

# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

August 2023

Established 1958

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





**BMW  
MOTORRAD**

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**100 YEARS**

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**MAKE LIFE A RIDE**



# MORGAN AND WACKER

## BMW SATURDAY | SEPTEMBER 16TH

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The BMW Centennial Heritage Celebration is an event designed to commemorate 100 years of BMW's rich legacy. This will be an event not to be missed.

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BMW Motorcycle Club of Queensland



# BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

## The Committee



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R60/6



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| Munich Motorcycles - P.66    |                                 |

## On The Cover

**Cameron Coles great pic of the dirt riders heading to Christmas in July at a crossing of the Brisbane River on the fun Western Branch Road.**



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

## Editor's Report

Once more unto the Journal dear friends, once more. Henry V did it, and so must we, although Henry filled the walls with English dead while we collectively fill columns with English grammar. Definitely not dead grammar though, it is no longer surprising to us that the BMWMCQ membership are happily literate in both writing articles and displaying knowledge of all the weird BMW motorcycle model alphanumeric.

We have an interesting variety of articles this month which I hope you will enjoy reading as much as we have. You will see a few Frigid Digit pics in this edition and there will be a fuller spread in September's edition due to our publishing deadline (do I sound like Rupert...?).

**STOP PRESS:** A big thank you to Graham Healey and Paul Hughes for the rescue mission getting the sick R1200C (The Best In Show) home from Crows Nest following the Frigid Digit. Proud to be in a Club where members support and help each other!

### Duncan & Cindy

**Editors' son and grandson taking in the full majesty of the R1200C on a recent short ride. They just need proper retro helmets not those colourful MX lids..... think grandson Dom may be a convert from the smile on his face upon returning from the ride! Is it too early to sign a 9 year old up as a member? :)**



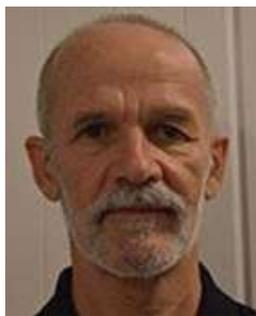
**Submissions for the Next Journal close 25th (ish) August**



**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 3 August**



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

You have all heard of that eternal pessimist Mr Murphy. He wrote the law bearing his name that states in its full form "Nothing is as easy as it looks. Everything takes longer than you think. Anything that can go wrong will go wrong." History does not show that Mr Murphy was a motorcyclist but I feel he must have been if my recent experience with fuel problems on the Gray Ghost is taken as an indicator.

I also have another favorite saying pinned up in my workshop that reads "Everything will be okay in the end, if it is not okay, it is not the end". That saying is equally applicable to my recent spanning work where perseverance prevailed over time.

The Gray Ghosts fueling woes just kept going from one thing to the next, solve one problem then create another. At the same time Rex the Kwaka spat the dummy after his full service and refused to start. His battery was on the way out but the starter relay was also throwing up intermittent faults which ended up in a full strip down & clean up of the starter motor, new starter relay & battery and he is all good again. While doing the diagnostics on Rex, my multi-meter also spat the dummy lending more support to Murphy's Law.

While all this was going on in the workshop, my R1100GS restoration project sat benignly on his lift table awaiting (how long is this going to take?) completion. That is required before our Centenary Bike Display that is now under two months away. I am sure there are many of you in the club are working towards this September deadline be it anything from a spit & polish to a full rebuild. Gary Bennett has assembled a very fine collection of bikes for the display that I am sure will not disappoint.

The sad part of these bike woes is that we have missed several club events - two when the Gray Ghost was on the way but had to be trucked home thanks to the RACQ. Ben has really settled into the Events role and is putting together a great range of events that should cater to every taste. Jane & I got to the Sunny Coast Lunch at the Landsborough Hotel last Saturday where there was a very happy bunch assembled who enjoyed each others company over a good meal. Isn't that what Club membership should represent? New member Peter Alexander had an early start joining us from Hervey Bay. It was also good to see 45 year Club member and former club photographer James Campey who now resides in Tewantin.

Very sadly our Sunshine Coast event organisers, Steve & Mandy Maney, were involved in a car accident just prior to the lunch and were unable to attend. I am sure you will all join with me in wishing these two very popular club members a speedy and complete recovery.

**Tony**



**Big Red on the operating table**

## BMWMCQ Club Events for **AUGUST 2023**

Date	Start	Event	Details	Contact
<b>Thur 03 Aug</b>	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD	<b>President</b>
<b>Sun 06 Aug</b>	10.30am	Maggie's Biscuit Ride	Storm King Dam (see ad in this Journal)	<b>Peter Todd</b>
<b>Sat 12 Aug</b>	9.00 am	Coffee Meet-up	Lighthouse Cafe Cleveland	<b>Events Coordinator</b>
<b>Sat 19 Aug</b>	10.30am	Sunny Coast Brunch	Sweethearts Cafe Eudlo	<b>Events Coordinator</b>
<b>Wed 23 Aug</b>	9:00am	Mid week ride <i>BYO Lunch</i>	Meet at Ampol Samford, coffee Esk and lunch Maiala Picnic area D'Aguiar National Park	<b>Events Coordinator</b>
<b>Sun 27 Aug</b>	12.30 pm	Lunch Ride	Goombungee Hotel	<b>Events Coordinator</b>
<b>Tue 29 Aug</b>	6.15 pm	German Club Social	Brisbane German Club dinner 416 Vulture St, Kangaroo Point	<b>Events Coordinator</b>

### **SEPTEMBER MID-WEEK RIDE: MORGAN PARK RACEWAY!**

The Queensland Early Motorcycle Sports Club is staging the Queensland Historic Road Race Championships at Morgan Park Raceway on 20/21 September.

The Club has several BMW Motorcycles within their ranks. To celebrate the Centenary of BMW Motorrad our club has been invited to stage a display of BMW bikes and to participate in a parade around Morgan Park behind one of the BMW Race Bikes.

This is a wonderful opportunity to not only witness some very competitive and fast historic racing but to participate in the parade lap (just under 2 laps to be completed). This event adds another exciting dimension to our Centenary celebrations and will form a part of the rich history of this great club.

***We will stage a club ride from Brisbane to Morgan Park as our September Mid-week ride on Wednesday 20 September and will join members from the South-West at the venue.***

The Event has been established on our Website and Facebook site and we ask members to register their interest in attending. All BMW Motorcycles are welcome regardless of age.



## BMWMCQ Club Events for SEPTEMBER 2023

Date	Start	Event	Details	Contact
<b>Sun 3 Sept</b>	9:00am	Monthly Club Ride	Ride to Apollonian Hotel, Boreen Point. Meet at BP Caboolture for a 9:30 departure	<b>Events Coordinator</b>
<b>Thur 7 Sept</b>	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President</b>
<b>Sat 9 Sept</b>	9:00am	Coffee Meet-up	Pitstop Cafe, 2070a Mt Mee Road Mt Pleasant	<b>Events Coordinator</b>
<b>Wed 20 Sept</b>	9:00 am	Morgan Park Raceway	Parade lap and historic race day <i>see previous page for info</i>	<b>President</b>
<b>Thurs 21 Sept</b>	6:00pm	100th Anniv. Dinner	Manly Yacht Club - <i>see advert in this Journal</i>	<b>Events Coordinator</b>
<b>Sat 23 Sept</b>	9:00am	100th Anniv. Bike Display	Reddacliff Place - <i>see advert in this Journal</i>	<b>President</b>
<b>Tue 26 Sept</b>	6.15 pm	German Club Social	Brisbane German Club dinner 416 Vulture St, Kangaroo Point	<b>Events Coordinator</b>

## EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
16 - 20 Aug.	Bike Fest Oz	Tweed & Gold Coast	<a href="http://bikefestoz.com.au">bikefestoz.com.au</a>
Sun 24 Sept	Ride for Greyhound Rescue	Meeting 8:00am Bearded Dragon at Tamborine	Ride for Greyhound Rescue Facebook page or see below info
30 Sept to 1 Oct	BMW "K" Series 40th Anniversary	Woodstock Showgrounds, NSW	Gary Bennett or FaceBook event

### **RIDE FOR GREYHOUND RESCUE:**

SUNDAY SEPTEMBER 24th 2023, Meeting BEARDED DRAGON, TAMBORINE, GOLD COAST 08.00 for Brekky and coffee, stands up 10.00 for a two hour ride to BEECHMONT HOTEL (formerly Advancetown Hotel).

Live music, raffles and meet and greet rescue greyhounds!

\$25 per bike (CASH or OSKO PLEASE, BSB: 014527 Account: 333249621) every cent going to FRIENDS OF THE HOUND greyhound rescue and COALITION FOR THE PROTECTION OF GREYHOUNDS!



**Ride organiser Annie Hedley from Coalition for the protection of Greyhounds**



## Paul Hughes

## Vice President's Report

Well I have been travelling. Took the bike and rode to Melbourne to see my son Hunter, who is now living there. I left with no plans on route, accommodation or daily mileage and had 9 days to get there. Weather probably drove my decisions more than anything as well as a wish to visit places I hadn't been in a long time or actually haven't stopped in before, Mallacoota comes to mind. I spent 5 great days in Melbourne with Hunter and it was great to see him again after 7 months.

Melbourne weather is ... below par... and the tram tracks in the wet can be a handful on two wheels. I left Melbourne in 4 degrees and light rain to spend the entire day in the rain and temperatures that did not exceed 7 degrees. It was "fun" and proved the statement that "good gear means you can virtually ride a motorcycle in any weather".

On the journey of nearly 6000 km of wandering about back roads, coastal villages and awesome coastal vistas, you have time to appreciate the things that are important to you, family and friends etc. There was no rush, no 600 km days, no panic when mid day changes to direction were necessary and no plans as to where to stay until late in the afternoon. Revisiting places I had lived and places I had worked the whole trip was very very settling and comfortable.

Motorcycling has allowed me that freedom (and will again soon), to just disappear and be me without having to plan or be dedicated to a calendar or clock. The club is a large part of my (and other members) life. It allows me to have a "motorcycling family" that assists in many ways to bring to fruition this sense of freedom. Freedom to mix with great friends doing something I love and also the opportunity to "put something back into the club". It is true I have been on the committee for a few years now and I would say that has given me a sense of belonging. I do what I do because I love it and I really enjoy seeing other people have a great time. The club gives me and all members, the opportunity to develop great friendships and help each other doing what we enjoy. I have been very fortunate to get the best out of this. The club is a family of sorts and we all contribute to that feeling. If it isn't for you, you're missing out on something very special.

The committee this year along with several other dedicated members have been working behind the scenes to make the 100 Year Celebration the best possible. Enormous amounts of work is going on and I would hope the membership fully support those people who so generously donate their efforts and expertise. I hope that spirit continues.

Since getting back from my wanderings I have been to several club events and once again have been drawn into this wonderful spirit of fun and friendship the club provides. It is just so easy to enjoy yourself. I thank the organisers and hope the overwhelming majority of members continue to support their work.

Some very important events coming up that many people have put a lot of effort into for your enjoyment. Hope to see you at all of them. I for one, am a very grateful member for all the efforts over the years.

Ride safe and ride often, cheers

Paul



## Darryl Gowlett

## Treasurer's Report

G'day Everyone,

What an improvement a month makes. I ventured out twice. Once to the service day at Jimboomba, which was most enjoyable, and once to the GM. Things are looking up. This month I have planned to do the Frigid Digit and the GM. I might use a whole tank of fuel.

On another financial note, I was looking into the cost of motorcycle registration and I have a funny feeling we're being diddled. Single seat rego has gone up to \$509, 30 yr veteran is \$561, and normal rego is \$587, with the interesting bits in the breakdown. Third party for single seat is \$304 and to include a pillion you add \$78. So we're paying a penalty for other road users to harm us, because third party doesn't insure the driver/rider. The other interesting figure is for traffic improvement. Cars are \$63 whilst bikes pay a 10% premium to \$68, even though we ease congestion, and definitely don't chew up the road surfaces as much as cars. By that logic, push bike riders should be paying \$100 for their 'pushbike only' freeways. Some bureaucrats are definitely FUBAR. Until next month, ciao,  
**Darryl**

Trading statement as at: **July 25, 2023**

BoQ Balance as at:		June 16, 2023	\$ 22,735.71	Year to date		\$ 22,089.22
<b>Income:</b>	Membership	\$ 1,775.00		\$ 7,175.00		
	Advertising	\$ 950.00		\$ 1,400.00		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ -		
	Events 100 yr	\$ 1,140.00		\$ 10,586.00		
	Interest	\$ 4.05		\$ 14.88		
	Sundry	\$ -	\$ 3,869.05	\$ 1,454.70	\$ 20,630.58	
			\$ 37,971.34		\$ 42,719.80	
<b>Expenses:</b>	Administration	\$ -		\$ 1,249.26		
	Website	\$ 385.00		\$ 2,413.31		
	Paypal	\$ 22.65		\$ 101.73		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ 119.00		
	Events CTR rent	\$ 1,445.00		\$ 1,913.07		
	100 yr Paypal	\$ 17.26		\$ -		
	Sundry Rider training	\$ 50.00				
	Mt Perry Sort & Rec	\$ 1,000.00				
	Mt Perry Dev Board	\$ 3,500.00				
	RFDS	\$ 1,002.81	\$ 7,422.72	\$ 6,374.81	\$ 12,171.18	
<b>Balance</b>			\$ 30,548.62		\$ 30,548.62	
<b>BoQ balance at:</b>	<b>July 25, 2023</b>		\$ 30,548.62		\$ 30,548.62	
<b>Term deposit:</b>		\$ 20,876.23		\$ 20,577.44		
Interest		\$ -	\$ 20,876.23	\$ 298.79	\$ 20,876.23	
<b>Available:</b>			\$ 51,424.85		\$ 51,424.85	
	<b>RFDS donations</b> CTR		\$ 1,002.81		\$ 1,002.81	



**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes –6 July 2023****Venue: Geebung RSL**

Meeting Opened:	7:30 pm
Apologies:	Paul Hughes, Graham Healey, Paul Mcguire, Peter Ferguson, Richard Maher, Charlie Brown, Don Grimes, Kate Farrar
Minutes of Previous General Meeting:	Accepted: Michael Ahlberg Seconded: Ben Nazzari
Number of Attendees:	34
New Members (Name & MC):	Nil
Visitors:	Donna
Returning Members:	Nil
Treasurer Report:	Report in Journal.
Editor Report:	Back. Huge thanks to Paul for his efforts while we were away.
Tools Report:	Service Day attended by 30 people and 25 motorcycles. Raised \$110 on the day. Thanks to Rob for use of the facilities and equipment.
Regalia Report:	Bucket hat was fantastic in South America and BMWMCQ logo attracted many like-minded people to ask questions while we were there.
Records Report:	Currently 277 financial members as of 7 June.
Events Report:	Mid week ride leader Ben and Daryl. Ben thanked Les and Kelly for repairs to his bike. Upcoming events: 6 July - Christmas in July at Kingaroy, Richard Price. 20 attending so far, 1630hrs for drinks. 29 July - Frigid Digit, mystery location, Gary Bennett, Graham Healey, 49 attendees so far 6 August - Maggie's Biscuit Ride to Storm King Dam, Peter Todd
Secretary Report:	Nil
Dealer Liaison Report:	Don nowhere near Geebung.
Clubs Australia Report:	Craig Florance is new president following the AGM. <a href="#">Ed: See the next page for the AGM delegates photos.</a>
Vice Presidents Report:	Paul nowhere near Geebung.

