

JULY 2022

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BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.
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BMW Motorcycle Club
of Queensland



BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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R60/6



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Advertisers

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Caloundra Motorcycles - P.68
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Munich Motorcycles - P.69

Good Wool Store - P.70
TeamMoto - P.71
TeamMoto M&W- BACK COVER

On The Cover

South East QLD winter riding being showcased by Geoff Hodge!



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



Cindy & Duncan Bennett

Editors' Report



Some purchase an R1200C, and some have an R1200C thrust upon them. I had decided that the R1200C was an insurer's dream and a maintainer's nightmare. It is the first motorcycle we've owned that you could leave parked with the keys in out the front without fear (or hope) that it might be stolen, and to get at the battery you have to take the fuel tank off. No need for the BMW design A Team on the R1200C, it was only supposed to be competing with Harley Davidson in the US after all. A low base all round.

Then along came the fantastic BMW Motorrad National Rally at Kooralbyn, superbly hosted by the BMW Motorcycle Owners Club Gold Coast, and the R1200C swept the field in the face of some stiff competition to snatch Best in Show. Might also do the same at Crufts in someone's not particularly humble (not mine I swear) opinion. We've been taking calls from Tom Cruise's agent all week, he wants to ride it up the runway in Topgun III, and Pierce Brosnan wants to add it to his collection of ludicrously unlikely James Bond machine memorabilia, the one he jumped over a helicopter blew the hopelessly inadequate rear suspension. He plans to park it next to the Flamethrower Bagpipes from The World is Not Enough. Regardless, with that win my opinion of the R1200C has turned the corner, and it has paid the modest purchase price off many times over.



Tony has written up a more researched article on the R1200C in this edition which has educated the Editors!

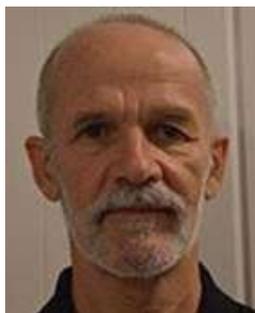
Jimbo B and Cindy B demonstrating their shared love of the BMW R1200C in the sequel to 1997's Tomorrow Never Dies:

Tomorrow Didn't Die - But The Effing Battery Did And It Is Under The Effing Fuel Tank

Submissions for the Next Journal close 25th-ish July

**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 4 August 2022**



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

Well another great riding month has passed under our wheels - where better to be for a motorcyclist in the middle of winter than right here in Queensland. We really do enjoy great year-round riding conditions. I have just watched the German MotoGP (fantastic ride to 3rd place by Townsville's Jack Miller) and it was run in 95F temperatures, similar to our summer conditions, but they cannot ride in winter due to frozen roads. Where would you rather live and ride?

I read in the current edition of Australian Motorcyclist Magazine that European Motorcycle Tour Companies (who AMM rely on for a lot of their advertising revenue) are reporting that their books are almost back to pre-covid booking levels. The exception is from Australia where bookings are proving very slow to recover. Maybe it is all of the covid horror stories we watched from overseas that has us a little gun-shy. Jane and I have just applied for new passports - that is a story in itself - as we are hoping to kick-start our overseas travel in 2023. Others in the club have already taken the plunge with Steve & Mandy Maney currently in the UK, Andy & Tammy McLeod touring Europe while Cindy & Duncan are booked for a South American Travel adventure in the first half of 2023. Alan Cox & Bridget Hallam of 'Throw Your Leg Over' fame are back in the UK ready to start another extended European Tour. Their sturdy R1200GS, Honey, will be there all of the way with them. There are no doubt many others including Cameron Coles who is preparing a recently purchased 2007 model R1200GS for the same South American tour as the Editors. Cameron bought his bike along to the club service day and was able to learn a few things about his bike as well as have the GS911 tool do a diagnostic check of the bike. The beauty of the club service days is that you will normally get your maintenance questions answered by a trusted fellow club member who has previous experience. This is much more reliable than trolling the web forums for answers.

The June service day was the first for Geoff Hamon as Tool Officer as he was unavailable for the last one earlier in the year. This was a cracking start for Geoff with a bumper attendance, plenty of work undertaken, plenty of banter, a top BBQ and smiles all around. What more could you want from a service day? Rob Wynne is a wonderful host on these days and he keeps telling me how much enjoyment he gets from having the club use his facilities. We are indeed very lucky to have club members like Rob. We are always looking to add to the club's tools inventory so if you aware of a specialized tool that would have general appeal then please let Geoff know and purchase will be considered.

Further on the bike service front, it is great to see Mark Morrissey back up and fully operational at MMM Boxerworks. Mark still has a mountain of work ahead of him but he has a smile back on his dial and is getting out again for Sunday rides with his beautiful other half, Narelle. Brian Floyd is not wasting any time since his return from Russia in getting into the restoration of his R90S. It looks like Brian is leaving no stone unturned in restoring what looks to be an immaculate example of one of BMW's iconic motorcycle models. Another of our long term members is slowly putting together a period race bike based on an R75. I am sure there are many more such restorations going on in the club that we would all love to hear about. Don't be shy, put a few words together with some pictures and send them into C&D. If you get a bit tongue tied with word-smithing then just let us know and something will be arranged to get your story out to the world. On my own home front work continues on the R1100GS, the Red Baron. This is not going to be a match for Brian's work but more a fully functional bike that will be getting dirty and proud to display the patina of its 25 year life. Life in the workshop working on bikes is certainly cathartic and should be claimable on Medicare as a health benefit.

