't that far to the chosen lunch spot. We waited for the support vehicle to show up bearing lunch. And waited. And waited. Eventually Brendan and Cindy pulled in, they had hit a calf on the road and all hell had broken loose – apparently it was the Ethiopian calf equivalent of Prince George of Cambridge. An attempt at fleeing the scene hadn't worked, everyone has a mobile phone these days. They were escorted by the police back to face the music, and by music I mean a demand for large sums of US dollars. The police had facilitated the facilitation payment so took the lion's share, the poor lion being the owner of the calf.

Into Addis Ababa and the wearing down continued – the GPS said the hotel was in a park behind a fence. It clearly wasn't but there was a nice area to pull up in outside the park gate. GPS button pushing happening, suddenly I was hit in the head from behind. This caused the GPS to come loose again and drop to the ground. I turned around, an Ethiopian soldier was there and he just kept hitting me. I took my helmet off so he could see my face, the "masked man" was assumed to be the problem. It wasn't, he kept hitting me and kicking the bike while I put my helmet back on, recovered the GPS, and rode off. I stopped down the road a bit, and a complete opposite person appeared, one of the most helpful I encountered in all of Africa. He said I'd stopped in front of the President's Palace, and Ethiopia had just that day lost its most valuable calf in a road accident...



***The bravest face ever***

Like most African countries, the capital is a significant step up in everything. Except the road to the orthopaedic hospital, which was like stage 6 in the Dakar (the special, not the liaison). The plan quickly became clear in Addis – Cindy to rest the ankle in one of the good hotels with a disabled room no less – and fly down to meet us in Nairobi. Watching us ride off was the worst experience of all for Cindy, it happens on tours which stop for nothing, but at least we were still on it.



***Ethiopian monkey learns that seeing a man take his riding pants off can never be un-seen***

The journey south was interesting – hundreds of kilometres of ugly dirt roads, a slow build-up of wildlife including hyenas, and huge greenhouses that grow flowers for the European market. Some road works were most interesting, including the slipperiest wet red clay surface I'd ever ridden on, managed without losing it unlike some.



***Ethiopian barista made the best coffee ever***

Eventually we reached the southern areas – anyone who has ridden through south-eastern WA around Kalgoorlie would feel at home here. The numbers of people clogging the roads dropped off and The Chuckers were no more, finally some relaxing on the ride out of the country. Our last night in Ethiopia was at a bird-watchers resort, up a long sandy track and complete with an empty swimming pool, but the best spag bog of the continent. Didn't matter that it was the only spag bog, it would have won anyway.

It was a bit of a relief getting out after nearly two weeks of the best of times and the worst of times, however we were nearly a month in so the fear of unknowns had nearly disappeared as we entered Kenya. And as everyone knows.... there be wildlife in Kenya. And a reunion with Cindy.



***Ethiopian termites are compensating for something***

**End of Part 1.**





**SAVE THE DATE!**

**SATURDAY 16<sup>TH</sup> JULY**

To be held again at the popular "Midnight at the Oasis", Motel Oasis (50 Water Road, Kingaroy)

From 5pm for nibbles and a welcome drink poolside, followed by a Christmas themed buffet dinner including seafood and roast turkey and pork.

**Cost is \$35 per head** and accommodation prices are:

King room \$110

King room + single \$115

King room + 2 singles \$120

To book please call Ella at the Motel Oasis on (07) 4162 2399 or email [stay@oasismotel.com.au](mailto:stay@oasismotel.com.au)

This is always a well attended event so book in soon!



*By Tony Gray, Member #3905*

One of the joys of working at Mark Morrissey's Boxerworks over recent weeks has been the opportunity to pick up a few tips from the master. Even in the darkest of hours for Mark, he retains his openness to share his knowledge. This has earned him admiration around the world for his workshop videos and answers to forum questions.

Here is a very simple tip that I have adopted for my bench vice. The coarse steel jaws on a vice are normally too severe for work we do on our bikes which are largely constructed from alloy. Accessory aluminium angle inserts secured to the steel jaws with magnets provide one option. These work OK but the magnets often get dislodged. Here is a DIY alternative. Cut a section of aluminium angle with about 20 mm overhang on both sides of the vice jaws then cut and fold the overhanging sections. You now have a well secured soft face to your bench vice.