President Report:	Report as per July Journal. BMW 100 year display have 80 bikes, more required please. BMW are bringing R18 and R9T models. Display will be from 0930 to 1430 hours, please bring your bike by 0800 for the set-up. Dinner 39 persons so far, some big names are attending. Congratulations to Mal Cremer for his 100,000 km award.
General Business:	Nil.
Closed:	8:30 pm, next meeting 3 August 2023



**Back Row:** Trevor Dean (MTC NSW Del); Bob Williams (DCNSW Del); Gary Schweikert (CCQLD Del); John Eacott (MCGC Del); Jeff Murdoch (CCVIC Del), Jo Mawso (DCM Obs); Luke Wise (CCACT Del), Bailey Gifford (MCOCSA Del); Graham Ball (MCCACT Obs); Roger Way (CCGC Del); Craig Florance (DCSA Del);  
**Front Row:** Paul Hughes (MCCQLD Del); Graeme Bell (DCM Del); Michael Keen (DCSA Obs); Bob Leggat (MCVIC Obs); Jacques van Niekerk (MCVIC Del);  
**Absent:** Bruce Robins (CCWA Del); Roger Cooke (MCCWA); Gary Smee (MCCACT); Peter Butters (CCBall Del)



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

## Regalia Report

The Frigid Digit is one of our “must” events. Disaster occurred last year when my new bike pick-up went horribly wrong and I missed both the FD and getting a 100,000 km award on the old bike. By 300 km. Well within odometer error margins as a world-renowned scientist said, some heard it from Einstein himself, but no-one is holding a grudge.

Anyway, back on topic, the FD can be cold, bloody cold. Hence the AH742 woollen beanie was a must for the weekend around the fire pit in the Crows Nest van park. I’m also partial to the vest, which I bought from Daniel via Chris Hemsworth, who said he’d put on too much weight to look good in it. Zips up OK for me Christopher.





## Bill Luyten

## Tools Officer's Report

### Technical Education:

#### What is the GS-911?

The Hex GS-911 is a compact, portable diagnostic tool for BMW motorcycles. GS-911 makes technical

problem-solving easier by giving you greater insight into the electronics of your motorcycle. You can read and clear fault codes, reset service reminders, view live data, activate outputs and much more.

A couple of the functions are:

#### AutoScanning

AutoScanning is the quickest, easiest way to view all fault codes that are currently saved in the motorcycle's on-board memory.

#### Service reminder/vehicle functions

This includes setting the motorcycle's date, time, and service reminder functions. You can reset the visual service reminder on your motorcycle's instrument display.

To see what the GS-911 functionality has to offer for your bike, check out this website link:

<https://www.hexgs911.com/function-chart/>

There's a few club members that can help you run the GS-911 on your bike at the next service day (possibly October)

#### Repair Manuals

Two new manuals were recently purchased:  
F800 - Complete coverage of BMW F650, F700 & F800 Twins (06 - 16)

R1200 Liquid- Cooled Twins -

R1200GS\*1170cc\*13 - 16 \*R1200GS Ad-

v\*1170cc\*13 - 16 \*R1200RT\*1170cc\*14 - 16

\*R1200RS\*1170cc\*15 - 16 \*R1200R\*1170cc\*15 - 16

Various other repair manuals are 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 carburetor balancer (Twin BMW engines)
- Vacuumate (electronic synchronization 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:

Tools and spares can be picked up or brought along to the next meeting or Club ride.

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

**Bill Luyten 0438 123 747**



Geoff Hodge's R75/5 out for a run



## Ben Nazzari

## Events Officer's Report

Hi Everyone,

August Club Led ride is the Biscuit Run - see details elsewhere in this Journal.

### Sunday 3rd Sept - Club Led Ride to the historic Apollonian Hotel Boreen Point

Meet BP Caboolture 9am for a 9.30 Departure. Coffee at CJ's Woodford then out through Kenilworth onto Boreen Point for Lunch.

Ben Nazzari



A couple of pics from the July coffee morning at Preece's Cafe at Sandgate.



Ben's R1150GS - looking schmick!





## Greg Gaffney

## Records Officer's Report

We have had a great influx of new members in July. This may be due to the additional interest in the upcoming BMW 100 Year celebrations. Our new members come with an interesting array of bikes, and we can hopefully look forward to meeting many of these riders at our upcoming events.

Cheers  
Greg

### New Members:

Greg Rawlinson, BRASSALL, R1250RT

Mark Olavesen, SPRINGFIELD LAKES, R1200RT, Triumph Tiger 800XCx, Husqvarna Svartpilen 401

Trevor Saunders, MOOROOKA, F850GS

Warren Murchie, FERNY HILLS, K1200LT

Danny Frederiksen, MANGO HILL, R1250RS

Michael Brett, BIRKDALE, R1250GSA

Mark Hipgrave, NEW FARM, R100RS

Barry Oliver, YERONGA, F800GS, R1250GS

Cordell Rogers, ELLEN GROVE, K75

Morgan Bloodworth, VICTORIA POINT, R75/5, R100, S1000RR

Bill Vickers, MOOLOOLABA, F750GS

Deb Kwasnicki, MOOLOOLABA, F750GS

***This event is only mere weeks away - see following pages on how to be involved and to view the Promotional Video for the the events celebrating click on the Link below:***

<https://vimeo.com/796122577>

**100 YEARS**  
of  
**BMW Motorcycles**



## THE 14th ANNUAL MAGGIE BISCUIT RIDE STORM KING DAM NEAR STANTHORPE SUNDAY AUGUST 6th 10.30 am



PETER TODD IS ONCE AGAIN, WITH MAGGIE, ORGANISING THIS ICONIC EVENT. SOME ATTENDEE'S WILL STAY IN STANTHORPE ON THE SATURDAY NIGHT AND ENJOY A GROUP DINNER AT OMARA'S HOTEL (7pm). OTHERS WILL COME DOWN JUST FOR THE DAY. IF YOU ARE GOING TO STAY ON SATURDAY NIGHT, IT IS RECOMMENDED TO BOOK SOME ACCOMMODATION EARLY AS STANTHORPE IS VERY BUSY THAT TIME OF YEAR. JOIN IN THE BISCUIT FEAST AT STORM KING DAM ON THE SUNDAY MORNING. YOU ONLY NEED TO BRING YOUR CUP, SPOON AND SOME HOT WATER. THIS EVENT IS ALWAYS VERY WELL ATTENDED. DONT MISS IT.



### Lady Shirts



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



[2LCP](#) - \$33  
65% polyester  
35% cotton  
*Comfortable  
and alluring!*



[7LPI](#) - \$33.50  
100% polyester  
*Only for those in the A  
set!*



[ICE Tee](#) - \$26  
Cotton  
*As worn by Cleopatra!*

### Bloke Shirts



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



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



[7PIP](#) - \$36  
100% polyester  
*As worn by Toby  
Price's gardener!*



[ICE Tee](#) - \$26  
Cotton  
*As worn by Tutankharmun!*

### Gender Neutral Hats & Bags



*As worn by Duncan  
ad nauseum!*  
[AH695](#) - \$15  
Bucket Hat  
Sandwich Design  
(with trim)



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



[AH230](#) - \$15  
Cotton Cap.  
Cooler than  
a beanie.



[Ladies](#) Vests  
\$48.00



[Non-Ladies](#)  
Vests \$48.00



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



[Swiss](#) - \$37.50



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



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

*Get one of these on ya bonce!*

**Note: a bag order small surcharge may apply - talk to Daniel!**





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!



# 100 YEARS

of

# BMW Motorcycles



BMW Motorcycle Club  
of Queensland



To celebrate the 100th anniversary of BMW Motorcycles the BMWMCQ are hosting a dinner event on Thursday 21st September

This will be the warm-up to the Display of Bikes on Saturday 23rd September!

Date: Thursday 21st September 2023

Time: 6:30pm – although there is a lovely bar area if you arrive earlier for a drink

Cost: \$60 per person for a sit down dinner with share table style dining

Venue: Royal QLD Yacht Squadron, 578 Royal Esplanade Manly QLD 4179

**Nearby accommodation:**

Manly Hotel (pub style) 54 Cambridge St, Manly (07) 3249 5999

Manly Marina Cove Motel (next to Yacht Club) 578a Royal Esplanade Manly (07) 3348 1000

Or check out AirBnB listings in the area.

**BOOKINGS LINK: [LINK TO DINNER RESERVATION](#)**





# 100 YEARS of BMW Motorcycles

Display - Saturday 23rd September 2023

This event will be run by the BMWMCQ at Reddacliff Place in the Brisbane CBD.

We are looking for suitable bikes from all years and all models to display at this special event to celebrate this enormous achievement of the BMW brand that we all love to ride.

Do you have a bike that is suitable? If it is an older BMW (*60's or earlier*) and it is completely assembled, presentable, registered or not, we want to hear from you.

If your BMW bike is from the '70's up to latest models and is in good visual condition, special or a rare model, we want to hear from you as well.

We have a target of one hundred bikes, to display an example of as many different models as possible. A selection process will be undertaken from the applications and consideration will be given to bikes that fit the above criteria as well as bikes with high kilometers or extraordinary travel achievements. These considerations do not apply to newer BMW's.

If you are interested in applying to show your bike, please use the link below to view the Video, full Celebration Plans and the Application Form. [www.bmwmcq.org.au](http://www.bmwmcq.org.au)

or email for further enquiries: [bmw100@bmwmcq.org.au](mailto:bmw100@bmwmcq.org.au)

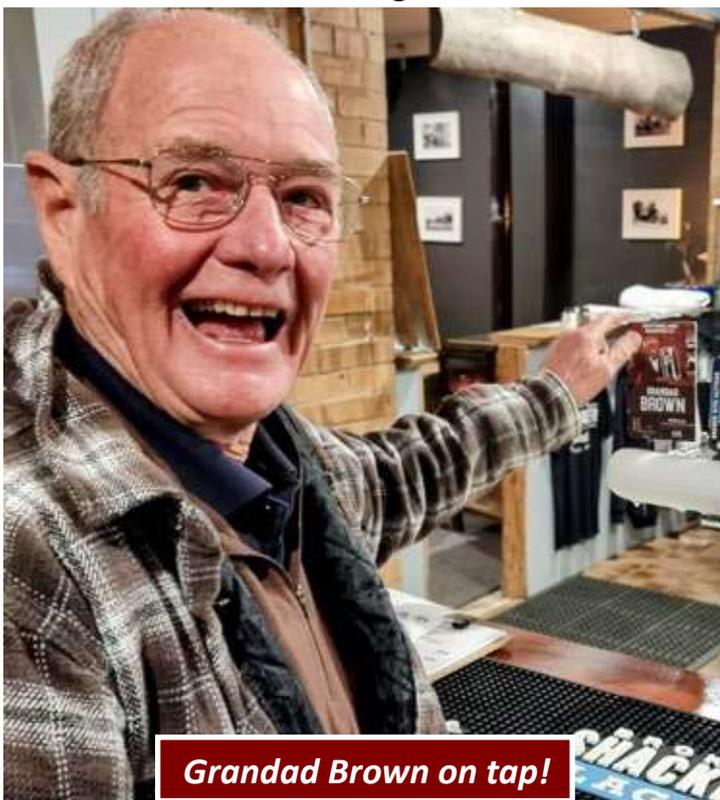


**By Bill Allen, Member #712**

Over a coffee one day the discussion turned to an overnight ride. Both Gary and I had heard good reports about the Top Pub in Deepwater. Perhaps not the warmest destination in the middle of winter however there was plenty of interest and so Gary Classic GSPD, Murray 80GS, Howard 1200GS, Graeme 1250GS Adventure and myself 1200GS Rallye were all in. Phil had some flimsy excuse about being overseas and riding the Tail of the Dragon. About two days before the departure date I suggested adding another day and that was agreed on.

We left Yamanto at the civilised and perhaps in retrospect time of 8:30. The plan was Boonah, White Swamp Road, Paddys Flat Road, the Lunatic Hotel for lunch then Rocky River Road to Tenterfield for fuel. After Tenterfield Gary had some new roads to the east of the highway to explore.

White Swamp Road was in very good condition, on Paddys Flat Road we encountered a grader and a roller who took up most of the road. No stop and go persons in sight. After passing the grader the road was a bit skatey in places. It is about ten years since I have ridden Paddys Flat Road and I was never a big fan and this ride did



**Grandad Brown on tap!**

not change my mind. It can be rocky and rough. The food at the hotel is good with friendly service. On Rocky River road we encountered a grader (no not the same one) with a water truck who was intent in making sure the road was wet before we rode over it. Rocky River Road is not long about eighty kilometres but it does take about two hours to complete it. Lots tight turns with visibility for oncoming traffic not so good in places so you do need to take care. After fuel in Tenterfield we set out on Scrub Road aiming for Mount Spirabo Road. Early on we encountered not one but two No Through Road signs.

We then decided to run back to the highway and head down to Deepwater arriving around 4pm. Rick Trenaman had ridden down to join us for the night so was good to catch up with him. The hotel is good with one of the beers on tap called "Grandad Brown" so that was a winner with one person. The rooms were good although electric blankets would have been welcomed. It was a mild night around 4 degrees, however there were a fair few heavy vehicles during the night but we all slept reasonably well.



***There have been significant advances in technology from the airheads to the water cooled models. There have also been significant advances in bike covers over the same period!***

The route for day two started with some new roads to the east of Deepwater (Ten Mille Road) that Howard had found. Once again we ran into a No Through Road sign.

We did manage a small loop that came back to the highway. We then headed down Rangers Valley Road to Emmaville, Rocky Creek Road to Bonshaw. After Bonshaw we crossed the Dumaresq River at the weir and followed Riverton Road into Texas for Lunch. After Texas we crossed the river again at Cunningham Weir then did a mainly dirt route on the New South Wales side of the river eventually crossing the Macintyre River into Goondiwindi.

We stayed at the Railway Hotel in Goondiwindi. It is not in the centre of town but it has good food and the rooms are well priced. We have stayed there a number of times. We walked into town about ten minutes and had a beer or two at the iconic Victoria Hotel (which was once owned by George Pippas one of the owners of Gunsynd) . George also coached me at Wests Rugby Club back in the 70's (that was a long time ago). The Victoria does not do accomodation any more which is a pity as it has a great verandah. We had a good meal at our hotel and watched the State of Origin.

The route for day three was following the Macintyre and Dumaresq Rivers on the Queensland side to Yelarbon, Inglewood, Kooroongarra, then Stonehenge Road to Pratten for early lunch. On Stonehenge Road we encountered roadworks and yes the water truck had just been over the road. The cafe in Pratten had been recommended to us by Rick and Peter Allen although it has new owners now. The food is still good and it is a nice spot. After Pratten it was Clifton , Ma Ma Creek then home.

It was a great three days with some new roads and some we have not ridden for a few years. We have done a lot of riding together over twenty years or so although we don't seem to be riding in paddocks or forests looking for roads that should be there or riding in the rain on a wet road then turning onto a road with a sign that says Boggy when Wet. Ah I do miss those days!