Cindy & Duncan do a tremendous job each month getting a quality journal out on time - no mean feat especially for such a widely travelled duo. They managed to get the May journal out on time despite being on tour through Central Australia. That was some effort but we are aware that producing a journal while riding the pampas and Andes in South America may just be a step too far. The club is extremely fortunate in having Klaus & Kerry Zillner generously volunteer to take on the role of journal editors while Cindy & Duncan are away during the first half of 2023. Klaus & Kerry, now known as K&K or Double K if you prefer, wrote a top story for the journal on their recently completed trip to Tasmania. They obviously have writing talent and I have no doubt they will do a top job in the editorial chair (chairs!).

Other aspects of the club are humming along nicely with a stacked program of events and good attendances. Greg keeps signing up new members and I have been fortunate in catching up with a few of them at the last GM and at the service day. If you are a new member or maybe an older member who has just been a bit quiet lately then please get involved - the more you put in the more you will get out of your club membership. We would love to see you. **Tony.**



BMWMCQ Club Events for **JULY 2022**

Date	Start	Event	Details	Contact
Sun 3 July	12:30pm	Club Lunch Ride	Imperial Hotel, Eumundi (make your own way there or ride with mates!)	Events Coordinator Mark
Thurs 7 July	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 10 July	8:15am	Club Led Ride	To Killarney Pub - departing 08:30 Springfield Central Woolies Servo, Main St.	Events Coordinator Mark
Wed 13 July	9:00am	Mid Week Ride	Meet Manly Esplanade, leave 9:30 for a ride to Mt Cotton area lunch at Wellington Point	Editors Cindy & Duncan
Sat 16 July	5:00pm	Christmas in July	Oasis Motel Restaurant, 50 Walter Street Kingaroy	Editor Cindy
Sat 23 July	11:00am	Sunny Coast Brunch Ride	Fairhill Native Botanic Gardens, Yandina	Steve Maney - SC Riders
Tues 26 July	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark
Sat & Sun 30 - 31	8:00am	Frigid Digit Mystery Ride	Meet at Mt Coot-tha Lookout for a mystery ride to camping	Gary Bennett

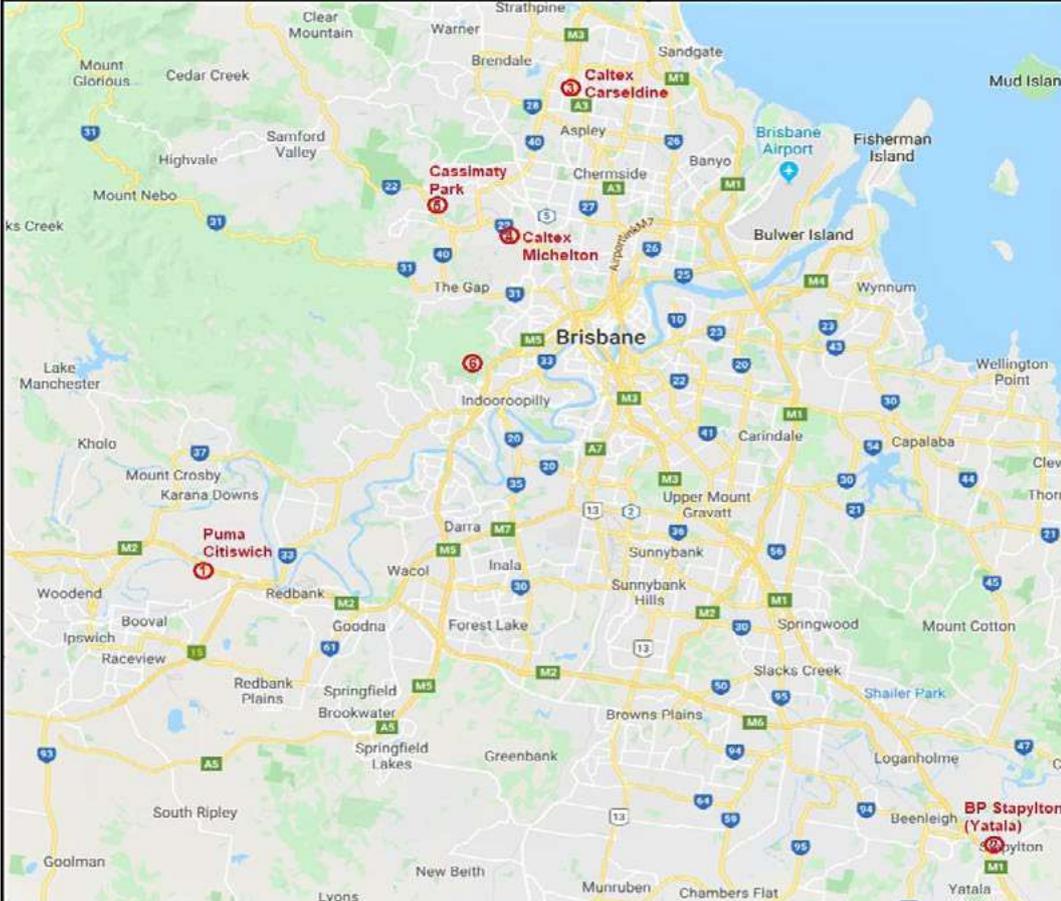
EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
Sat 13 August	Off Centre Rally	Adels Grove, Lawn Hill National Park	
Sat 20 August	Dust Hustle #12	QLD Moto Park, Boonah	www.dusthustle.com for more info
17 - 20 November	Walcha Motorcycle Rally	Walcha Showground	See the Club FaceBook events page for link to tickets