Ed:

Indeed steel vice jaws are too severe Tony.

I like to use Don Johnson on one side and Philip Michael Thomas on the other. The layering of T-shirt under Armani jacket, randomly changed up to eight times per job while wearing sockless loafers is guaranteed not to damage anything.

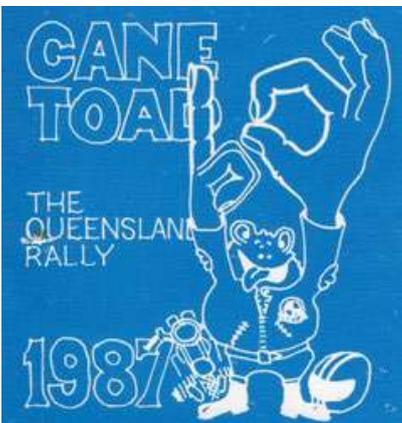
Especially your chances with the ladies who have just woken from a coma they entered in 1985.



Taking a glance back at some of the very interesting history of the Cane Toad Rally to whet your appetite for the upcoming Rally this month (please see the link on our Club webpage for more great history and photos):

The Cane Toad Rally (CTR) has been running for more than 43 years. There have been a few speed bumps along its journey but it always bounces back as a favourite of the Australian rally fraternity. It was started by Don Barker who was Vice President in 1977 and 1978.

**2003** Easter Long Weekend the CTR was held at Cania Gorge Tourist Retreat and was huge success with more than 80 rally goers from afar as Sydney, Canberra and Townsville. A spit roast was put on Saturday Night. The usual rally awards were presented. The rally was for members and friends only.



**2004** Easter Long weekend held at the Dorrigo Mountain Resort 450km into NSW. This was the first and only time the CTR was held outside Qld. The resort was used as home base for various rides around the district. It was a closed event for BMWMCQ members only. This was to be the last CTR for ten years, the longest break in the history of the event.



## History of the RFDS



Victory – timber and fabric bi-plane leased from QANTAS in 1928

Pedal operated radio receiver invented to allow people living in remote stations to call for emergency help

'Where Does It Hurt?' Body Chart. Still in use today for remote consultations.

Before aeroplanes brought medical assistance to the Outback, camels and a compass were used by Rev John Flynn.

*You are probably aware that Rev John Flynn adorns the \$20 note, but the RFDS have provided this interesting history of the rest of the design.*

## Year in numbers 2020/21



Despite the challenging circumstances presented by the pandemic, the RFDS has continued to provide vital emergency medical and primary health care services for regional, rural and remote Queenslanders.

In Queensland we have transported 41 patients with COVID precautions. Across Australia, we have conducted more than 3,100 episodes of care for confirmed or suspected COVID-19 patients.

In close collaboration with the Commonwealth and State governments, we have delivered more than 1,600 doses of the COVID-19 vaccine to 25 rural and remote communities in Queensland.



-   
**MORE THAN 190**  
 occasions of care across Queensland each day
-   
**MORE THAN 3,300**  
 immunisations administered
-   
**MORE THAN 12,100**  
 consultations conducted by RFDS mental health clinicians
-   
**1,200**  
 medical chests provided to remote Queensland communities
-   
**MORE THAN 12,000**  
 patients transferred each year via aeromedical services
-   
**MORE THAN 26,300**  
 patients attended RFDS GP and nurse clinics in Queensland
-   
**MORE THAN 16,300**  
 remote consultation calls through our telehealth service
-   
**MORE THAN 1,500**  
 consultations by our Dental team

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BMW Motorcycle Owners Club (Gold Coast) Inc.