*Pratten*



# PHOTO GALLERY

Four Club members attended the recent R18 ride day at Sirromet Winery, Mark Mustchin, Frank Hills, Howard Wilson and Michael Ahlberg - they all booked into the 11:30am session. Thanks to Mark and Michael for the pics!



Sunny Coast Riders July lunch at Landsborough Hotel, great venue and a good turn-out of members



## GREMLINS

JEGJul2023

*When you've always had the choice of car or bike to use  
It can be quite a shock when you find there's none to choose  
Minor inconveniences that sometimes get much worse  
When gremlins get in it can feel just like a curse*

*One thing leads to another & it all takes so much time  
Annoying little riddles with no reason or no rhyme  
Patience & perseverance are recommended highly  
When dealing with conundrums never taken lightly*

*Hours of dedication, the occasional sweat & tear  
But what a joyous moment when all becomes so clear  
Now back in working order, no gremlins to be seen  
Your choice of bike or car just like it's always been*



## By Steve Herpich, Member #4294

Vendi, Vidi, Vici, I came, I saw, I conquered. This phrase encapsulated Julius Caesar's victory over Pharnaces II in 47BC in the city of Zela, located in Turkey.

We did not go to war in Italy, but we can claim that we came, we saw and we conquered many great motorcycle roads.

Our trip was initially planned in 2020, but was deferred due to the plague (Covid 19).

The way we plan our trips is:

1. Decide where we want to go. In this case we were both keen to go back to ride the Dolomites and the Swiss Alps. During the non-riding part of our previous trips we had visited some of the major Italian cities such as Florence, Venice, Pisa, but we had never visited the Eternal City, Rome, so we added this to the list
2. Then you have to work out timing and what routes you will take. In this case as we would be in the early part of the riding season we decided we would start and finish in Rome, and take a couple of weeks to get to the mountains. This would give time for the passes to open after winter closures.

3. We then look at the maps and research the villages we would like to visit, and begin plotting the GPS routes. After a number of iterations we finally end up with a broad plan.
4. We then begin the process of booking accommodation, and adjusting the plan as we go. Our preference for accommodation is to include breakfast as it makes an easy start to the day.



The final itinerary was, 4 days in Rome at the beginning, and then 4 weeks on the hired motorcycles exploring The Apennines, Tuscany, Switzerland, Dolomites and then back to Rome for a week. We wanted to spend time exploring villages, so our riding plan had only 6 one night stops, with the others being 2-4 nights to give us time to enjoy the local scenery, culture and history.

We get a lot of questions about how we pack for our trips. In brief, the motorcycle gear gets packed in two suitcases and our clothes, toiletries, shoes etc. get packed in packing cells and then into our pannier liner bags, and then into two more suitcases. When we pick the bikes up we only have to put the liner bags into the panniers, store the luggage at the bike hire premises, and off we go.

With our long time travelling companion Nougat we set off from Port Macquarie on 9th May. After 40hrs in transit we arrived at our hotel in the centre





of Rome at 4:00pm, exhausted, but ready to start exploring the major historical sites, and we made the most of it every day. Rome's history spans 28 centuries so there is a lot to see, Colosseum, Vatican, Trevi Fountain, Spanish Steps, and much more.



On the 15th May we picked the bikes up and headed for the traditional Italian hill town of Scanno in the Apennine Mountains which dates back to the 11th century.



Getting out of Rome was not easy, with a few (lots) of GPS stuff ups, we finally got on our way, arriving late afternoon.

From Scanno we travelled to L'Aquila for our first 2 night stop. Our plan was to use this as our base to explore the Gran Sasso area. The city of L'Aquila is going through major reconstruction work following a devastating earthquake in 2009.

### *Steve handing out Koalas at Castelluccio*





Unfortunately the old cobblestone street survived, and is very slippery when wet and covered in loose dirt. Similar to Cindy's experience. The surrounding area was also devastated such as Norcia, and Castelluccio in the Piano Grande (Great Plain).

From L'Aquila we rode onto Assisi for a 2 night stay. The town of Assisi is a UNESCO world heritage site, one of many in Italy, because of its plethora of art

and historic buildings. Pilgrims have been coming to Assisi since the 13th century to venerate St Francis who was born and buried there. There is so much to see in the town we decided to not ride, but explore the entire next day.



From Assisi we travelled to the medieval town of Colle Di Val D'Elsa in Tuscany, our base for 3 days, with a stop at the old town of Montepulciano, a town famous for its wine.

We were staying in the old medieval part of town within the city walls. From here we explored the



towns of Lucca and San Gimignano. Both these towns are amazing and worth spending time there .

From Colle Di Val Di Elsa we moved to our accommodation five kilometres from the town of Zocca. This was a unique experience, our accommodation was in a refurbished 18th century house. Next door was a bar and restaurant that served great meals but where English was a totally foreign language, so at times it was entertaining. Traditional Italian breakfast of cake was served every day.



On our ride to Zocca we had one of two major GPS meltdowns. In the middle of a large town both GPS's lost the satellite. You would think at least one would work it out, but no such luck. We were on the side of the road with the old fashioned paper maps and Google maps. Road signage can be confusing in Italy at times which did not help. We finally sorted it out and were on our way.

From our base at Zocca we toured through the towns of Fanano, Cestola, Montecreto and Lama Mocogno. The truth is we were just meandering and had no idea where we were. At Fanano we stopped for a coffee break at what we thought was a

café. It was a hotel, and the young lady at reception said she would make us a coffee, and then refused payment. Things like that make your day so much better. We also visited the Rocchetta Mattei Castle.



We knew it was closed but we had a look anyway. From Zocca we headed to the Trentino Mountains, San Lorenzo in Banale, North of Lake Garda. It was a magnificent sight to see the Dolomite Mountains.





Our accommodation had fantastic views as it was located on a hilltop. Photo 25. The only problem we had was finding it. Although there were signs it was not clear. Lucky for us a local who did not speak English but could understand me yelling Castel Mani, the name of the hotel, pointed and waved his hands about, as Italians do when expressing themselves, I understood we had to take an extremely sharp hairpin and keep going up.



Our accommodation at Castel Mani was fantastic not only the room but the people and service.

From here we took a day ride to Cles past the magnificent Lake Molveno. After San Lorenzo we headed for Switzerland via Lake Como. We stayed at Colico at a hotel right on the lake, opposite end to George Clooney, and significantly cheaper.



From Colico we rode to Andermatt in Switzerland via the Splugen, San Bernardino, and San Gottard Passes. The scenery was fantastic and the roads brilliant. However this day was our second big GPS

failure. Just prior to the San Gottard Pass there is a lot of major roadworks going on, and we missed the sign, the GPS having given up, because it was all too hard. So we stopped on the side of the road trying to work out by paper maps and google, none of which helped, as we watched cars, motorbikes and pushbikes trying to find their way. We were not alone. We even asked a GS rider, expecting him to know, he didn't speak English and was lost- no help at all. We eventually worked it out and were on our way.



Andermatt is a beautiful town in the middle of some major mountain passes. We had 3 nights in the town. On the first day we rode over the Klausen Pass. It was good weather with fantastic roads and scenery. We had not done this pass previously. On the second day we tried the San Gottard Pass again as it had been clouded over when we road over on our way to Andermatt. Unfortunately it was again, so we went over the Oberalp Pass, and tried again later when it was slightly clearer but very cold.

We left Andermatt and rode to Bormio in Italy via Julier and Bernina Passes.

It was quite interesting to note the difference from



Switzerland to Italy, after crossing the border near Tirano. On the Swiss side the buildings are well maintained and the roads and pathways are clean and free of weeds. Fifty metres down the road on the Italy side, the buildings are the same style but the town looks untidy, the buildings and roads not as well maintained. It is the same with the road rules. In Switzerland if you break a rule someone will shake their head or point at the stop sign you just went through. In Italy the rules are only guidelines and you are expected to break them to maintain the flow of traffic. You are more likely to be admonished for not keeping the traffic flowing, than breaking some road rule. The white line in the middle of the road is just an indication of where the centre is.



We had 2 nights in Bormio and rode over Passo Gavia. It was a beautiful day, and as the pass had only opened the day before, it was very popular. We sat at the Refugio at the top of the pass and watched the hundreds of motorbikes, pushbikes and cars. It was a great day.



We left Bormio and rode over the famous Stelvio pass to our next stop at San Leonardo in Passiria. The Stelvio is a very challenging ride, not only for the numerous tight hairpin bends, but the volume of traffic.



After the Stelvio we rode up to the top of the Timmelsjoch Pass which is the border between Italy and Austria, and then back down to our accommodation. Our hotel was a family run hotel, at the bottom of the mountain. Being such a small town again no English speakers, Google Translate to the rescue. We had an interesting evening talking to some German bikers who were on their way to Sardinia. Limited English, but we all managed to work it out.



Our next stop was Canazei, a town in the middle of the Dolomites. We rode over the Jaufenpass and Penserjoch Passes, and then shortened our ride as the weather had turned cold and wet. We were the only residents of the hotel, who had booked half board, which means you get breakfast and dinner. Normally dinner is a set menu but we were given the whole a la carte menu to choose. The waitress who looked after us was a keen traveller and was very interested to hear about Australia, as she was keen to visit. She was disappointed we were only staying one night.



From Canazei we moved onto Cortina d'Ampezzo. We had planned a scenic route to get there but the weather was bad so we took the most direct route. Riding over the Pordoi Pass was challenging in the rain, but still a great ride. Cortina is the ideal spot to explore the Dolomites from, and we stayed 4 nights here. The weather was unkind to us for the first two days, but we did manage to get out in the mornings before the rain. We explored Lake Misurina, Passo Giau, on our first day. The second day we rode the

Falzarego Pass Fedaia Pass and Lake Fedaia, with its magnificent view of the Marmolada Mountains.



On our last day in Cortina the weather was brilliant as we rode to the magnificent Tre Cimi, mountains. This area is a must when in the Dolomites. From the top you can really appreciate the magnificence of the great Dolomites. We travelled back to our accommodation via Passo Valparola and Passo Campolongo.



It is now time to head back to Rome. Our original plan was to travel down the East coast through Emilia-Romagna and cross over to Rome. We had to change our plans due to the flooding in that area.



So we took the Autostrada for 600kms. Travelling on the autostrada certainly allows us to cover the kilometres quickly, with the speed limit 130Km/hr, and in the fast lane traffic generally going quicker than this. So you do need to have your wits about you. It is also expensive, costing about 45 Euro per bike for the 600kms.

The toll roads are easy to manage. You ride up to boom gate, take the ticket which is already sticking out of the machine and head off. At the other end you have several options to pay. Credit Card lane, Cash Lane, manned Cash Lane. We generally try to go to the manned cash lane, but the automatic cash lane is easily used. We avoid the credit card lane, as sometimes the foreign credit cards do not work, and when stuck at the boom gate on a motorcycle with cars behind can be major problem

Back in Rome we returned the bikes and continued our exploring of history and culinary delights. We had organised two tours during this time. One to Pompeii by the fast train to Naples, and the second a bus trip to Tivoli to visit Emperor Hadrian's Villa, and the Villa D'Este, a Renaissance Villa which was the residence of a Cardinal who had hopes of becoming a pope. Both trips were well worth it.



The best district for eating in Rome is Trastevere, the name meaning "across the tiber", which is where the district is located. It is an old medieval neighbourhood, with a labyrinth of cobblestone streets free of cars, and scores of restaurants and cafes. We visited this area twice for our evening meals. It is a popular spot for locals as well as tourists.

Some practicalities when travelling overseas

1. Money: In the past we have used a travel card which we loaded up with the currencies we needed before departure, and then topped up if required.

This method locks in the exchange rate at the time. You can then use this as a normal credit card. On this trip we only loaded a small amount on the travel card and used it only to get cash. All other costs we paid by credit card which had no international transaction fee (Commonwealth Bank), however you are subject to the exchange rate at the time. We were lucky it worked in our favour. Tap and Go using the phone worked everywhere. We found it very easy this trip.

2. Phone: Previous trips we have purchased SIM cards for the countries we were visiting, and used them in our phones, or in another phone so we could keep our phone numbers. On this trip we opted for an e-SIM which is available on the latest phones. This is relatively cheap and has the advantage that your phone keeps its number. It is only for data though. You can still use your existing phone numbers for calls. In our case we used the Telstra international day pass whilst in Switzerland, as our e-SIM only covered Italy. All the hotels have reasonably good free wifi.

3. Riding on the Right: We have never really had a problem riding on the right hand side. The times where we do make an error is usually leaving areas like Fuel stations where you pull out from the left side of the driveway. However we never seem to get used to cars with the driver on the left side and a dog, or small child sitting where the steering wheel should be.

4. Fuel stations: In Italy during the week, generally speaking fuel station work the same as Australia. You fill up, and pay inside, or there could be an attendant with a credit card machine. Sometimes you get an option to pull up at self-serve, or service bowser. You pay a few cents more if an attendant fills the bike. On the weekends though most fuel stations in the smaller towns are not manned. Here you have the option of credit card or cash. Sometimes the machine will have the option for English Instructions. They are relatively easy to use once you get over the initial anxiety. Again overseas credit cards can occasionally be a problem at these machines, so best to carry some cash.

If you would like more details of our trip you can read it on our travel blog at:

<http://mkaye6.travellerspoint.com>





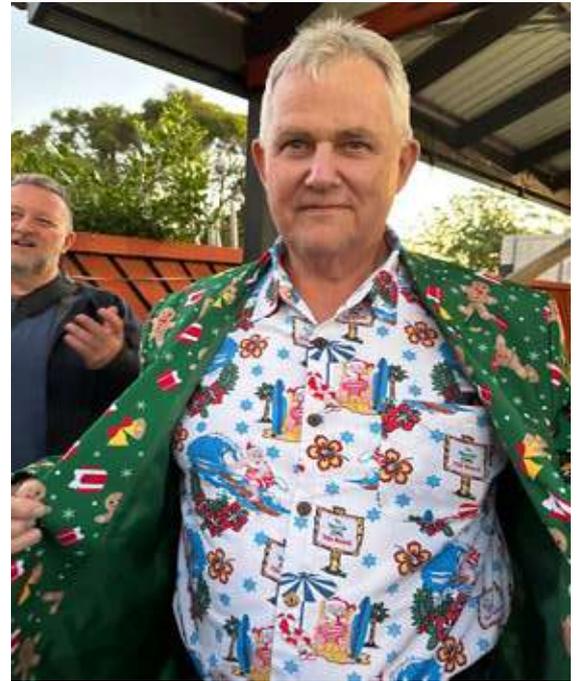
# CHRISTMAS IN JULY - PHOTOS

Another fun Christmas in July was held at the Oasis in Kingaroy, the dirt riders beat the road riding group for once. Thanks very much to Richard Price for his organisation of the event and to photographers Cam Coles and Lindy Midgley for contributing pics - much appreciated!



Richard rightfully happy after organising a great event

# CHRISTMAS IN JULY - PHOTOS



## Part 5 - UnBolivable

*By Duncan Bennett, Member #4171*

Crossing the half way point of the trip and entering a new country; those were the fun things we did on Day 51 of the Ultimate South America. Heading north from Purmamarca (Permanent Marker) in Argentina, we re-crossed the Tropic of Capricorn although didn't realise it until later on so didn't get any photos.