BMWMCQ Club Events for AUGUST 2022

Date	Start	Event	Details	Contact
Thurs 4 August	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 7 August	10:30am	Maggie's Biscuit Ride	Jubilee Park, Tenterfield	Peter Todd
Sat 13 August	10:30am	Sunny Coast Brunch Ride	TBA - stay tuned!	Events Coordinator Mark
Wed 17 August	9:30am	Mid Week Ride	Meet Caltex Springfield O'Reilly's, Lamington National Park. BYO lunch	Events Coordinator Mark
Sun 28 August	12:30pm	Monthly Lunch Ride	Pittsworth Hotel, Pittsworth	Events Coordinator Mark
Tues 30 August	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark

Usual departure points for rides.....



1	Puma Citiswich	Cnr Ashburn Rd & Hawkins Cres, Bundamba QLD 4304
2	BP Stapylton (Yatala)	Cnr Pacific Hwy & Stapylton Jacobs Well Rd, Stapylton QLD 4207
3	Caltex Carseldine	1754 Gympie Rd, Carseldine QLD 4034
4	Caltex Michelton	550 Samford Rd, Mitchelton QLD 4053
5	Cassimaty Park	1312 Samford Rd, Ferny Grove QLD 4055
6	Brisbane Lookout Mt Coot-tha	





Paul Hughes

Vice President's Report

Well after what seemed like months of rain and cold, ain't it grand to have Queensland winter weather to ride in? I have been making the most of it with club rides and also solo meanderings in the valleys and hills of the Scenic Rim and the Tweed Valley. Both my bikes have new "shoes" and it seemed necessary to spend many miles scrubbing them in. This is a great time of the year to own and ride a motorcycle.

I see that Smart Rider is currently offering a version 2 course in road craft. You can never have too much training and I think these guys seem to know what they are talking about. Worthwhile checking it out.

Well July is shaping up to be the "travelling" month. Kingaroy for the Christmas in July (always a great weekend riding in the Bunya's and the Mary Valley) and then The mysterious "Frigid Digit" promises to be a fun camping weekend. I think there is already about 30 who have indicated to Gary they will be attending. First week of August is the famous "Biscuit Ride" organised by Maggie and Peter Todd. A great weekend in Tenterfield with so many ways to get there and return.

Last week was our second service day of the year and what a great turn out it produced. We have to thank Rob Wynne for allowing the use of his great facilities. These service days are a big hit with lots of members coming and going for most of the morning and some producing interesting issues to solve. The collective knowledge available from members ensures everyone learns something new every time. Hopefully two more this year.

The Christmas party is being held in Evans Head on Saturday night 10th December. We always enjoy the venues in town and they love having us. Make sure you reserve your accommodation early as the party coincides with the start of the school holidays. Full details in this journal and on Facebook and the website.

Hope to catch you at one of the many July events. Ride safe.

Cheers,

Paul

Uki luncheon photo from the 26th June. How good is it to once again include northern NSW as our territory?





Darryl Gowlett

Treasurer's Report

G'day everyone,

I thought I'd have something exciting to report this month, but then I remembered an epiphany I had as a youngster which, in my opinion, was rather more exciting.

At least the rain has abated and the skies are blue again, so enjoy the roads whilst you can.

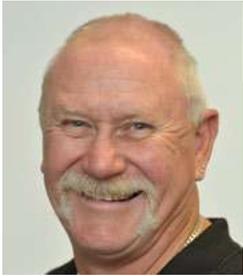
And whether or not it is clear to you, no doubt the universe is unfolding as it should. Yes, even if we get trounced by the cockroaches in the State of Origin!