# NATIONAL MOTORRAD RALLY KOORALBYN

## 10 - 13 June 2022

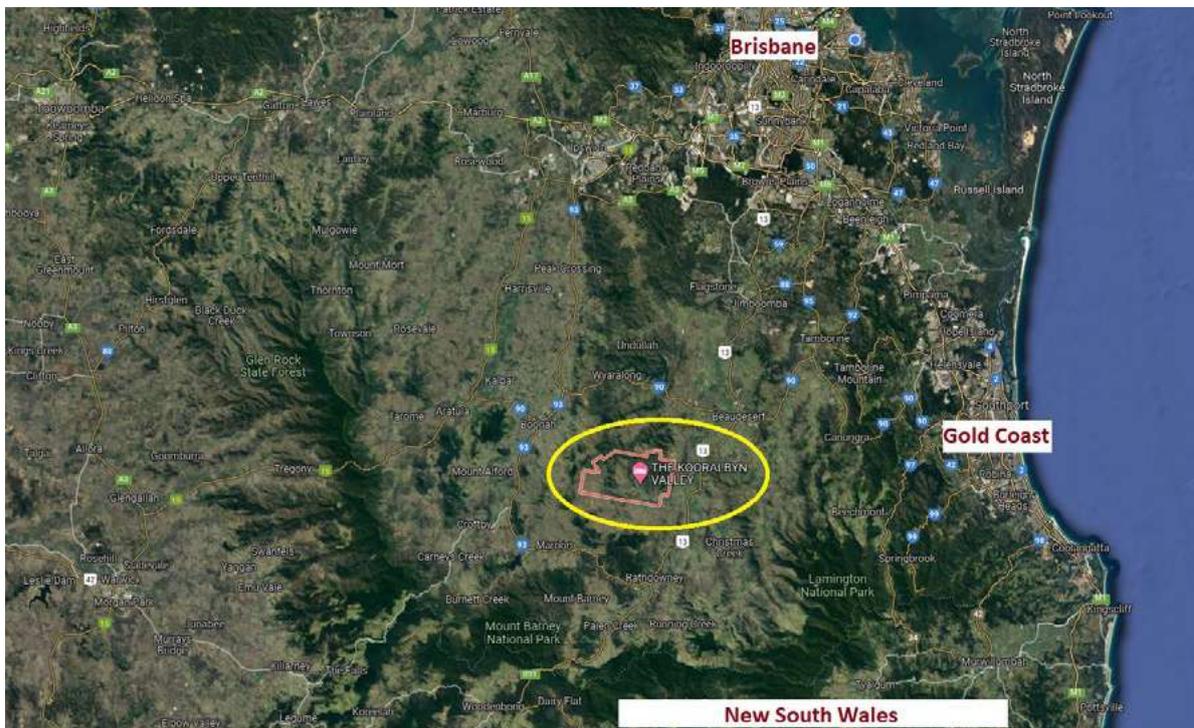
To be held at the iconic Kooralbyn Resort set in the middle of some of best Southeast Queensland-Northern NSW motorbike riding country. Southeast Queensland in winter would be a welcome journey for many southern bikers, average temperature in June is minimum 7 and maximum 21 degrees and only a chance of slight rain for 4 days in the month. The roads in this area offer magnificent winding routes and off road for the more adventurous.

With travel between States now that much easier and likely to be even easier in the months to come, it is more important than normal to lock in accommodation as people roam this great land. We recommend that you secure your accommodation now as space will be limited and many will miss out. For those still in serious lockdown, you are yet to experience how busy non lockdown destinations have become.

We have been able to secure a special accommodation deal at the spacious Kooralbyn Resort based on a 3-night stay.

**\$378 gets you 3 nights' accommodation in a Double/Twin room or \$398 for a King Room.**

There are no camping options in the area, but each room can sleep 2, so based on a double or twin room and 2 sharing, that works out at \$63 per person per night and you get to use the great facilities and have a comfy bed.





---

**BMW Motorcycle  
Owners Club  
(Gold Coast) Inc.**



To be part of the Rally, you must do two things -

**1. Visit <https://bmwclubsaustralia.org.au/event-4427426> to register**

Registration includes:

- Welcome pack
- Friday night Welcome Dinner
- Saturday night Gala Buffet Dinner
- Registration cost is **\$97** per person

**2. Contact Kooralbyn Resort directly to get the special deal**

**TO BOOK ACCOMMODATION:**

You must **PHONE** Kooralbyn Resort reservations directly on **(07) 5544 6688** and quote Booking Code **91169**

A DEPOSIT is required equivalent to one night's accommodation at approximately \$120 per room.

**NOTE.... ONLINE BOOKINGS WILL NOT RECEIVE THE SPECIAL RATES OR BE REGISTERED AGAINST THE RALLY GUEST LISTING HELD BY THE RESORT.**

We will also be providing more detail on some of the planned events, guided and non-guided rides and optional activities should you wish to bring non-riders along or make this part of a bigger trip.