### UnBolivable

The scenery still very delightful, we were also aware that we were heading up in altitude, of which Bolivia has a plethora.

Arriving at the border crossing of La Quiaca, we rode the very northern end of the famous Ruta 40, last seen at the very southern end in Patagonia at Rio Gallegos. We tried to use up our last Argentinian pesos on fuel without much success, so spent it all on water and snacks instead before hitting the border facilities, parking in a field of boulders just to make the 3,500 m altitude even more taxing. Out of Argentina was easy, we'd already done it countless

times so no surprises, then it was onto the Bolivian side.



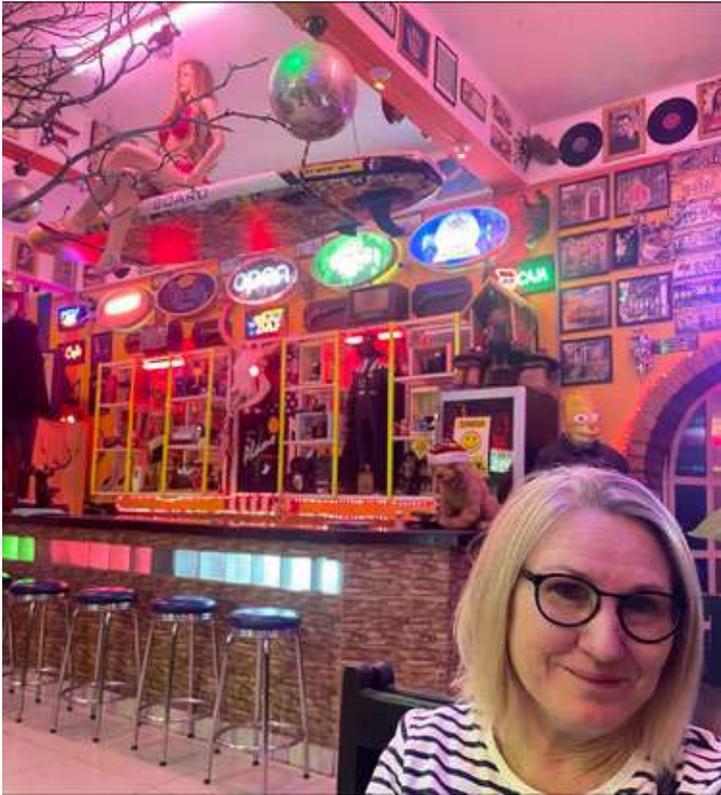
*Having counted down Ruta 40, no-one thought to put a marker at 0 m*

Likewise this was fairly easy and didn't take too long, which was fortunate due to the heat and the altitude which had us way too close to the sun. Stacked up with Bolivian Bolivianos (BOB) and coco lollies, the ones with mild cocaine content rather mild chocolate content, it was off to Tupiza for our first night in Bolivia. The scenery along this stretch is known as the "Badlands of Bolivia" conjuring up images of the wild west.



*The gateway to even higher altitudes*

The hotel was smack bang in the middle of town and although there was only room for a small wheelbarrow in the parking area, we managed to squeeze 9 motorcycles and a couple of cars in with the support van, we'd worry about disassembling it all in the morning. We then managed to squeeze a few beers in before braving a wander up the street. Fears that Bolivian towns would be very basic were soon put to rest in the excellent Alamo Restobar, which allowed use of cards to pay, something we'd have to get used to again having spent such a long time in "cash is king" Argentina.



***Bikini model on surfboard over bar not covered by travel insurance***

Day 52 was unpacking the carpark, luckily someone with advanced Jenga skills was on hand to avoid the entire thing collapsing into a tangle. Off we went, with the plan to re-fuel somewhere on route. This raised a significant problem; although Bolivia welcomes tourists travelling in vehicles with internal combustion engines, it doesn't generally allow service stations to sell to tourists the liquid that allows combustion to happen. Bizarrely you can pull up at a servo, and just have to ask whether they will sell you fuel. Generally the answer is no, which is not ideal for maintaining calm when one's remaining tank volume is unlikely to get to the next town, and locals are happily cruisin' up to the bowser in a solid stream. Bribery sometimes works,

but they are actually obeying the rules not selling us fuel so you will only get it if they are Samaritans.



***Super GRIFO II now on the permanent grudge list***

Across the Altiplano, the GPS was constantly poked at to see the altitude, and it reached a peak of about 4,300 m just as we went past the peak of Potosi, the mountain that eats men. Down fractionally to 4,000 m at the hotel, the first real experience of altitude was upon us. Doctor Paul with his high altitude climbing experience had given us a presentation that morning, but I didn't understand much of what was said because he didn't use PowerPoint and there were no pictures.



***Potosi's man eating mountain***

The range of responses amongst the team was fairly normal - headaches, dizziness, stomach problems, gasping for breathe, down to just about nothing. Cindy had stocked up with Diamox which works by making the body think it is has a high blood concentration of CO<sub>2</sub> so tricks it into increasing the



breathing rate. And it is a diuretic so she forgot all about the altitude while urgently trying to find a baños, win-win. I felt a bit more lethargic than my normal “just can’t be bothered going for a walk” but otherwise fine. A feature of hotels in Potosi is they all have oxygen cylinders for those who are really struggling. A slog down into town to find more coco lollies, then another slog down into town for an excellent dinner, and we set ourselves to experience our first night at nearly 4000 m.



### ***Testing the effect of a huge local beer while David looks on in awe***

Day 53 was the Potosi mine tour. One of the world’s great deposits, it has produced around 65,000 tonnes of silver as well as lead, zinc, and tin, and killed and still kills and shortens the lives of uncountable numbers. It is all underground now, and so the co-operative mining still has to abide by certain universal underground truths; ground support, running services (air and water), clearing areas before blasting, and allowing dust to settle before moving back in. That said, the old-world conditions make it an interesting place to visit. Firstly we had to buy coco leaves and 96% proof alcohol and soft drink, and what is universally called dynamite,

safety fuse, and small bags of ANFO (ammonium nitrate mixed with diesel) for the miners. Then into the underground gear.



### ***Potosi mining essentials; coco leaves, 96% ethanol, and explosives***



### ***Fashions on the field***

Up to the mine, the harsh reality is immediately apparent with the ore loaded into carts and pushed out along the drives, and the individual miner’s efforts dumped into their own piles. The mineralised rock is then separated from the waste fines and sold to concentrate buyers. Compared with modern mines with hundreds or thousands of tonnes of concentrate produced daily, it is easy to see how Bolivian individualistic and co-operative custom limits the miners to a very tough life.

Down pit, it wasn’t as bad as thought, and expectations of being taken into a drive “sanitised” for tourists was quashed as soon as we had to get up against the walls to let ore carts pass. The miners get their own working areas, with drives locked

off and presumably some system in place to keep common areas and services in good condition.

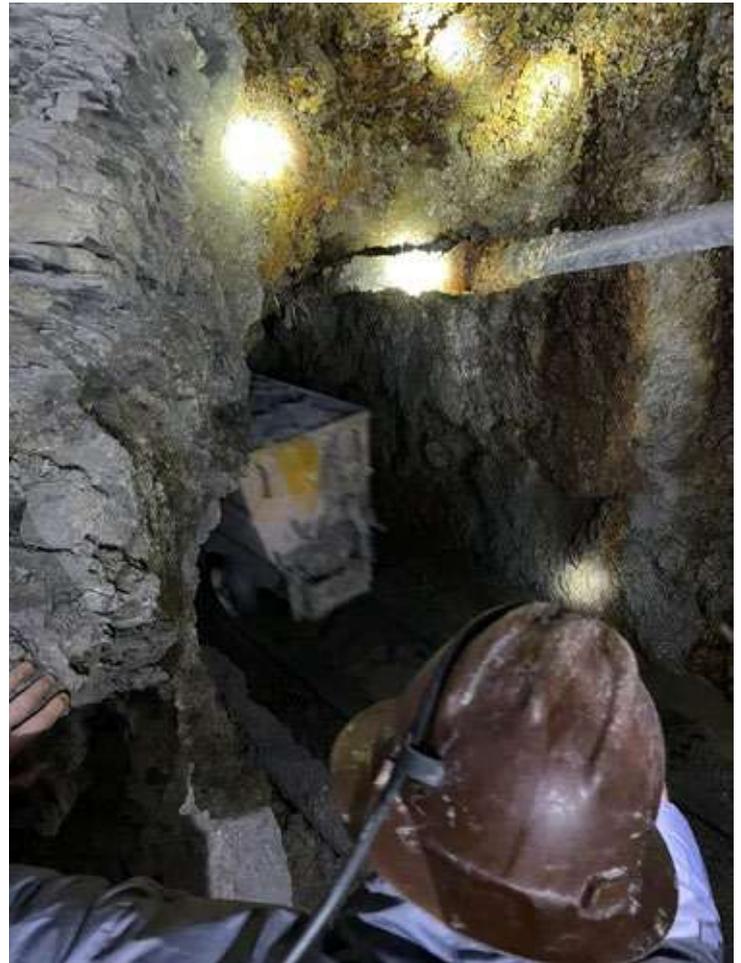


### ***Sorting the good from the bad by hand***

First duty was to see and make offerings to El Tio, The Uncle, Lord of the Potosi Underworld, who like most deities needs a bit of attention to keep things running smoothly. El Tio has a diet and lifestyle which would be described by Keith Richards as “sound” - he survives on coco leaves, ciggies, and 96% proof alcohol, and possibly some Viagra if the visual evidence is reviewed dispassionately.



***El Tio set for a jolly big weekend***



### ***Look out***

Back into the light and with a few dozen coco leaves and a bit of the activating chalky stuff later, we were into the museum which had been a mint producing large amounts of coinage directly from the source. Dinner with David and Roisin in the same excellent restaurant after checking out a heap of other less excellent restaurants, and Potosi was done.

Day 54 was a very slight decrease in altitude heading south-west across the Altiplano to Uyuni. Feeling great due to a mouthful of coco leaves, the epic scenery was on display through the twisty roads, with steep valleys leading down onto the flats. Strangely photo obsessions start to creep in, not because of the coco, today's was trying to get a combo abandoned stone building and epic scenery photo. Like most obsessions it wasn't going well, no buildings were right on the edge of a cliff or they were possibly still occupied, or were up a goat track, or buried in rubbish. Eventually something awesome appears, but you can't slow quickly enough and the next opportunity for a U-turn comes 40 km later. It is a curse.



### *Could have been better*

Across a wet flat land covered with llama, which nearly became a photo obsession except the llama would have been miniscule, why doesn't the iPhone show things the same size as the eyes, and into the tiny town of Chaquilla. This is a regular Compass stop to support the local school; we'd bought some general supplies in Potosi to give to the teachers. These sort of stops can be a bit awkward - wealthy motorcyclists swanning in and showing Bolivian children a life foreign and impossible for them, but kids will be kids and we all had a ball. Especially the kids getting a ride around the square on JC's bike, several went around several times and continued to queue up.



### *Mick amusing the children with scary stories of Tasmanian Devils*

Down the hill into Uyuni, well sort of, it is at an altitude of 3600 m so no rest for the sick and those forced to transport luggage up flights of stairs. An excellent establishment, the Tonito hotel did great pizzas and had craft beer on tap, so no need to find anywhere in town. A brief wander up into town to get a few more BOB and it was all over for another day.



### *Yeah nailed it. Slept well that night.*

Day 55 was inevitably the Salar de Uyuni salt flats tour, and because the salt flats are jolly large we had to get into it early, firstly to the train and rollingstock museum out on the edge of the flats then visiting a small artisanal establishment made of salt blocks which unsurprisingly makes bespoke salt - bespoke normally an excuse to have as much stuff that isn't salt in the product as possible. Then out onto the flats proper, with puddles of hypersaline water noted by all who had been considering riding out; certain death for motorcycle electronics. To the Dakar sculpture, there were lots of bikes lined up but none were owned by someone who'd got their motorcycle bogged in a salt lake in Western Australia in 1996, they knew better.



### *Moved on but the monument remains*

Driving out onto the salt flat is amazing; there is just nothing but salt flat, and by topographical standards it is extremely flat. Suspension not required flat. Snow blindness is an issue so we'd all stocked up on sunnies for the 71 km drive out to Isla Incahuasi in the middle, not much to see except lots of flat white. Arriving at the Isla, the crew set about assembling lunch, while we climbed to the highest point to get photos of huge cacti and more flat white.



**Salar and more salar**

After lunch the standard Salar de Uyuni activity began; doing weird perspective photos. We'd pre-prepared for this with a variety of props, but one thing became immediately apparent - having a very small thing in the foreground makes the focus issues a lot more complicated.



**Perspective fails**



**Perspective wins**

Back across the flat white and into Uyuni, there was once again no need to go too far from the hotel with its craft beer on tap and quality pizzas.

56 was a change from high altitude back to higher altitude, with a target of La Paz. Big victory was had at Oruru where we managed to fill up without dramas, and the riding was very scenic. Ride Leader JC said he'd only once led a ride group into La Paz, and as he was the only one to make it to the hotel they'd decided it was a better idea to park the bikes at Compass local fixer Anna-Maria's house in El Alto, the highest altitude major population centre on earth, and catch the cable car into the La Paz valley. The traffic getting into El Alto was another step up from Buenos Aires and Rio and the other assorted congested nightmares of the continent so far; the only positive thing that could be said is that it is so congested it is fairly slow. Miraculously arriving in some semblance of togetherness and physical if not mental wellness, we greeted Anna-Maria with shortness of breath at the 4000 m level, chucked our luggage in a bus, and caught the cable car down to the hotel which was happily only at the same level as the Salar de Uyuni.



**Quinoa abounds on the Altiplano**

Day 57 was a city tour day, starting with a south-eastish trip to see the Valley of the Moon. A lot of La Paz is built on clay sediments, but this a particularly soft part with water erosion making some very interesting formations, which only survive due to the low rainfall in this neck of the lack of the woods. Inevitably some local started up the pan pipes from the top of one of the rock-capped pointy bits near the end, which had us trying to find another way



out or sneak past him while a trapped unfortunate gave him a few BOB.



### *Pan Pipers always take hostages*

Then back up to the city for the proper city tour - of note the prison almost in the middle of the city which is more like a hotel than a prison - family members live in there, and goods and services and quality of accommodation are aligned to the level of income. Then onto the touristy street, and so now is a perfect segue moment to describe a peculiarity of South American retail; the hypercompetitive yet utterly non-competitive environment. Think for a moment about our shopping life. We typically go to places which suit our shopping needs, and we are usually quite loyal as familiarity makes shopping easy and quick. But our shops avoid being right next to shops which sell exactly the same things - for example a huge Mitre 10 hardware is never sandwiched between two Bunnings hardware mega-centres. In South America, it would be. All shops selling exactly the same things are in the same street. Can't find a purple widget in my shop? I'll go up the road to see Pedro who with luck will have a purple widget, and he does, so I'll bring it back and you'll pay me, assuming you haven't just passed out due to early onset capitalism.