Ciao,

Darryl

Trading statement as at: June 27, 2022

BoQ Balance as at:		May 28, 2022	\$ 20,074.59	Year to date		\$ 16,165.68
Income:	Membership	\$ 1,075.00		\$ 5,842.00		
	Advertising	\$ -		\$ 450.00		
	Regalia	\$ 52.00		\$ 177.00		
	Tools	\$ -		\$ -		
	Events Xmas party	\$ 270.00		\$ 6,370.00		
	Interest	\$ 2.46		\$ 7.68		
	Sundry RFDS for service day	\$ 162.00	\$ 1,561.46	\$ 1,244.80	\$ 14,091.48	
			\$ 21,636.05		\$ 30,257.16	
Expenses:	Administration Editor's app	\$ 137.97		\$ 1,164.09		
	Website	\$ 385.00		\$ 2,387.81		
	Paypal	\$ 22.10		\$ 86.78		
	Regalia	\$ -		\$ 645.00		
	Tools	\$ -		\$ -		
	Events	\$ -		\$ 2,856.70		
	Awards	\$ -		\$ 300.00		
	Sundry	\$ -				
	RFDS for CTR events	\$ 162.00				
			\$ 707.07	\$ 1,887.80	\$ 9,328.18	
Balance			\$ 20,928.98		\$ 20,928.98	
BoQ balance at:	June 27, 2022		\$ 20,928.98		\$ 20,928.98	
Term deposit:		\$ 20,541.79		\$ 20,500.45		
Interest		\$ -	\$ 20,541.79	\$ 41.34	\$ 20,541.79	
Available:			\$ 41,470.77		\$ 41,470.77	
RFDS donations	Service day		\$162.00		\$1,707.75	



Geoff Hodge

Secretary's Report

BMWMCQ Meeting Agenda/Minutes 2 June 2022

Venue: Geebung RSL

Meeting Opened:	7:30pm
Apologies:	John Allen, Maggie Rafanowicz, Michael & Anne Ahlberg, John Alcott, Peter Ferguson
Minutes of Previous General Meeting:	Accepted: Paul Hughes Seconded: Donna Wiltshire
Number of Attendees:	28
New Members (Name & MC):	Paul Doyle, K1600B
Visitors:	Nil
Returning Members:	None at this meeting
Treasurer Report:	Money is good, refer to report in Journal
Editor Report:	Duncan thanked all for the reports and stories sent in which made the first "from the road" Journal possible. Send more.....
Tools Report:	Service day 18 June at Rob Wynne's place.
Regalia Report:	Buy more Badges, plenty available. Donna asked if anyone had any ideas for styles of regalia.
Records Report:	Currently 275 financial members with 5 new members in May, 1 in June so far.
Events Report:	Distinguished Gentlemen's Ride 5 June Mid-week ride 15 June 18 June Service Day. Lunch ride to Uki 26 June 28 June German club for dinner. 10 July led ride by Frank Hills. 5-7 August round 5 Australian Super Bikes, Morgan Park, Warwick 10 August Maggie's biscuit ride in Tenterfield NSW
Month Ride: Sunday 5 June 2022 Leader: Nil	Was to be a led ride but leader unavailable to lead. Lunch at Maryvale, make your own way now.
Secretary Report:	Nothing to report.
Dealer Liaison Report:	Sales are still happening slowly 4/7 month wait on some models. Parts are more expensive. Bike sales 25 in April, 30 in May. 4 new Techs to be hired. XR1000 2020 model at TeamMoto for \$26,500 tell them Don sent you. R18 lots of deals happening. G310GS \$8000, G310 R \$7700 Electric bikes are coming in, city ride up to 130 kms range.

Vice President Report:	No report this month.
Clubs Australia Report:	Motorrad Rally 10 – 13 June. BMW online link last Friday of the month 1800 hrs BMW 100 year events July in Germany R32 the main point of attention. 40 years of K Bikes.
President Report:	2023 BMW 100 year, volunteers will be required for our events. Volunteers will be required also for the Cane Toad in future to make the event run more smoothly and more enjoyable. Those attending the service day learn how to plug your tyre on the side of the road to get yourself out of trouble – a few victims recently. For those out and about - you see a motorcyclist on the side of the road, stop and give assistance.
Other Events/Buy/Sell/Swap:	Anita has standard seat for F800GT for sale. Richard has R1100 GS all buffed up \$6000.00
General Business	Editor Cindy has a new toy 900 Triumph. Recall on K1600.
Closed:	8:30pm, next meeting 7th July 2022



Geoff looking very dapper at the DGR.



Geoff Hamon

Tool's Report

The Service Day went off very well on the 18th. We had 31 motorcycles & 33 people turn up. There was lots done. Rob got the wheels put on his R100RT with the new tyres. The engine oil changed & diff & shaft oil checked. Richard brought a mate and there was lots done on his bike including the fitting of pannier brackets. I saw Mick changing his radiator fluid amongst other things. There were lots of other things happening while I endeavored to get the BBQ ready. Paul generously took up the BBQ tools & cooked up a storm. By all reports a good day was had by all present. We even had some excellent drone footage taken by Rob himself. I snapped a couple of pics myself which are on FB. The next service day will be around September time.