**Get in and Register, and book your accommodation so you don't miss out!**



# The **DISTINGUISHED GENTLEMAN'S RIDE**

22<sup>ND</sup> OF MAY 2022  
WORLDWIDE

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**JOIN US FOR THE 11TH YEAR OF RIDING DAPPER**

Carry on the tradition of riding for men's health and register now for The 2022 Distinguished Gentleman's Ride.



**By Duncan Bennett, Member #4171**

Hardly need to remind anyone that this Journal represents the membership of the BMWMCQ. Naturally, the reading membership will maintain their exclusive interest in BMW motorcycles, unless they continue to read on after this full stop. That one just back there, not this next one. Whoops, you've gone too far up river into the Heart of Other Marque Darkness now, Colonel Kurtz.

We tried to hire BMW's, Cindy swears, but Covid has utterly decimated both car and motorcycle hire around the country - not many wanted to hire a bike so they could sit on it in their lounge while in lock down. Melbourne was hardest hit of all, all our old sources of BMW's were literally closed up.

But motorcycles were available, with the location described in Cindy's Last Word. Royal Enfields. Close enough. The choices were restricted to two, i.e. one each; both parallel 650 Twins with a six speed gear box so different bikes around exactly the same engine.

Firstly, the Interceptor 650. With squinting eyes in a Simpson dust storm one could easily be mistaken for a Triumph Bonneville, unless the price tag was writ large as the Bonneville is about twice the price.



***Dodgily affixed luggage sold separately***

So cutting to the chase because I assume you understand how the use The Internet to look technical specs for bikes up, what was it like to ride? Answer - a surprisingly grunty light package that would be a true pleasure for weekends and commuting. Closing my eyes on the winding roads of East Gippsland, I could have been on a Bonneville, the seating poition is very upright and it handled

superbly. Some minor adjustment work had been done on on the engine and exhausts, so it sounded like a true twin - frankly awesome. Up to 120kmh at just over 4000rpm, barely raising a sweat and a reminder that you don't need 150HP to collect a ticket.

Being a Royal Enfield I had worried that it might not have wheels, but the average punter would consider it a fairly complete package unless they'd seen a K1600GTL or stayed on the Sheikh of Dubai's private yacht. Even had ABS, which I discovered while trying to do some slides on a short section of dirt road heading into the famous Stony Creek Trestle Bridge. And a centre stand as standard.



***Race you to the nearest cafe***

Secondly, the Continental GT 650. True cafe racer, a very forward leaning riding position. As comfortable on the freeway as two large Scandinavian men taking turns to paddle your gossamer-clad buttocks with cured larch planks. But in the winding hinterland, this bike was next level enjoyment. Only thing that was a bit annoying about it was the thingo you put your heel on to lower the side stand was directly under the foot peg. The engineers had side stand design day off.

Would we ride them around Australia? Well I suppose we could. They had a 13 litre tank and 300km was no dramas. The instrument panel was very good for the price - you ain't getting near a TFT screen for \$10-\$11,000 all in. They had a fuel gauge and a speedo so all the important things covered. No gear indicator which is scary for anyone past baby-boomer, but I've never ridden bikes like these where you just "knew" what gear you were in.

All in well done to the team up there in Chennai, great fun and quick little bikes.





## BMWMCQ TRAINING COURSE SUBSIDY

Your club encourages all members to continue to improve as a rider and offers a financial incentive to foster greater uptake in rider training. A broad interpretation of training has been adopted to include First Aid Training and Traffic Accident site safety management. The intention of the subsidy scheme is to not only improve the road craft of individual members but also to enhance the safety and enjoyment of club runs and events for all participating members.

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy February 2022 re-eligible February 2025.
3. Subsidy provided in the form of a \$50 reimbursement after course has been completed and invoice presented to the Treasurer.
4. The applicant must present details and receive approval for the intended training course from the Club Secretary prior to the course being undertaken.

There you have it, an incentive to help to make you a better and safer rider. If you undertake a course please let us know your thoughts on the success of the course, positive or negative.

**Tony Gray - President BMWMCQ**



*Learning to ride sand 2015, or at least learning to lie down in it*

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Below is a link for the Wedgetail Ignition Systems Australia FB site.