The city tour cut short by a teacher's protest in the main square, we were back to the hotel for a well-deserved lie-down to further acclimatise before a few quiet acclimatising drinks and dinner. Day 58 Death Road motorcycle tour has been described as a nauseum in June's Journal; a tale of humankind's

capacity to not just survive against incredible odds, but to rise up and conquer. You can't go back and read it now, I've over-hyped it. I can't describe the mountain bike tour because I wasn't on it, but Cindy was and she loved it except for waiting 3 hours at the end while they washed the bikes, finally returning in a touchy mood with the rest of the crew to La Paz at 8:30pm.



### *Shop selling dried baby llamas right next to 10 other shops selling dried baby llamas*



### *At the Death Road memorial to the bicycle rider who died from genital Lycra strangulation*

Day 59 was into the bus and a trip up to Anna-

Maria's place to get back on the bikes for the trip to Copacabana. There are lots of shops selling brake pads in La Paz, all next to each other naturally, and they should be thanked for their service given the unbelievably steep roads the poor old bus and other vehicles struggle up. Into El Alto, Anna-Marie or her architect had decided to rip up the driveway while we were gone, and the trades chaps had left a few randomly placed rock strays about which caught some off-guard, but we all got out via the footpath. Off to the west-ish after a real struggle getting fuel, it wasn't as far as the itinerary suggested, because today was the first day we were off the official Compass plan. Brief explanation - the situation in Peru had deteriorated both physically and politically - planned roads had been washed out, and the planned border crossing into Peru at Puno was actually closed due to a stoush between Peru and Bolivia. So plan B was as far as Copacabana on the shore of Lake Titicaca, not the same Copacabana as Rio's Copacabana, a night there, and back to La Paz before getting into Peru via Chile. Things were going okay, at least until we reached San Pablo de Tiquina which sits on one side of a narrow strait between two big areas of the lake.

taking everything from buses and trucks to cars, motorcycles and walk-on passengers across. The ferry deck is beams going across, with long and very shonky planks of eucalyptus with terrifying gaps either side and splits down the middle. Once our craft had made itself available for loading, it was a scary embarkation mainly because the loading ramp board ends didn't align with the barge board ends, sometimes giving a 6" step up which needed warp speed to get the bike over then instantaneous stopping before disappearing down a huge front tyre-width gap between the boards. No riding for the faint of heart.



*Yeah, this looks just great*

Another brief comment about Bolivian business which adds to all the same shops selling exactly the same things being right next to each other. It is not acceptable for companies to set up large shops with the exception of dealerships for cars, almost everything is done by sole traders in co-operatives or just on their own. So rather than have one well-designed big ferry cruising back and forward across the strait, there are lots of questionable wooden barges driven by outboards that share the ferrying,



*Loaded but with extreme prejudice against dodgy barges*

Across the short gap in a race with another 4 barges, and already feeling the 3812 m, the next part was getting the bikes off again at San Pedro de Tiquina. Pablo one side, Pedro the other. Plan was to rush the bikes backward as that end dipped when a car was getting off, and this worked both in getting the bikes closer to the ramp and completely blowing me up. Bikes off, the final straw was Cindy tragically having a minor drop and only the two of us being available to pick it up.



***Tug of war victory was sweet, but not really helping***

Off along the very picturesque shores of Titicaca, the altitude only got closer to 4000 m as we went over the surrounding hills. Into Copacabana, then out again, then back in, neither our Maps.me app nor the GPS was being particularly useful for navigation, but eventually we found the magic portal into the hotel which looked like no-one had ever been through it. Now it was time for me to collapse onto the bed and sleep for the entire day feeling decidedly ordinary, but a full recovery was made after a very light dinner of salad and chips.



***Chunky sand beach at Copacabana***

Day 60 was retirement age for many of the crowd due to the altitude which seems impossible looking across a lake that appears like the ocean which is at 0 m. The day's excursion was out to the Isla de la Luna and the Isla del Sol which included a wander about the ruins, some light souvenir purchase by some, and we were back on Drifting Slowly II for a cruise back to Copacabana. Somewhat surprised that the boat could actually travel quite fast when schedule was at stake, we pulled up at 10 seconds before the advertised time of 12 noon, then to the hotel for a picnic lunch and return to La Paz. Cunningly putting our bikes on at the back of the barge so we could be off first, but tragically on the right hand side so with the gaping no-planked bilge on the preferred left side for motorcycle manoeuvre, it was all about pretending to help get the bikes off by taking a passive supervisory role on the San Pablo de Tiquina side.

Into El Alto was exciting as I was Tail-End Charlie, and Paul's 1200GS bike was mysteriously cutting out in the middle of every major intersection. Fortunately we made it back to Anna-Maria's place unscathed by the torrents of tooting and, if my behaviour toward scroat-bag d'heads blocking traffic is universal, verbal abuse. Steeply back down into the hotel in La Paz in the bus, all we could manage was a light dinner and preparation for the leaving on the morrow.



***Pretty much sums up La Paz***

Day 61 we were up really early, and back into the bus for the steep climb back up to the bikes. Anna-Maria's driveway renovations had progressed, with the architect choosing fashionable baby-head sized boulders for the top-coat, which were nervously looked at during a non-servo re-fuel and re-pack. Heading out, there was only one minor drop so only damage to pride, then the ride back south-east to Patacamaya where we'd take a 90° turn south-west to the Chilean border. Unfortunately missing a photo of the Taxi Aroma shop, presumably selling a range of modern scents such as Eau de BO and Old Vindaloo Spice, we re-fuelled for the last time, ironically very easily. Off toward the border, the scenery became frankly spectacular, especially when the high Andean volcanos appeared. A stop for lunch just before the border truly was a highlight lunch for the entire trip - especially with grass clumps that were incredibly comfortable just to lie down in.



***Allana and Scott ignoring the volcano while sitting in the comfy grass bean-bags***

Over to the border crossing which is at the highest point on the Andes ridge line, we were out of Bolivia reasonably easily, and back into Chile for the uncountableth time after dragging every bag out of the truck and through the X-Ray inspection without the benefit of being able to breathe oxygen. Then the descent on the winding road through the rocky mountain slopes and down into the Atacama Desert, this was truly some of the best scenery we've ever ridden in and can only be described as a land of giants - everything appears at a much larger scale. Riding along the Rio Lluta green ribbon added to the contrast with the utterly barren and sterile

Atacama landscapes.



***Luckily decided not to keep riding straight ahead***

Completely blown away by the scenery, we were down into Arica for one night, staying at the luxurious Panamerica Hotel. The highlight of the evening was the drinks service or lack thereof) with Cindy easily getting her gin/tonic but a beer seemed to cause mass confusion with several staff required to sort the issue while I said "Una cerveza, por favor" to any who looked my way.

Up on Day 62, the plan was a border crossing into Peru and a mere 50 km to ride into Tacna, where we would wash the bikes, load them on a truck, and despatch them by road to Lima while we gallivanted around the country by aircraft and bus to avoid political and protest strife and damaged roads.

We got to the border, and joined a disturbingly long queue of cars trying to get into the border station. It didn't move, then just as things started to be taken off in the heat cars would suddenly move a few places up. Normally not a problem, but people in cars in this queue were hyper-aggressive and would literally drive around a motorcyclist to push in. Then a big delay, and again things were taken off in the still rising heat. Binoculars showed there was something going on further up with crowds at the entry to the crossing. A bit of horseplay and buying water and things from the wandering vendors kept us amused, before suddenly all hell broke loose and everyone started racing for the border. David and I were at the back, but managed to get past the cars and trucks and military and police personnel until one particularly officious character made us stop and put our helmets on, allowing many vehicles past



again. Arriving into a park just before one extremely aggressive and angry driver, he then decided to just block us in to prove his machismo.



### ***Tasmanian Rex "resting" after being exposed to +22°C temperatures at the border***

Another very hot and long border crossing later especially the customs to get the bikes into Peru, which did have the advantage of outlasting the aggressive machismo chap who had given up and left, and we rode the short distance to Tacna, led by yours truly as moi was the only one to have put the hotel in the GPS.

Flushed with success, we then headed to a car wash to get the bikes cleaned and play foosball before calling it a very long day in the surprisingly good hotel. Later on we discovered we'd made the news as the border had been closed just after our entry, the problem apparently being Venezuelan and other refugees trying to force their way into Peru to get back north.

Day 63. The tragic end of biking for a couple of weeks. JC had organised a big flat-bed truck, and bought lots of jockey wheels and tie-downs from a local hardware. With the jockey wheel removed,

the frame could be screwed to the wooden truck bed, and the axle bolt used as something to tie down to, four frames per bike.

With the bikes on their way to Lima, there was nothing left to do but pack the truck with our riding



### ***Cindy's big 2 seconds of South American telly fame***

gear, as when not riding it is not really necessary to wear riding gear. Juan was then sacrificed to the Peruvian roads like a Isla de la Luna virgin, except he wasn't a real virgin given his years of experience driving trucks in South America. The rest of us would be heading to the airport on the Day 64 morrow.



### ***Storm Boy begins his solo journey***

Cindy is more emotionally stable so has written about our transition to plane-bus people (link below to the blog article), then next month I will pick up again from Lima after the pan-pipe induced coma.

<https://travellingbennetts.com/2023/06/26/na-da-motos/>



## A collection of Photos from the past, courtesy of Gary Bennett

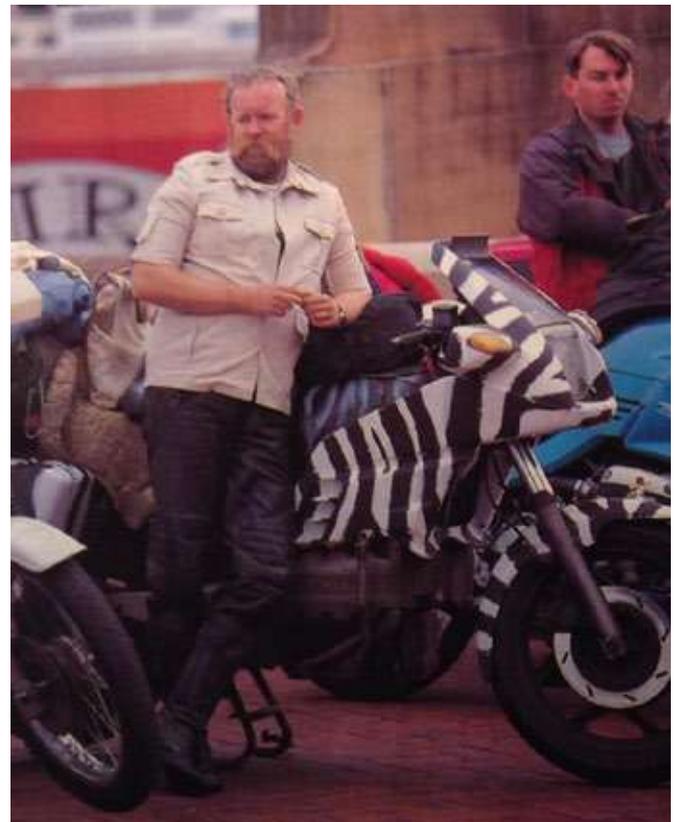


*Anouska and Wendy, late 2000's*

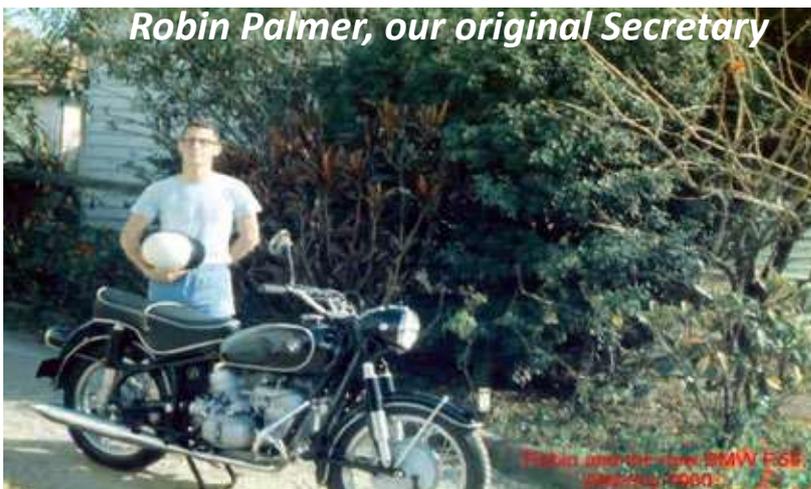
*Service Day early 2000's*



*Robin Palmer, our original Secretary*



*Charlie Brown and the famous Zebra, mid 90's*



### ***By Tony Malone, Member #67***

Many refer to Wednesday as hump day, it being in the middle of the week. Our Club hosts a mid-week ride around the third Wednesday of the month, which admirably serves those who are fortunate enough to have that day off. Being “fortunate” enough to be amongst those few, I have been able to take part in a few of these, and on 19 July 2023 I headed to Dayboro to meet for the hump run to Hayes Landing on Somerset Dam. Events man Ben led the ride, and about a dozen of us gathered for a great day.

But back to the beginning. I live in North Ipswich, and on rising I saw that the day had dawned with quite a lot of fog. Heading off I crossed the Warrego Highway at Tivoli, and saw that traffic was at a stand-still. I remained happy, as my plan was to travel by Mt. Crosby Road, across this obstruction. The view from the road running past Karana Downs was quite spectacular. At that time of day, the fog was starting to disperse, and by Gap Creek Road it had all but disappeared. The morning was cool and fresh.

Taking the road through Samford I started to appreciate the creature comforts of my RT. You see I decided to take my 1981 R100CS, and while in her day she might have been thought of as a magnificently comfortable machine (and in many respects still is) the lack of a full fairing and heated things (especially the grips) became quite obvious. However the weather was warming and by the time I reached the gathering point everything was back to comfortable.

After his briefing, and reminding us of corner markers, Ben led us over Mt. Mee, turning left just before the Restaurant (and at the end of that magnificent 100kph zone, which I am enjoying immensely, remembering fondly the times when that was the limit for the whole road) and taking us in a loop until re-joining the road just before the 60kph down the hill. Ben then took us along the Delaney’s Creek road, one that I had not ridden for many years, and indeed had forgotten about!

This is one that the Ducati Club used to like. It meanders through nice country behind Woodford, and eventually emerges at the point of the lower part of the road into the Mt. Mee State Forest (taking you up to the Gantry along forestry roads and past camping areas). As I had not been along this road for over 30 years, I could not recall if there was some part of it that was unsealed (the narrow road and bridged creek crossings suggesting that it was one of the “older” roads) my question was answered by seeing a group of Harley-Davidsons coming from the opposite direction. This confirmed that there would be no dirt, but it was at time challenging to share the road with things that need a lot of it.

Joining the Neurum Creek Road again (and along the shores of Somerset Dam, which seems to be currently holding a fair amount of water) it was into Kilcoy for the first stop at C.J.’s Bakery. This is a great shop, with a wonderful range of pastries and coffee to boot. It was also a good place to grab a sandwich or something for lunch, and the destination was not catered. The “problem” with this shop is that it is so popular, not only with fellow motorcyclists but also locals (and being hump day, they were in no rush. Never mind, one of the things one adopts a patience when there is no boss on the horizon).