Repair Manuals

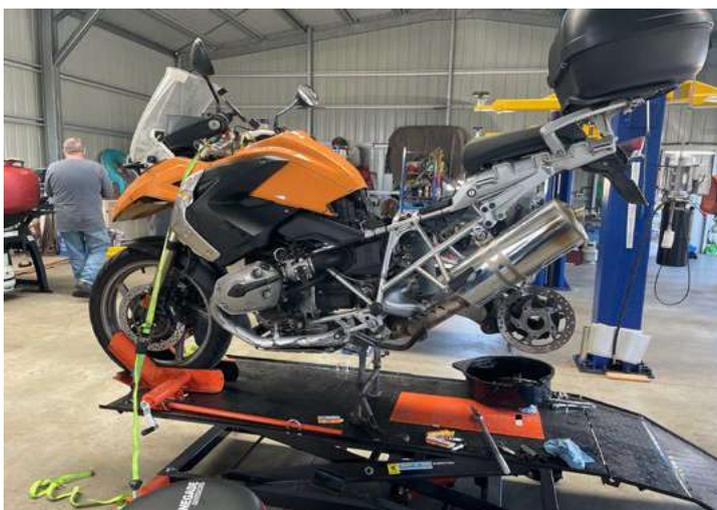
The Club has various Repair Manuals available to borrow, mainly for older bikes.

Tools for loan

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

Special Tools

- 34mm socket for rotating crankshaft
- Twinmax electronic carburettor balancer (Twin BMW engines)
- Vacuumate (electronic synchronisation of throttle valves up to 4 cylinders)
- Clutch alignment shafts (3 sizes)



- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

Club Tool Loan:

\$50 deposit (refundable) for GS911.

Contact Tools Officer

Geoff Hamon 0413 334 625

email: spares@bmwmcq.org.au





Greg Gaffney

Records Officer Report

The cold weather is affecting my four year old battery. I can get away with having it on charge for a while before each ride, but I will eventually get caught out! Time for a new one. My 2013 RT battery is very accessible and an easy change. I also add an additional cable for my battery charger and also a lead to a cigarette lighter type connector to power a 12V electric tyre pump.

records@bmwmcq.org.au Cheers Greg.

Welcome to New Members:

John Hebrard, NEW FARM

David Ryan, BURPENGARY EAST, R1250GSA

Stan Bierschenk, BRIDGEMAN DOWNS, R1250GSA

Ian Thompson, DUNWICH, R27, R65, 1956 Maico Taifun*

***Ed: Thank heavens for Google for the Maico Taifun, made by Maico in Swabia, close enough to Bavaria for it not to worry us. Taifun is Typhoon in English, apparently a very advanced design for the time.**



Donna Wiltshire

regalia@bmwmcq.org.au

Regalia Report

Hi all, I've nothing new to report on the Regalia front. Thank you to new members for your recent purchase of Club's cloth badges. It was a nice surprise to receive your communication and was much appreciated.

Kind regards,
Donna

Get your cloth badge by contacting Donna, \$6 each or 2 for \$10 - a bargain! They can be ironed or sewn on to your apparel of choice.





Lady Shirts



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



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



[7LPI](#) - \$33.50
100% polyester
*"Working 9 to 5 in this was
easy!" - Dolly Parton*



[ICE Tee](#) - \$26
Cotton
*Queen Elizabeth just bought
one in platinum!*

Bloke Shirts



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



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



[7PIP](#) - \$36
100% polyester
*"A change of government
needs a change of shirt.
I'll call Daniel" - Albo*



[ICE Tee](#) - \$26
Cotton
*"Veni, Vidi, ICE Tee" - Julius
Caesar said back in 47BC and
it's still true!*

Gender Neutral Hats & Bags



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



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



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



[Ladies](#) Vests
\$48.00



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

**AWESOME FOR
WINTER!!!**



[Metro](#) - black/charcoal or black/royal - \$21
[Swiss](#) charcoal- \$37.50
Note: a bag order small surcharge may apply - talk to Daniel!



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



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

**Look out people, you
need these now!**



BMW Motorcycle Club of Queensland



Club order form for shirts, bags and hats

Send this form to daniel@goldstarembroidery.com.au or call Daniel on **0403 150 857**

Name: _____ Email address: _____

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

Delivery address: _____

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

Shirts/Vests order:

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

Bags order:

Bag product name	Quantity	Colour
Metro		
Swiss		

Headwear order:

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

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



**Mark Mustchin****Events Report**

June events were well attended, 18 Club members made the ride to the Maryville Crown Hotel for the monthly lunch. Lunch was a long time coming but the wait was worth it, it was excellent. On the same day Cindy, Geoff, Julian, Paul and Richard (and about 595 others) attended the Distinguished Gentleman's Ride.

The BMW National Motorad Rally held in Kooralbyn was well attended by club members and it was a very successful event. Congratulations to Cindy for taking out the Best in Show award for her very well presented R1200C Cruiser and Frank for winning the Best GS award.

The Mid Week Ride to Kenilworth attracted 8 riders to the start at Dayboro & we were joined at the hotel by Carol Gilmour and her work colleague Tonya & Steve Maney who rode up from Caloundra.

The Service Day, held on the 18th at Rob Wynne's place at Jimboomba, is always well attended with plenty of bike services happening along with plenty of socialising as well. Stuart let me try out his side car outfit, but it did not take long to convince me that side cars aren't for me. If life was all right hand turns I could handle it but unfortunately life throws in left hand turns and I would probably die trying to get around one.

The lunch ride to Uki was popular with 16 members attending.