<https://www.facebook.com/wedgetailaustralia>

*Mark's recent flood situation is well covered by Tony in his moving "How to Eat an Elephant" article, but here is one of Mark's photos from his Boxerworks FaceBook page. Also on Mark's FB page he sincerely thanks the army of helpers:*



*"The level of support and work carried out by these magnificent people in order to help us and our customers gain an advantage over this horrible event has been both humbling and truly amazing."*



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Confirmation has been received that BMWMCQ Members are eligible for a **10% discount** on accessories at Morgan & Wacker. Customers are required to show proof of membership at the time of purchase!



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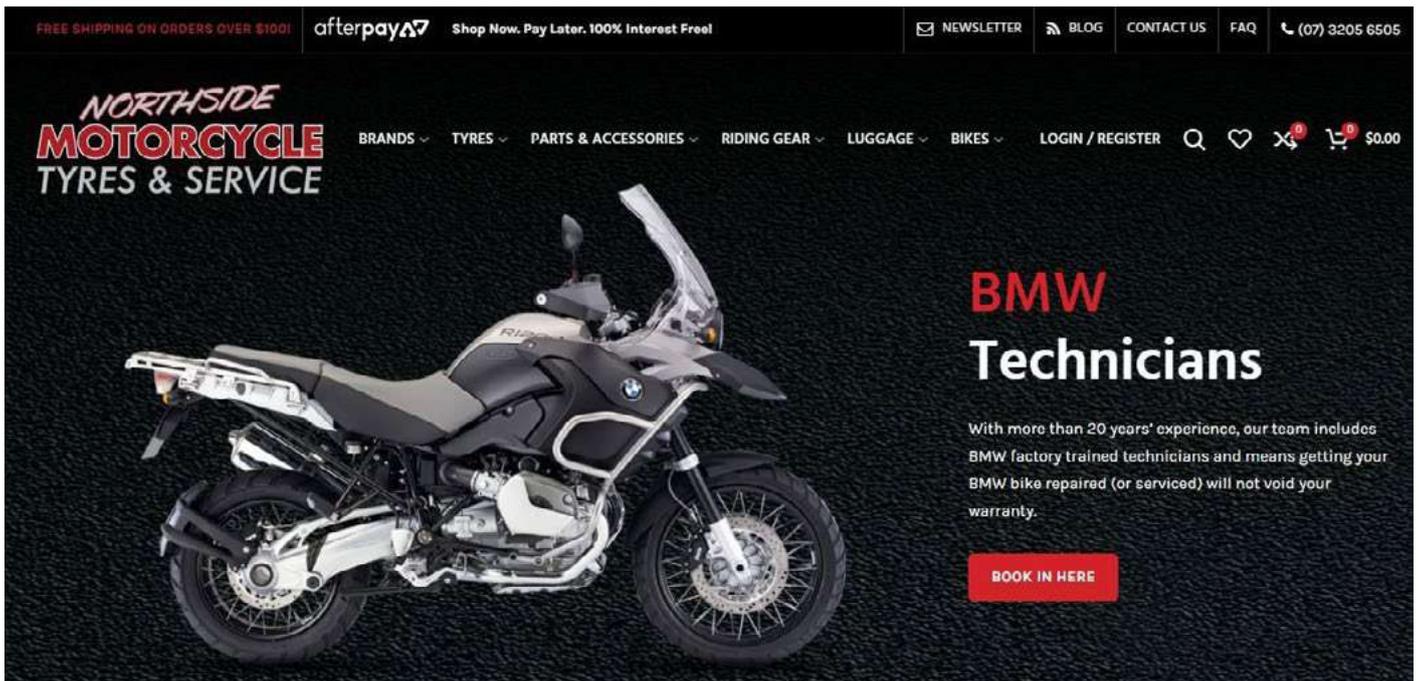
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## ADVERTISING SPACE AVAILABLE

From business card to full page, all sizes are available.

The BMWMCQ electronic journal is distributed to members and interested parties throughout Queensland and basically anywhere that has the internet. In addition, the journal is issued to other BMW affiliated Clubs.

Get your message out to people who own, ride and restore BMW motorcycles.

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**BMW  
MOTORRAD**

A photograph of two BMW motorcycles riding on a paved road. The motorcycle in the foreground is a BMW K 1600 B & Grand America, shown from a front-three-quarter view. It is dark-colored with prominent headlights and a large wind deflector. The rider is wearing a black helmet and jacket. In the background, another similar motorcycle is riding away. The road is lined with trees and streetlights, and mountains are visible in the distance under a clear sky.