Ben then led us towards Somerset Dam, turning onto Gregor’s Creek Road. This is another wonderful ride, with exciting corners and a 100kph speed limit. There are some roadworks following the floods, but it is wonderful being at the head of the Brisbane River. A left turn at the end took us towards Toogoolawah along

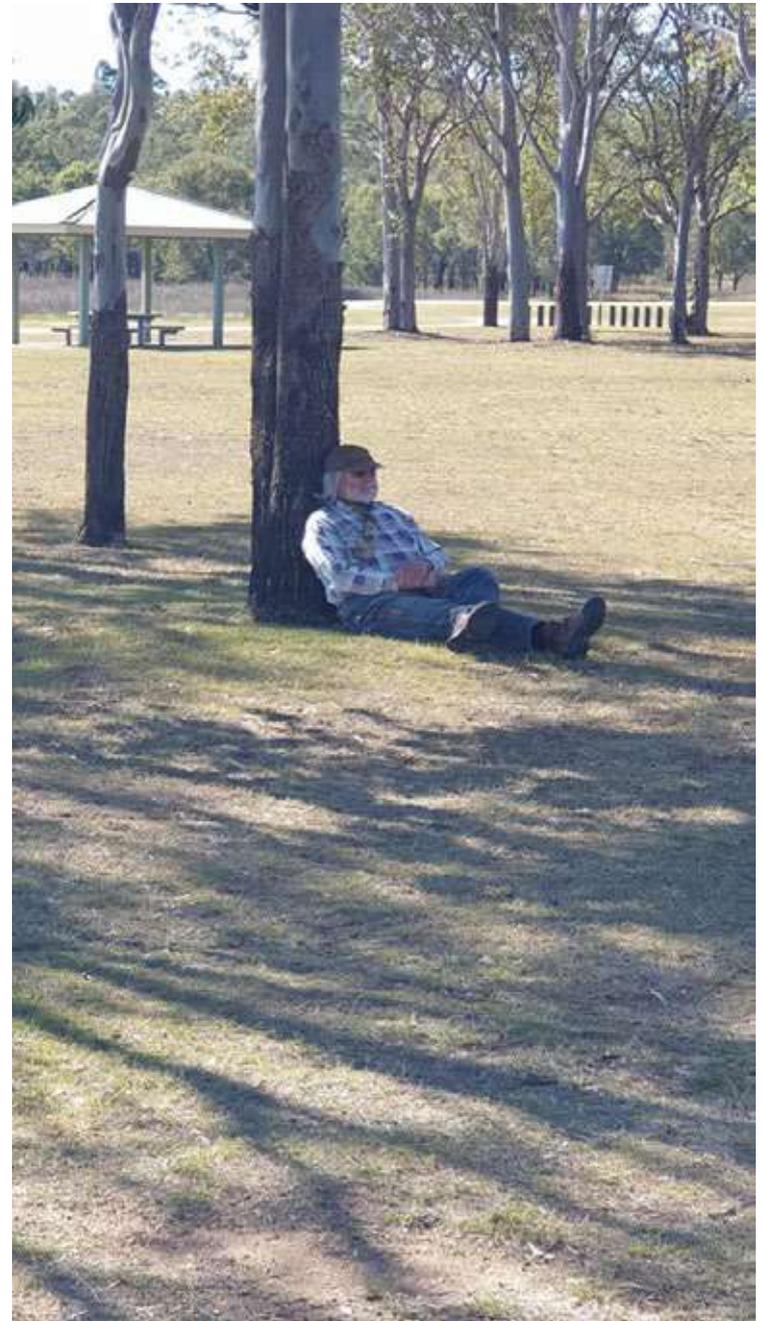
the Brisbane Valley Highway. Ben led us over the Dam wall, turning left towards the meeting place. This is at the point of the road over Mt. Glorious, if anyone has not yet had the pleasure of being there. As noted it is not catered, but has some lovely views over the lake and into the hills surrounding. There was also a (large) group of workers pursuing fire ants, who seemed to enjoy the relaxed atmosphere as well as us. Notably Gary Bennett stayed on the grass beside the unsealed road, and I did the same on leaving as the gravel seems to be just the right size to catch under my front mudguard (being injection moulded fibreglass, it is quite difficult to repair if a stone caused damage).



We stood around and talked, and ate our lunch. Not sure how many problems were solved, however I am sure that the consensus was that it had been a great ride. It was time to leave, and I decided to take the road over Mt. Glorious. I had been trying to set up the accelerator pump settings on my Dell'Orto carburettors, and the hill gives a great testing ground for acceleration under load. Fortunately there were not many vehicles on the road, and I was having a great time. Soon after Mt. Nebo I thought that one of our group had caught up with me, as I saw the unmistakable headlight pattern of an R1250RS. However on looking more closely I saw a helmet that I did not recognise, and what was apparently insignia on the shoulders of the riding jacket. Sure enough it was an unmarked Police motorcycle, and while the ride was spirited enough (even though I was not able to pass the slightly slower machine in front of me), I rejoiced that it was not a car, and that the officer's apparent attempts to get me to hurry along a little more came to an end when he

passed us on the divided lines. As it turned out, that officer did a turn not much further down the road where other officers were beside two tow-trucks winching a car from the mountain-side.

I then returned to Gap Creek Road and my home. I had covered about 360 kilometres that day (which is the number of degrees in a circle, with such a curve lying at the top of a hump). So, there we have it, a great day on the road; with me trying to end on a theme with which I started. It probably did not work as I hoped, and surely proves that in such a crazy writing style I am Alone.



## ***Introducing.....Club Mileage Awards***

Have you clocked up **100,000km**, **200,000km** or more on one bike?

To celebrate the epic achievements of these milestones, the Club will be issuing Mileage Award Medallions and Certificates to those who qualify. It can be for any make and model of bike that has reached these impressive kilometres in your ownership, **and must still be in your ownership.**

To nominate your bike, email our Secretary, Geoff Hodge on [secretary@bmwmcq.org.au](mailto:secretary@bmwmcq.org.au) with:

- **Photo of the bike or you with bike - this photo will feature on your certificate so a good quality photo will enhance the certificate**
- **Where and when purchased and mileage at time of purchase**
- **Photo of the odometer to show the kilometres.**

Presentations have started at the monthly meetings – so get your details in!



Congratulations to Michael Ahlberg who has clocked up milestones on 2 of his bikes! Michael provided us with a bit of a story on each bike per below with the pics. Michael will be presented his certificates at the next General Meeting.

## More than 200,000 km on my Harley Heritage Softail Springer FLSTS 1997.

After 75,000 km on my first FLSTS, I totalled it in a near fatal crash 2003. After 4 weeks in an induced coma and 6 weeks recovering, I bought another identical on 25 August 2003 in Shepparton privately with only 4,153 km on the ODO. That's a tank and a half per year, talk about poser.

Now the ODO reads 266,310 km, without any engine replace, rebuild or even any re-conditioning. I had 26,000 km in Europe 40,000 km around US, Canada and Alaska, 9,000 km in NZ and all the rest here in Oz. She's called Louise and fully immune to HD banter.



## More than 100,000km on my BMW R1200 GSA 2012.

First registered in NSW 10 Nov 2013. Bought in eBay auction 2015 in Sydney with ODO at only 8,530 km (minus the 960km riding it from Sydney).

Now the ODO reads 112,637, all trouble free. Except for 32,000 in Europe and Africa and 8270 km in NZ all kilometres in Oz. She's called Violet.





**By Tony Gray, Member # 3905**

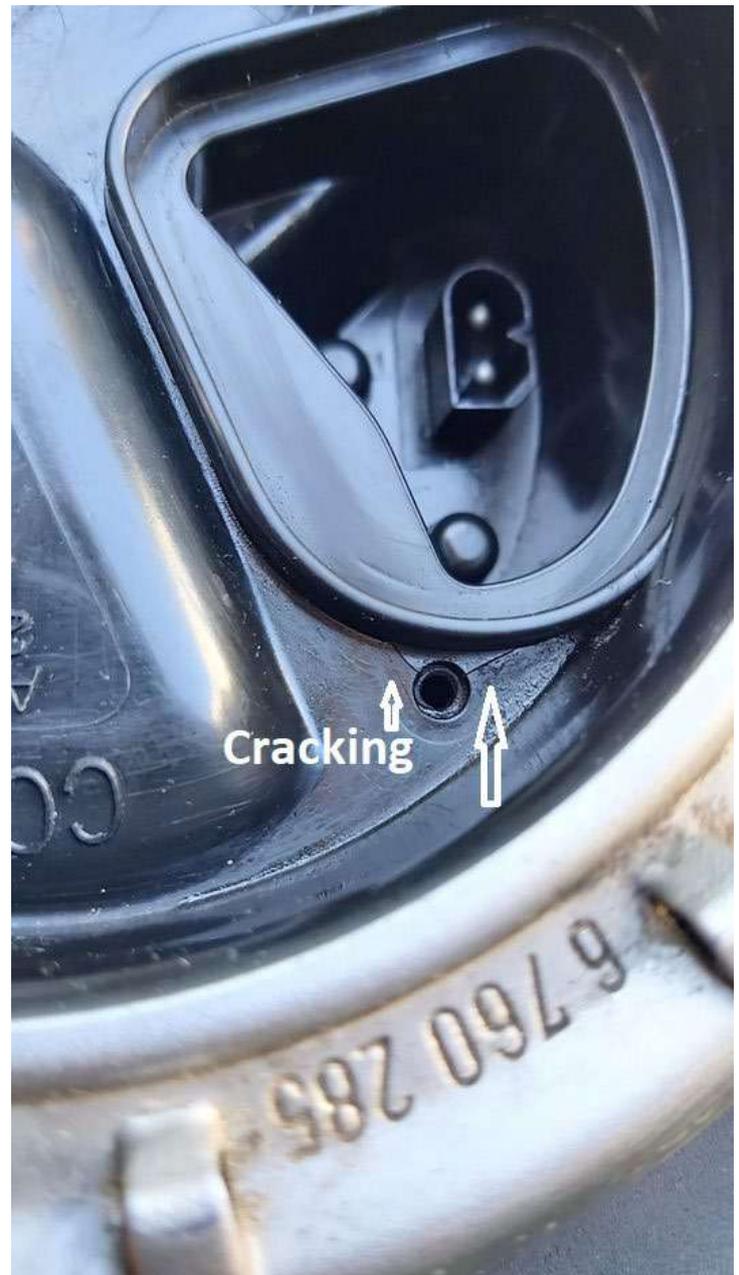
I left you in the July Journal with the expectation that my fuel problems with the 'Grey Ghost' had been resolved with the addition of new brass quick connect fuel lines. I gave the thread gel the required 24 hours to set then fired up the old girl and she ran like a dream - not a whiff of a fuel leak from any of the new connections. Wunderbar.

I had the fuel tank 'off and on' a few times so it was only carrying a few liters of fuel. I filled it up from my home drum in expectation of taking her out for a good shakedown run the next day. When I opened the garage in the morning I was overcome with fuel fumes - fortunately I am not one who starts the day sucking on a lit durry or I may have beaten Elon Musk to Mars.



## FUELING FRUSTRATIONS Pt 2

The cause of the fuel leak was not the quick connect fuel lines but an entirely new place - I found very fine hairline cracks around the mounts for the fuel pump controller (FPC) in the plastic fuel pump housing. The function of the FPC is to regulate the voltage supply to the fuel pump and therefore the speed it runs at and rate of fuel supply. It is retained by two screws that are tightened no more than finger tight so it is hard to see any stress being placed on the housing, but cracked it was at both screw points.



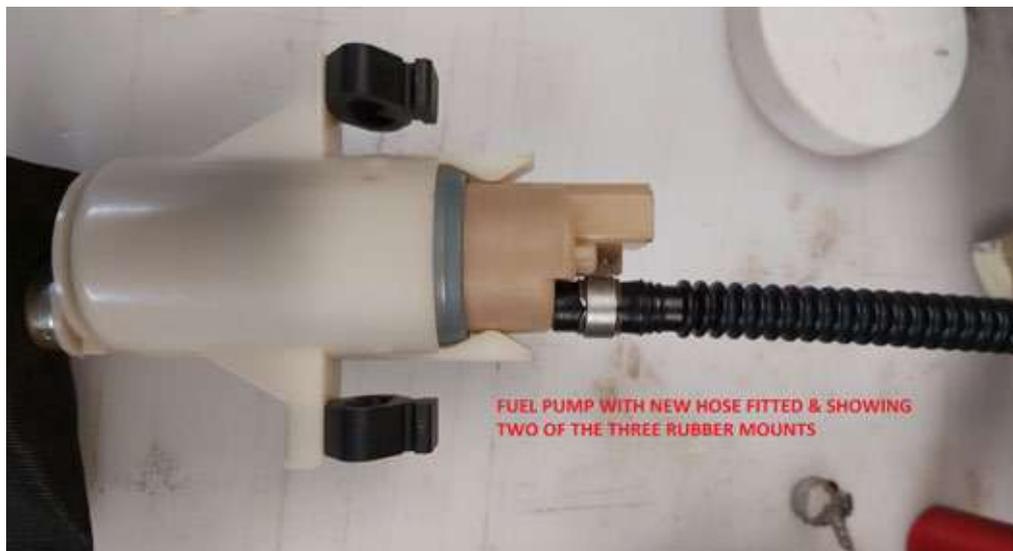
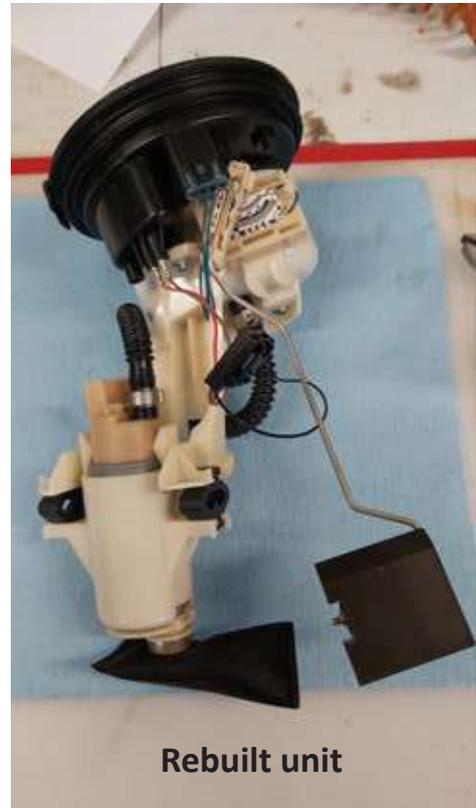
A quick trip back through history is required here - BMW had a major issue with cracking around the high pressure fuel lines on the R1200 range affecting models from the first in 2004 up to the introduction of the wet heads



in 2013/14. Mine had cracked and was replaced in 2015. BMW installed a new housing including the fuel pump as one unit even though the parts are separable. BMW only sell the complete unit as a spare part which is in the \$600 range. Being of Scottish descent I sought a more economical solution and obtained a replacement from Frank at [usedmotorcyclepartsonline.com.au](http://usedmotorcyclepartsonline.com.au) in Benalla for the price of \$120 delivered. This unit had a broken internal frame but the outer housing that I required was intact. It also came with a working pump and FPC so an absolute bargain.