July will be another busy month for club events. We have a lunch ride to the Imperial Hotel at Eumundi on the 3rd July, the Club led ride on the 10th is to the Killarney Hotel. Big thanks to Richard Price for volunteering to lead the ride.

Saturday the 16th is the Xmas in July at Kingaroy, big thanks to Cindy for organising again. On the 23rd the Sunny Coast Brunch Ride will be to the Fairhill Native Botanic Gardens.

The German Club dinner is scheduled for the 26th, PLEASE indicate on the events page if you are planning to go along, don't leave it to the last minute as has happened with the last few dinners.

Last event for July is the Frigid Digit, this year it's a camping only self-catered event so pack your winter woolies because it will be cold.

A mid-week ride has been scheduled for the Wednesday 13th around the Bayside, Mount Cotton areas led by the Editors.

Happy & safe riding.

Mark.



HURRY AND BOOK IN!



SATURDAY 16TH JULY

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

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

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

- King room \$110
- King room + single \$115
- King room + 2 singles \$120

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

This is always a well attended event so what are you waiting for?





REMINISCING

JEGMay2022

*It's not always easy to get away
For weeks at a time or even a day
Lots of commitments both family & work
Just look at the calendar & there they lurk
But once in a while an opening appears
A chance to do something you've planned for years
Or something spontaneous you've just thought of
Either on your own or with those you love*

*Time & circumstances often curtail
Plans & dreams then come to no avail
It's moments like these you can rediscover
Fun you've had at one time or another
Forgotten memories left in the doldrums
Hidden away in boxes or albums
The joy & pleasure of reminiscing
Helps you forget what you think you're missing*



BMW Motorcycle Club
of Queensland



BMWMCQ PRESENTS

The Clubs 2nd longest running weekender...

The 23rd FRIGID DIGIT

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

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

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

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

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

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

Contact: Gary at gbennett777@gmail.com
or reply to the Event on Facebook.





This months winner for the Pic of the Month is Peter Ferguson, with a great shot that epitomises Winter. Congrats Peter, a regalia voucher is coming your way... A reminder of the criteria for the Pic of the Month:

- "Pic of the Month", will run from March to December 2022.
- Each month members are invited to submit a photo that they have taken *during that month* - there will be no theme, so anything bike/riding/Club event/ bike travel related.
- Prize will be a voucher (\$30 value) with our regalia supplier Gold Star Embroidery. This can get you a t-shirt or a couple of caps or put towards one of the bags (see p 14 for inspo)!
- Entries can be submitted by emailing to the Editors at editor@bmwmcq.org.au with a description of the photo.
- We look forward to seeing your shots!



This month Dave Whale did a "follow my nose" trip down into Northern NSW.



Peter Ferguson's excellent photo - "Warming up on the first really cold day of Winter."



John Eacott - Editors keeping warm at the National Rally!



Julian Davis - Sophia at the border!



Kate Farrar - Bathurst Museum (including the classic "Don" exhibit!)



Dave Whale - having a ferry good time!



Kate Farrar - Lithgow forest





PICS OF THE MONTH



Geoff Hamon - doing Tool Man stuff!

Geoff Hodge - an outing to Lakeside Raceway





Geoff Hamon - mid week ride down Northern NSW way with mates.



Don Grimes - "I love me bike!"



CHARLIE AND RICHARD GO TO CANBERRA, or try to explain to non – riders why I rode to Canberra!

By Charlie Brown, Member #410

The conversation went thus....

“You’re going to ride to Canberra to look at some paintings by this Geoff bloke”

“Jeffrey Smart. Yes I am”

“Don’t they have pictures of them on the net?”

“Not the same as being there. Why do you pay to go to the footy when you could watch it for free on the TV?”

“What are you talking about, it’s not the same as being there”

“Exactly!”

“Well why don’t you fly down. It will be cheaper?”

“Not the point!”

“Then what IS the point!”

“The ride!”

“Wot!”

“It is good to have an end to journey toward, but in the end is the journey that matters.”

“WTF are you on about!”

So went the lunch time conversation at work.

Sunday 27 March.

8am and I’m sitting at the BP at Aratula (or as I call it A-RATULA) fuelled up and waiting for Richard. The

afore-mentioned R arrived and fuelled up. A quick exchange of pleasantries and where to stop for fuel and we rode up over the gap. No traffic to speak of but not a lot of fun at the speed limit. On through Warwick and south into the gloom. At Dalveen the gloom was getting darker and wetter so on went the wet gear. At Stanthorpe I again wondered what drop kick decided that a round-about at the southern end of the by-pass was a good idea. We had a good run down through Tenterfield and past Barnaby’s office in the main street. The roadwork at Bolivar Hill has finished and though new bridge is impressive, it has taken the fun out of the road. We stopped at Guyra for fuel and a feed. A lamb pie and chips, very nice. I took the lead and had fun on the road from Uralla to Bendemeer and then a blast down the Moombi hills. Just south of Tamworth at about Goonoo Goonoo we were passing a car when the Man came over the rise in the BM Highway Patrol car. I thought that we were for it as we were both well over the odds, but he just kept going. Lucky. On the way down to Scone we passed a coal train about 1km long. Fuelling up at Scone was complicated by the feral kid from Mad Max II getting between us and the pumps.