# THE NEW **BMW K 1600 B & GRAND AMERICA**

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## Kommuning!

*Cindy Bennett, Member #4170*

With a recent trip to Victoria for the Compass Expeditions “Welcome Back” event we took the opportunity to again hire bikes for the weekend.

Sadly the offerings have diminished since Covid with the only availability being Royal Enfields through a company called Oxford Street Garage.

This article is not a review of these bikes - Duncan has already covered that in this Journal. I am going to write about the “Kustom Kommune” workshop that we had the pleasure of experiencing when picking up and dropping of the bikes.

The concept is a shared space of a “do it yourself” workshop where Melbourne apartment dwellers (and others) can come and work on their machine projects - they call it a Moto Community!

When we returned our hire bikes on Sunday late afternoon the workshop was in full swing with all 3 bike lifts having a “patient” onboard. A scrambler project, a custom cafe racer and the skeleton of an R65 were spied by us.

There is a bar and cafe area in the workshop and a local craft brewery (approximately 30m away) sponsors them by providing product monthly!

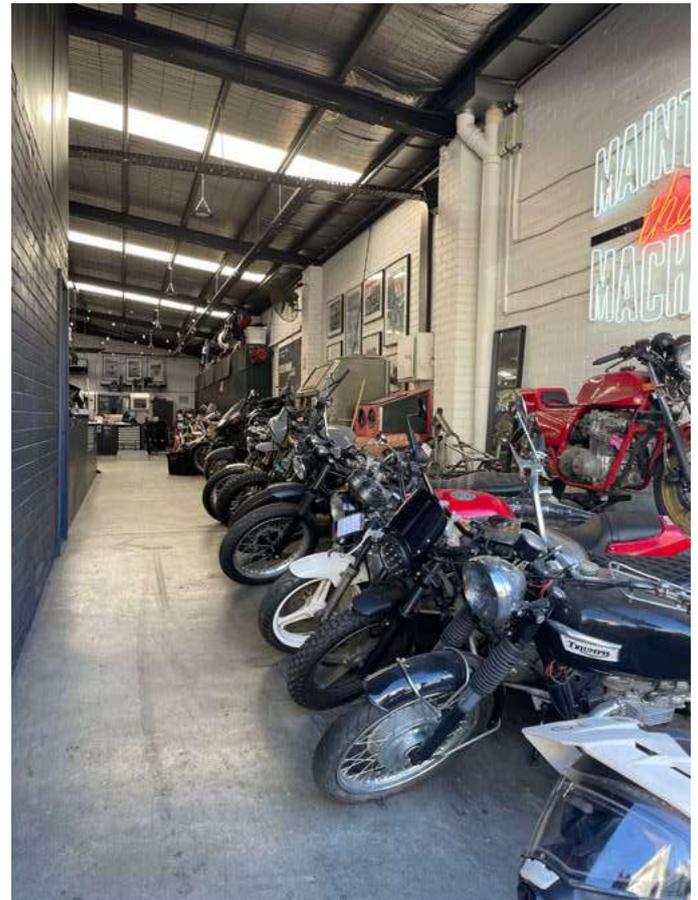
There is a similar arrangement here in Brisbane with Skinny’s Garage which is a bike workshop during daylight hours but evenings and weekends are open to enthusiasts to work on their particular project.

Here are some pics of the Oxford Street Garage Kustom Kommune.





*Pablo the Pug - the workshop mascot!*



## BMWMCQ BOOK EXCHANGE NEW BOOKS AVAILABLE!

Race to Dakar	Charley Boorman
Extreme Frontiers (Racing Across Canada)	Charley Boorman
What If I Had Never Tried It (The Autobiography)	Valentino Rossi
The Road to Mali	Craig Carey-Clinch
No Room for Watermelons	Ron & Lynne Fellowes
A Motorcycle Courier in the Great War	Captain W.H.L. Watson
Australia Motorcycle Atlas With 200 Top Rides (6 <sup>th</sup> Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
Adventure Bike Rider - issue #'s 44; 46; 51 and 53	
The Touring Motorcycle	Jeff Ware & Kris Hodgson
BMW Twins	Mick Walker
BMW Boxer Twins	Ian Falloon

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Bruce Preston  
Manfred Grunet &  
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