When I started to separate the various parts from my unit and the spare unit to build a hybrid I better understood why BMW replaced the units as a whole when they undertook the replacement program. It is labour intensive and risky as you are dealing with plastic parts which will break if forced. The high pressure fuel hose that connects the pump to the outer housing is an extremely tight fit at both ends but only clamped at the pump end. After years of use it almost fuses to the plastic connections so it is not salvageable and must be cut off. BMW do not stock this hose but Munich Motorcycles do, but I was impatient and found a supplier closer to home at Riverview - Dirt Devil Industries (DDI). If you are looking for



this hose ensure it is made of PTFE which not only withstands the high pressure required but also is resistant to a wide range of fuels including E85, Ethanol & Alcohol. Oh, PTFE stands for Polytetrafluoroethylene, but you already knew that! This submersible hose comes in set lengths not sold by the metre like external hose. It is made from convoluted pipe with rounded ends and although flexible, the ends are

## Reinstalled and ready to run



quite rigid. To make matters worse the BMW example has different diameter ends - 8mm at the pump (clamped) and 9mm at the tank (unclamped). To add to the confusion the Munich example is quoted at 212mm long compared to the 240mm length pipe I removed.

I first tried a 220mm length of 8/8mm hose from DDI but even heating this to a point where it couldn't be held with bare hands it would not slide over the larger plastic connection at the tank end. I then tried a 250mm length of 8/10mm hose and this did the trick. I put clamps onto both ends as an added precaution. I found it easier to remove the pump from the plastic frame (3 rubber cushion mounts hold it in place) to fit the new hose.

The 2nd hand housing I got from Frank had a broken frame and there was a risk that the same might happen to my housing if left in place while trying to fit the hose to the pump. I heated the hose with a hot air gun before installing. Sensing that success was within grasp I re-assembled and installed the pump housing and bathed in the delight of a bike that fired up immediately and ran sweetly. The last test was again to fill the tank above the level of the pump housing and check for leaks. All was good - for about 2 minutes, then a slight weep appeared: Aaargh!

This time it was the ring gasket around the pump housing - exposed to air after removal it appears that the gasket had swelled and didn't fit perfectly. A quick call to Julian at M&W quoting the part number for the gasket and voila - yes I am looking at those as we speak, they just arrived in our stock delivery. A quick run into M&W and handed over a quite reasonable \$16 (with Club discount) and I was back home and had her all up and running with no leaks. This saga has taken a month to resolve with a few lessons learned along the way. Murphy's Law applies when working on motorcycles so beware. If you disturb a 'system' on an older high mileage motorcycle then expect that each component within that system will take the opportunity to fail so be prepared with a supply of new O rings, gaskets, seals etc. If you are riding an R1200 up to the wet heads it would be worthwhile checking around the fixing points for the FPC for any sign of a hairline crack. Use a magnifying glass after first removing the FPC. I will do this in future before setting off on any long trip.

Just wait there is more: After writing the above article I left the Grey Ghost and moved over to work on Rex the Kwaka who was having starter problems (another story for another day) without taking the GG for a big ride. The opportunity for that ride came on a beaut Wednesday and the mid-week ride to Somerset Dam via Mt Mee. I got about 2km from home over the Indooroopilly Bridge when the original problem resurfaced - the engine cut out. It could be cranked over but seemed starved of fuel. I could hear the fuel pump get excited when the ignition was turned on so I suspected that the FPC unit was at fault. Unfortunately the FPC bypass cable I carry didn't resolve the problem so it was another call to the RACQ for a ride home. My GS911 showed Fault codes 10167 & 10168 being Output stage to Electric Fuel Pump faulty (Most likely Fuel pump electronics/driver) and Electric Fuel Pump System faulty.

I swapped my FPC for the unit I got from Frank and the bike fired and the fault codes were no longer present. I did a bit of research that indicated the early model 1200's were fitted with a FPC with an orange coloured sealing gasket (my example) while the later improved model had a blue gasket (the replacement unit). Hopefully this story endeth here!

## Route 66 - By David Whale, Member #4185

There was no way that being so close to this iconic route that it wasn't going to be visited. Although a great chunk of it wasn't there and we were on 4 wheels it was still a must.

How better to back track than taking the lead from Billy Connolly. Harley Davidson and route 66 go together like BMW and comfort. So many customised machines in the small town it was a sight (and sound) to behold!

When we picked up the trike we did a reverse look and started from the end of '66' in the city of the angels. Riding the route for a while we headed up into the mountains where twisties on a trike are very different to 2 wheels!

Heading through Hollywood watching the beautiful people we rode to Beverly Hills to watch even more beautiful people strut by!

Riding down Sunset Boulevard, Rodeo Drive and passing the Beverly Wilshire it was clear that there was nothing like cruising on a fun machine.



## Building a Richthofen 750 or the creation of a Franken R75/6 Part 3

By Christopher Robertson, Member #243

Greetings from the land of seemingly endless BMW builds and bottomless wallets...or does it just seem that way!!!! This part is sort of the boring, but necessary, bit. You know like the scene in an action movie such as Indiana Jones where it slows down from a full-on motorcycle chase to a love scene, before the action picks up again. Thus, I will try to make this as painless, interesting and as brief as possible.

### Recap rear bearings:

Now to recap something I missed. I have made it a point to change all the wheel and frame bearings, in their respective positions. The reality is there is quite a bit of information in the form of videos on how to change these bearings on YouTube. Generally, if it is filmed in Europe or USA they are being fitted in the off-riding season, that is winter. Thus, plenty of heat is applied both for removal and refitting.

However, while heat is needed to safely remove a bearing, for example to prevent damage to a hub, I have found fitting of the new bearing is much easier in our Queensland climate. Thus, you put the bearing in a plastic bag, put it in the freezer over night to contract it, then in the Queensland sun leave the hub for an hour or two to expand in the morning, before fitting it. They will almost fall into place – promise.

The only word of caution is to remember to tell the memsaab the bearing is in the freezer, otherwise it might end up in the casserole! And do not forget about it.

### Front end, including steering head and suspension:

If we follow each section down as we go. Firstly, the handle bars, secondly the steering head, and then the suspension itself. Now briefly, the fitting of the bearings in the steering head went quite smoothly, so not much to say here, other than I must do them in my R100RS soon. (They went a bit funny and as a quick and temp fix I packed the top bearing with some grease in situ).



Now as per Photo 1, I have opted for the drop bars. These bars are the Tarozzi Race Clip Ons from Flat Racer (<https://www.flatracer.com>). In addition, from the same place I have also got the fork pre-loader adjusters and top nuts to go on the top of the suspension struts, for some fine tuning in handling (read here spring compression). Further to handling, I also obtained from Flat Racer and have fitted progressive fork springs. Meaning that the springs work harder the more they are compressed. Ideal for hard braking - if the brakes work (see below for brake comments)!!!

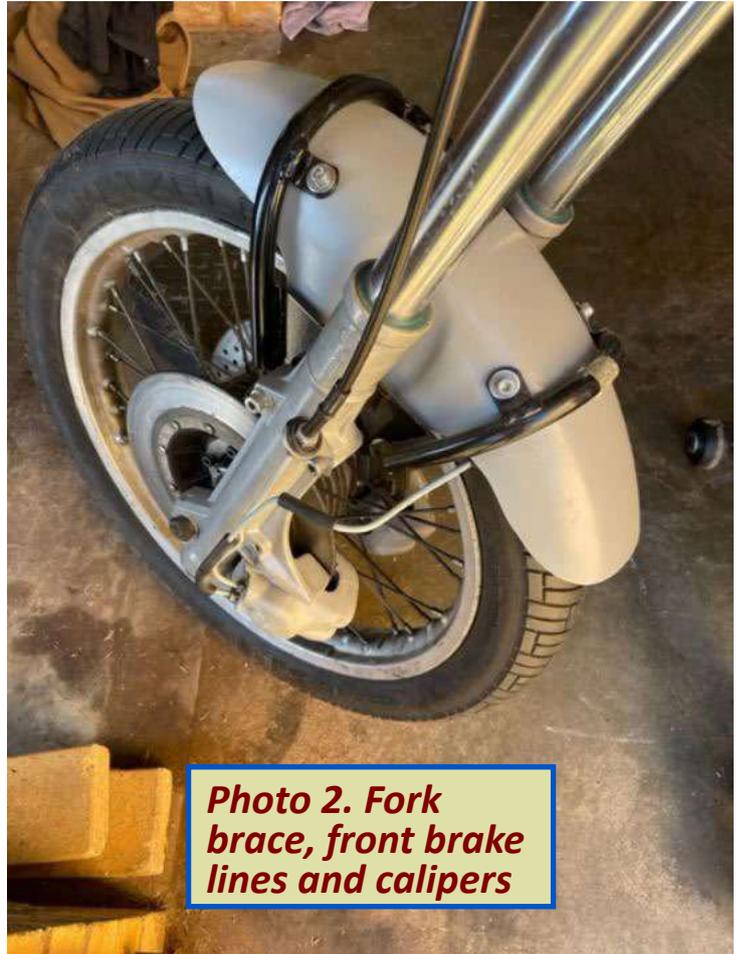
To this end, and knowing the state of the heavy forks of a standard BMW and the 'oh so flexible frames of 1970s bikes' (ride a 70s Kawasaki 750, triple, 2 stroke, for an extreme of frame flex), necessary and wise upgrades are a strong triple replacement clamp and stronger fork brace.

Firstly, the triple clamp (please refer to Photo 1 again). There are a number of types and varieties available. Invoices show I purchased this from Boxer Metal in the USA (<https://boxermetal.com>). It was a one-off purchase from them, but they have some bloody good and interesting stuff there. Looks like I paid around \$223 USD and \$41 USD postage. (Ouch, bloody ouch, again).

I selected this particular clamp as it has a number of strategically and symmetrical predrilled points on the clamp that will allow me to position an electronic tachometer and an electronic oil pressure gauge, but more on those later. I added a fork brace from Flat Racer for additional stability. (Please refer to Photo 2).

Now, as we know, the R75/6 was among the first of the disc brake BMWs, yet only one disc brake was supplied. This absence of a second disc necessitated getting a second-hand strut with a disc mount, to convert the bike to twin disc. Absolutely needed for any power upgrade of a bike for racing. I got this from, along with a disc, second hand caliper and hand brake master cylinder, from Motorworks (<https://www.motorworks.co.uk> as discussed in Part 1) . I also know (if you look closely in Photo 2) that just for

mock up purposes, I have a late drilled disc on one side and the old flat disc on the other – this will be rectified in the end.



**Photo 2. Fork brace, front brake lines and calipers**

The forks were all cleaned and overhauled with new seals and oil. I used seals and gaskets from Munich Motorcycles (<https://www.munichmotorcycles.com.au>) to overhaul the struts and was a pretty straight forward exercise. Now, as I wanted to maintain that clean alloy look, without polishing it every time I used the bike, I coated the struts with a high temperature 2K Urethane clear (Gilsten) from Permanent Painted Coatings (PPC <https://www.ppcco.com.au>). (You should see a sheen in the forks in Photo 2). I used a lot more hardener than they recommended. Bloody stuff would not set (go off hard) for days even in summer. Unusually, this time I read the instructions before I did it and I am sure I read the required mixture right (famous last words).

Now I also coated (2 coats) the gearbox with this mixture, and honestly, I have yet to decide whether this was a good idea or not. Time will

tell whether it works. I only hope that if I have to remove it there are no issues. PPC were great to deal with and have a range of automotive paint products and provide information and advice quite freely by email.

### and the bloody front brakes:

I would have to describe this part of the bike as “work under progress and continual refinement.” These have been a bit of a pain and are really an ongoing issue to be sorted out. Now to recap, BMW in their wisdom (read here why the f\*\*k did they do this? - perhaps so the thing could leak brake fluid and corrode the top frame bar in peace, or did it seem like a good idea at the time) placed the master cylinder under the fuel tank, mounted on the top frame bar.

As mentioned above I obtained a second-hand BMW handlebar master cylinder, (likely from an R80 – but overhaul kits go by bore size generally) overhauled it with parts from Munich Motorcycles and fitted it. (Refer Photo 1). I then overhauled the brake calipers, using original calipers. All seemed well.

(But, remember as discussed in Part 1, I cannot do just what I like. It's not just a custom job

where you can be somewhat flexible. I am bound by the rules of Motorcycling Australia. In general, it must look like a 1974 BMW – (I know I am pushing the envelope mounting a later master cylinder on the handle bars).

Now in my wisdom (if that is not a mutually exclusive sentence) I decided to run a flexible brake line half way down to the left-hand caliper and make and run steel lines in series from the left to the right-hand caliper. (Please refer to Photo 2 again).

In theory, running brakes in series should not be an issue. But despite a few mounting issues, and pressure bleeding, like our politicians or an evangelical preacher, I have yet to get the air fully out of the system. Master cylinder is operating perfectly.

Interestingly, the original brake line on the R90 with twin discs ran a short line then split a brake line to each individual caliper. In fact, I might rework the brake lines and split them just after the master cylinder on the bars with flexible brake lines to each respective caliper. Still thinking about it....bit of time yet...



**Photo 3. Near new (if unused) R100 tank, with Monza fuel cap added.**

## Other bits and pieces of interest:

Fuel tank. I decided about this early on. I just did not like the look of the R75 tank. However, and despite this, I saw on eBay a newly made aluminum R75 tank, made of course in India, for around \$275AUD. Wow every race bike has an aluminum or fiberglass tank I thought. Now this was tempting so I put in a bid of \$225 AUD. Just as it was about to close a new bid was submitted (I think by the maker) of \$375AUD. Nope, I was not going to play his game over a damn R75 tank.

About two months later a near new R100 steel tank came onto the market (Please refer to photo 3). It turns out a guy was cleaning out his dead Uncle's shed (around Newcastle from memory) and he found the tank in a cardboard box, complete with a tank cover. According to the nephew he used another larger tank, what type, he did not know.

I left the task of what transpired into a bidding war on eBay to the memsaab. As is her way, she pulled down her visor, let the red mist form, and went for it. Long story short, we won it for \$300 and I added a Monza fuel cap from Flat Racer on it to top it off.

Books. One small note of interest, if not amusement, is the purchase (please refer to Photo 4) in the 1990s of a reprint of a workshop manual and owners' manual. Likely it was from Motorworks. For some reason at that stage I was unsure whether I was going to rebuild it as a standard bike or race bike....and we know what won!!!