Back on the road and just made it across the railway before the train. I have sat there on one occasion years ago for about 20 min waiting for the train to go by. We took the Scone - Merriwa road up over Owens Gap. Right at the top as I was cranked over in a corner the Man came up the other way in the Pajaro. Again well over the odds but they kept going.



We got some rain just before Merriwa. Got into the room showered and sort out the wet gear. We went to the pub looking for some dinner. The cook was dressed in bib & brace overalls with a boob tube. She was telling the Ambo's that there was about an hours wait for the meal all the while her right hand was down the back of the overalls scratching her ample backside. We decided to walk the two blocks to the Chinese place. The blocks are only thin but about 500 m long. Got there and were told "cashonly Noeffozzz!" A mediocre feed and trekked back to the room and ZZZZZZZZZ.

Monday 28 March Merriwa to Canberra.

The sun didn't get over the horizon until after 7am. We went down the street and got a feed from the bakery. Back to the room and fed myself and had a shower. Loaded up the bikes and rode down the golden Highway to Sandy Hollow. It brought back memories from when I used to ride twin shock trials in the area. The only thing wrong with Newcastle and the Hunter is that they are in Newsouthbloodywales, as Mr Smith used to call it. Here we jumped onto the Bylong Valley Way. The road was a bit cut up but it is still one of my favourite roads. It got a lot worse in the actual Bylong valley but came good as the road climbed out of the valley before Rylstone. At Sofala I pulled over for an ablute and a drink.

The Cars that Ate Paris was filmed here and I had stayed there twice before while doing some stuff while in the RAAF. Enjoyable run into Bathurst where I had an inedible lunch and we filled up for the final push to Canberra. The road from Bathurst through Trunkey creek was a ripper. From T Creek it started raining but not too bad. Past Abercrombie caves to Crookwell it got a bit heavier but we missed the real heavy stuff. Crookwell to Gunning was a great ride. I stayed at Gunning many years past with some friends from the Hunter BM mob. I was on my Super Tenere and it was not happy starting in the cold. The old guy from the next room walked over to talk to me just as it backfired with the sound of a rifle shot. I had ringing in my ears and I thought the guy was about to have a heart attack. It woke up ALL the dogs in town. Bonus. Anyhow across the Hume motorway and down and onto the Federal Highway and down to the Motel at the northern fringe of the

city. We got into the room and it was so small that you had to go outside if you wanted to change your mind! We re arranged the beds so as to give a little more space. We were both reluctant to go and look for some food, so I sprang for a pizza (delivered). The weather was looking a bit iffy for the next few days. I asked about a bus into town but got no intelligent answer. A taxi to the city was about \$35+. I had a brain wave and hired a car for \$60 a day for two days. Bed and the big black.

Tuesday 29 March. Canberra (closed)

Richard went for a walk and I jumped into the shower. I waited outside for the car guy and took a Mazda 3 for the next two days. It was the first time I had driven a key-less start and took a bit of getting used to. We drove off to get some breakfast and found a place at Hacket that did bacon and egg rolls. The place was in a small complex and the area reminded us of Elizabeth in South Oz. That is to say planned by some face less telephone sanitiser committee and was totally soul less. The owner of the Thai restaurant was so happy to see us and gushed all over us. Richard wanted to come back for dinner



so we booked a table for that evening. Richard navigated us through the back roads to the National Gallery. Had to wait for a bit for the gallery to open



so we had a stroll through the sculpture garden. Not bad. Got the tickets and went in to the gallery. I have for many years liked Smart's style of painting, precisionist urban and industrial landscapes. Why, well WHY NOT! To see his paintings 'in the flesh' so to speak was amazing.

We were there for a couple of hours then walked down and had a look at Blue Poles. Well, beauty is in the eye of the beer holder. On the way in I noticed the Van Gogh experience was set up over the road. I walked over and asked a lady who was just coming out what it was like. "don't waste the \$55!" was her reply. Richard looked it up on the inter web and the opinion was "Over priced and underwhelming". We drove over to Majura Park shopping plaza near the airport for some lunch. Back toward the War Memorial and it was mostly closed so we were there for a short time. Had a drive up to the lookout above the memorial and then went back to the motel for a rest. We ate at the Thai place where we had breakfast. Richard had some Thai thing and I had fish and chips.

Wednesday 30 March Canberra (still closed)

Breakfast was at the same place as yesterday but the owner wasn't as happy as yesterday. The bacon and egg roll was ok though. Over to Mt Stromlo. Closed! Drove to the Telstra tower at Black Mountain and



CANBERRA WITH CHARLIE

guess? Yes closed. Quite a few years ago I went to the National Museum Of Australia and enjoyed it so I suggested to Richard we go and have a look. Paid a king's ransom to park and went into the partly closed museum. To be fair it WAS partly open! Down into town for a subway and parked in the pay car park. Unfortunately open and costly. Over to the National Film and Sound Archives, again not as good as I remember. Partly closed. We went to the Kingston Pub for dinner and it was open, very good and reasonably cheap. A drive up to Mt Ainsley so Richard could take some night shots. Back to the motel and started packing for the ride to Newcastle. I was looking forward to being on the road again.