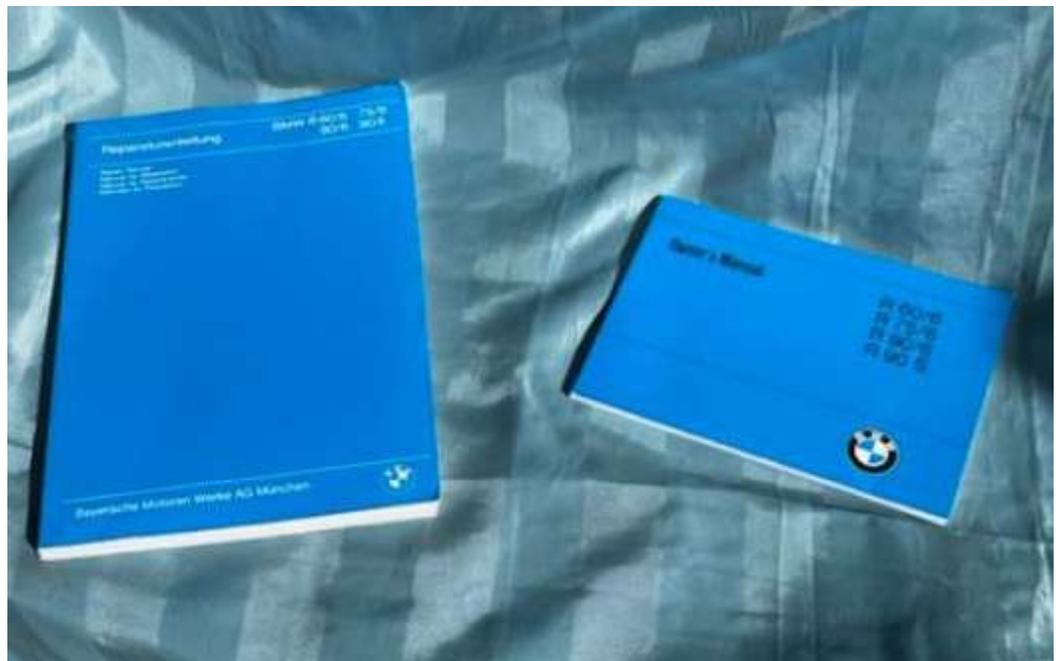
As we say good bye to the boring bit, to end all boring bits, we have now caught up to real time in the build. Yep we next move on to high drama with the motor.....And as we say and know "... much, much more pain and enjoyment to come..."

Any questions or comments only too glad to receive them. Contact details below.

Yours in the saddle (if one is still allowed to say that?).

Chris  
PH: 0403 868 375  
[christopheroberston@bigpond.com](mailto:christopheroberston@bigpond.com)

**Photo 4.**  
**A series of**  
**owner's books**  
**that were**  
**available in**  
**the 1990s.**



## 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**

***A few of Neil Andersen's pics from his BMW Off-Road Adventure Skills Course (story on next page)!***



**Above left: did the training, got the t-shirt!**

**Above: Kenilworth Homestead, training venue**

**Left: "The Hill"**

## By Neil Andersen, Member #4520

For two sunny days in June at the Kenilworth Homestead, 20 BMW enthusiasts gathered for a BMW Off Road Adventure Skills training course; to polish their off-road riding and learn better bike handling.

Since Kenilworth is a good two hour drive from Brisbane, I opted to stay overnight, close to the venue, which meant I could arrive refreshed and relaxed without having to battle traffic.

Although I had previously undertaken this course at Qld Moto Park on my G310GS, I've now upgraded to the R1200GS and wanted a refresher on the bigger bike before heading off on a ride to Cameron's Corner in August.

To ensure I gained the most from the Course, I followed the advice on the website; (mostly listed in the FAQ's):

- I changed tyres from Karoo Street to Karoo 4 for the course and my planned trip to the outback. While the course was dry and some riders were using 80/20 tyres, I was glad to experience the Karoo 4 off road.
- Fortunately, I already had the recommended riding gear. After trying different combinations of both on and off road gear over the last 10 years, I finally bit the bullet and bought a Klim Carlsbad jacket and pants and a Klim helmet. The purchase proved a great investment for a previous wet and cold trip to the Snowy Mountains and was indeed perfect for this course.



The focus of the course for me was primarily about getting to know the bike and being confident with low speed manoeuvres.

In the case of hill climbs, it's about knowing how to bail out safely and get back down. What I learnt gave me the confidence to tackle steeper and rockier hills than I previously would have.

Kenilworth Homestead is an ideal venue with a nice flat grassy area to practice low speed drills, some hills of varying difficulty as well as a dry creek crossing. I managed a low speed tumble while I was practising my rear wheel lock up and turn; very much appreciated the soft grass landing. The expert instruction on how to safely pick up the bike was very helpful.

The Instructors (Spense, Skip and Wes) are very experienced in off-road and motocross riding as well as being Certified Instructors. I found all the Instructors had a relaxed style while providing a professional and encouraging learning environment. The Instructors demonstrated the techniques and provided valuable feedback to each member of the group as they then performed the drills.

I'm very pleased to have completed this course; it helped me refine my off-road riding skills as well as providing me with feedback on what additional courses could be beneficial.

I would confidently recommend this Course to anyone looking to do off-road riding. I'm planning to undertake the Adventure Expert Course in 2024.

Finally, I would like to thank the Club for the training subsidy and providing me with the opportunity to share my experience.

Full details of the course is on their web site: <https://www.gsoffroad.com.au/our-courses>

## By Tony Malone, Member #67

As you will have realised from my story last month, over the years of use I improved my CS in a number of ways. The mild steel chrome mufflers rusted through, and were replaced with stainless Staintune Sport mufflers [no baffles, only surrounding absorbent material. When I used to race with these and due to its surprising performance, so Jim Hedderwick (a member and past President from the late 1980s) told me, it came to be known as “whispering death”]. I gave her a top fork brace which, after trying a number of alternatives to stop the front-end squirming under braking, was the most effective solution.

I had given her an oil cooler. I always used Castrol GTX (probably not the best for a motorcycle, but she never let me down). And over the years, being the scrounger that I am, I came across parts to which I aspired, one of these being a front wire spoked wheel from the collection of the late Danny Sim (a member from the late 1980s, a miner/powder monkey who tragically lost his life in a motorcycle accident down south while on leave from his work at the Blackwater mines; ironically missing the fatal mine disaster which happened while he was on leave. Vale Danny). I respoked the genuine Akront 1.85inch rim with stainless spokes from Munich Motorcycles in WA. I had a rear spoked wheel with the genuine Akront 2.5 inch rim, and decided that its stainless spokes were good enough and removed each to treat the rolled threads with never-seize and to correct tension. Fitting some Michelin Road Classics finished the part where the rubber meets the road. However much more needed to be done.



Suspend, as my Concise Oxford Dictionary tells me, means inter alia to hang up, sustained somewhere between the top and the bottom. Suspension is a noun, again inter alia being the means by which a vehicle is supported on its axles. As you have read from the main story my mission was to bring the CS not only back to life but better in every way, and with my Koni Tri-rates (purchased in 1985 and never maintained) looking very second hand I needed to have them renovated. What I found was that this was a very difficult process, and the option of choice was to purchase some new shock absorbers.

In the course of renovation I learned so much from the Web, and part of this was an improvement to the dampening of the front forks by a mob in the USA called Race Tech. I ordered the kit (giving variables such as my weight and type of riding to have the best spring rate), and was going to fit it myself. However speaking with member Graeme Norfolk (who owns Suspension Improvements at Slacks Creek <http://www.allsuspension.com>) he suggested that the best way was to take the forks to him and he could install, using the best weight of oil etc. I took the parts to him, and the worn nature of the fork legs and sliders was brought to my attention (along with most every part being seized together). New parts were ordered, and there went another couple of grand (but the parts are still available; and you need to know where to look; another example being the 40mm intake spacers to fit my Dell'Ortos). Graeme tells me that he used 15 weight fork oil in place of the standard 5. I took them home and fitted same, taking them for a test run that evening. They were not well matched to the standard BMW shock absorbers I had replaced from my box of spares (I throw little away), and the machine would wallow and in some ways feel a little insecure. However, this is what BMWs did by reputation, so it was fine.

Speaking with Graeme he told me about the Koni concern being bought out by another organisation that let the parts store run down. It followed that the rebuild was going to be difficult/impossible, and so I ordered a pair of YSS remote reservoir shock absorbers, with compression and rebound dampening adjustment, along with variable preload. I fitted these myself, with the reservoirs at the top to minimise unsprung weight (and they can be mounted either way, and how I have done it disguises the flashy advertising to preserve the understated

nature of the machine). Looking at the installation brochure it read that the (adjustable) length and dampening settings were suitable for my machine (the box was branded R100CS). As you will have read from my main story, the suspension worked just fine! (As an aside, I like to keep as much as I can fitted to the machine to be made in Germany. Contemporary times mean that this is not always possible, and I have parts from Israel, France, England, and other countries. The YSS brand comes from Taiwan, and watching 4 Corners on Monday 5 May 2023 made me realise that they need all the support they can be given in the face of the Chinese nation).

And that is the side bar story on my suspension. I was reading one of the posters on the wall at Gary McCoy's café on the 1978 500cc Yamaha GP road-racer, and saw that the tyre sizes were 4.00x18 rear and 3.25x19 front, on (respectively) 2.5 and 1.85 inch rims. In its day, the 1981 R100CS was equipped with state of the art technology. Things move on, and I am very pleased to have found out how to keep up to date. My main story back in in July tells of the outcome of this part of the project, and so there is little that I can add. When it comes to pouring lots of money into this old and faithful companion, it is surely that I am Alone.



***Credit to Google for this R100CS pic! ([www.bonhams.com](http://www.bonhams.com))***



*A small taste of the Frigid Digit 2023 in photos - next month will be a full write-up and more pics. If you have some nice ones please send through to the Editor email address.*



*Daryl Masterson very generously got some great stickers done up and handed them out at the FD dinner - thanks Daryl (and for the pic above right too, more coming next month, stay tuned!)*



*Mt Coot-tha view to the city - credit Donna Lyons*



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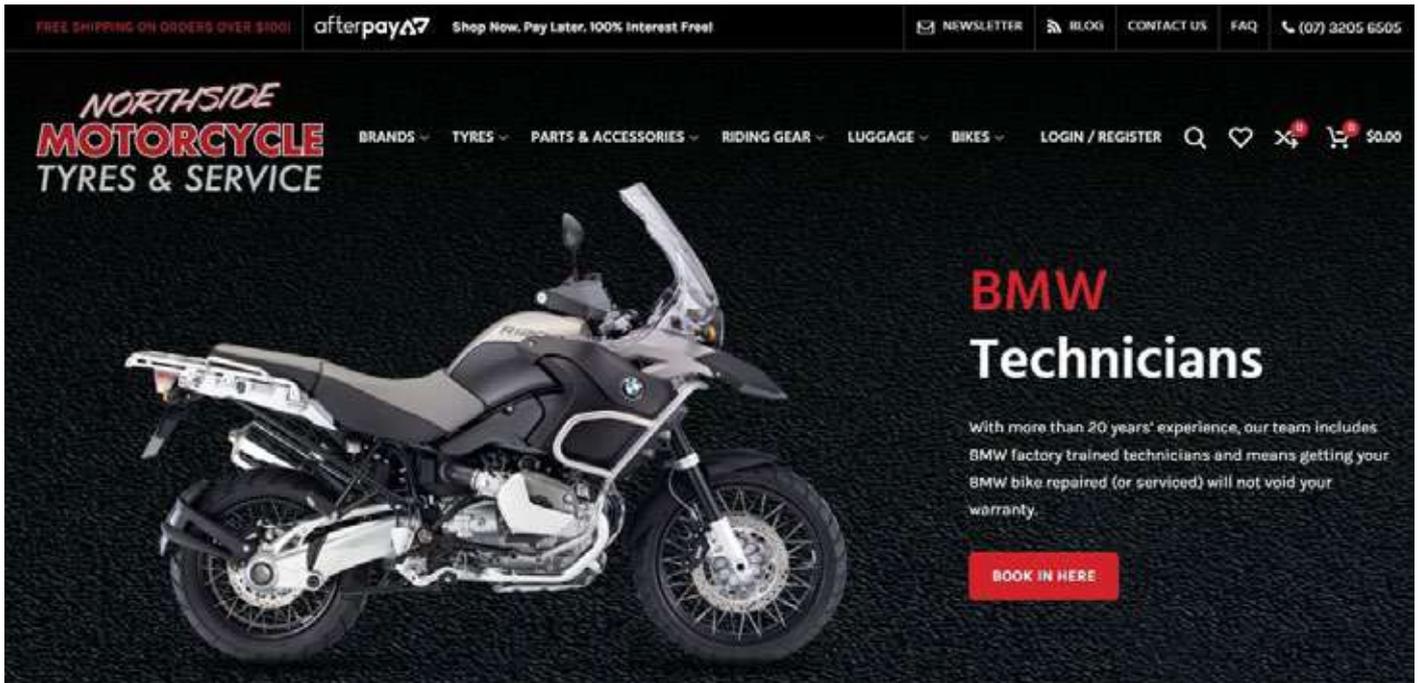
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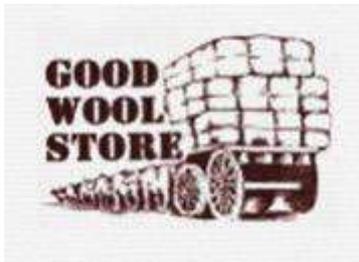
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**By Cindy Bennett, #4170**

## Clubmanship

**W**hy do we join Clubs? Doh you say with an eye-roll, to share our interests with like-minded others, meet new people who share these interests and learn something from the “elders”. Groucho Marx famously said “I refuse to be a member of a club that would have me as a member” - Fair point Groucho!

Back when I first had my 650GS - 10 years ago now, I attended the Laverda motorcycle show at Redlands Showgrounds where I happened upon the BMWMCQ tent which had a great welcoming vibe and a few nice bikes on display. “These people seem friendly” was my initial impression so I grabbed an application to join.



### ***Back to the Bush 2022 via the dirt - fun times!***

It did take us quite a few months to attend a meeting as Duncan has a major aversion to meetings of most kinds! When we did attend our first one in 2015 at the Moreton Bay Sports Club we were made to feel very welcome by then Prez Frank Hills and VP Paul Hughes – they even got Duncan involved doing the headcount of members present! We met an interesting mix of folk from very different backgrounds brought together by a love of motorcycling and BMW bikes. From there it progressed to coffee rides, longer monthly club rides and weekends away. There was always something to suit our whims and favourites began to emerge and be eagerly

awaited including the Frigid Digit, Back to Bush Weekends and for Duncan the German Club dinner nights. And of course the BIG one, Maggie & George’s famous Biscuit Ride!

On our trips away we promote the Club when and where we can and have had several successes in twisting arms to join! New blood is always needed to thrive and survive into the future.

Somehow we got elected into committee roles which we accepted with pride and this has given us a great insight into the running of such a long-standing Club (now 65 years) and we take these roles very seriously. I can highly recommend getting involved at the committee level, February 2024 is your next opportunity as all committee roles are declared vacant at the March AGM.

However, nobody wants to be a member of a club or come to events where negativity and nit-picking creeps in as it is counter to all the reasons we belong to a club. The BMWMCQ Committee are volunteers and a lot of us put a significant amount of time in for the benefit of the greater good. I know my fellow committee members are also very approachable and open to feedback communicated directly to us and will action any genuine concerns.

New ideas are also very welcome, with different coffee ride venues and offers to lead monthly rides especially valued. So get into the spirit and get involved, there are some great events coming up for the 100th anniversary celebration!



**Couple of pics from the BMWMCQ 60th Anniversary Dinner in June 2018 - get cracking if you haven't as yet booked for the 100th Anniversary of BMW Motorcycles events next month!**



## 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

BMW Motorcycles  
A Century of BMW

Bruce Preston  
Manfred Grunet &  
Florian Triebel

The BMW Story - Production  
& Racing Motorcycles  
Bahnstormer - The Story of  
BMW Motorcycles  
BMW Company History  
1972

Ian Falloon  
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*Berry on Bikes - The Hot 100 - Steve Berry*

BMW Munich

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