Thursday 31 March. Canberra to Newcastle.

I woke early as usual and read my book while waiting for Rip Van Richard to stir. We were up and ready to go well before sunrise. I was going to wait for the sun but we both wanted to get on the road. I had planned to go over to Braidwood and then down to Nowra and up to Mittagong through Kangeroo Valley, but the weather looked a bit iffy so we decided to take the boring boring to Newcastle. Filled up at the servo next to the motel and headed off. I love early morning rides. No one has got to the day and made a mess of it! Up the road into the growing dawn. About 25 km up the road we went down a valley and I saw what I took to be fog. It was in fact Lake George totally full of water, a very rare sight indeed. Near Mittagong I noticed a sign saying the Kangaroo Valley road was closed. This was one of the roads I wanted to take after riding to Nowra. Nothing to talk about until the southern regions of Sinny. We took the M7 and paid the toll to avoid the suburbs and discovered that NO ONE worries about the speed limit! Pennant Hills Rd has been bypassed, or under-passed if you like. And if you don't, well too bad. Riding through the tunnel was a bit surreal with the coloured lights reflecting of my visor, I kept thinking "My God, its full of stars" Let's see how many get that last reference. Out of the underground down through the Big Dipper (a Sinny-Newcastle freeway landmark) and we got off the freeway and fuelled up at Mt Colah. We decided on an early lunch and rode up to Pie In the Sky on the Old Pacific Highway. Very good snake and pygmy pie and a great thick shake. I again had some good roads to get to Newie



Distinguished Gentlemen's ride Brisbane – 5th June 2022

By Julian Davis, Member #4636

Due to atrocious weather in Brisbane, the DGR was postponed for 2 weeks – and didn't the weather turn on its best. A fresh morning but a glorious cloud free day.

As time ticked, it wasn't long before men and ladies dressed in their finest, riding an awesome array of bikes started to grow. In all, we think there was around 600 bikes.

The route took us through the back roads up to Mt Coot-tha where we re-gathered and headed into the city. Due to a conflict in events, we couldn't do the Story Bridge, so some 600 bikes roared through South Bank. Looking at the large assortment of bikes, I would think that there was around 80 years of bikes, some in immaculate condition. Everything from AJS, BSA to Urals and Groms (and on her L's!)

We headed back to the start for a light refreshment of the amber kind before a few more formalities and heading home.

Next year is set for 21st May. Those that don't think they have the 'right bike' for the run, from what we saw on the ride, it's all about how you dress..... in a dapper way of course!

Ed: Confirmation from Ash Ivory (Brisbane Organiser of DGR) is that \$92,997 was raised in Brisbane and over 600 bikes took part!







DISTINGUISHED GENTS RIDE

Photos from Julian Davis, Kym-Maree Bush, Cindy Bennett as well as the DGR Brisbane FB page!





Claire Bartlett looking very distinguished, Claire is the daughter of Chris from the BM Shop! Photo taken by Tim of Riot Photography.





By Stephen McDowell - Director and Principal Instructor - SMART Rider Academy

Many BMWMCQ members have now participated in the “How to keep it UP-RIGHT” rider training program at Jimboomba and have given very positive feedback about the course and the benefits they have received.

The full day training course is run by SMART Rider Academy and helps riders to enjoy their riding more by teaching strategies that enhance your riding skills, reduce risks and eliminate close calls and crashes.



The program is an initiative of the Queensland Police Service in Jimboomba who wanted to create a program to help and educate riders. The program is subsidised with funding from the Queensland Transport Community Road Safety Grants program, reducing the cost to participants to just \$50.

The initial course includes a theory session, skills session in a closed carpark environment and a mentored road ride with the Academy’s team of instructors.

Based on feedback from participants, a level 2 course has now been created.

Steve says people wanted to learn more slow speed and braking skills.

“In our level 2 course we’ve included a training exercise to teach better braking techniques, and that’s the basis of an emergency stop”, Steve explained.

“We’ve also included a rapid change of direction exercise that helps riders avoid debris on the road and vehicles that pull out on you, and another to help refine low speed turns.”

The Level 2 course also uses a more challenging road ride up Mt Tamborine, a session on basic maintenance and provides an opportunity for participants to ask their own questions of the training team during an “Ask Me Anything” style theory session.



The course venue is the same, and - for a limited time - is the same cost.

Although this round of government funding will end soon, SMART Rider Academy is already negotiating for further subsidies and has committed to continue running the program regardless.

“We’ve secured a training area in Beenleigh and another at Caloundra for future courses”, Steve added. “These training areas will also allow us to run more specialised courses in the near future that teach a wider range of higher level skills.”

More information about the “How to keep it UP-RIGHT”, upcoming course dates and registration details can be found at <https://smartrideracademy.com> or by calling Dianne on 1300 961 335 or Steve on 0411 519 994. You can also email Dianne at hello@smartrideracademy.com



Editor's Feedback:

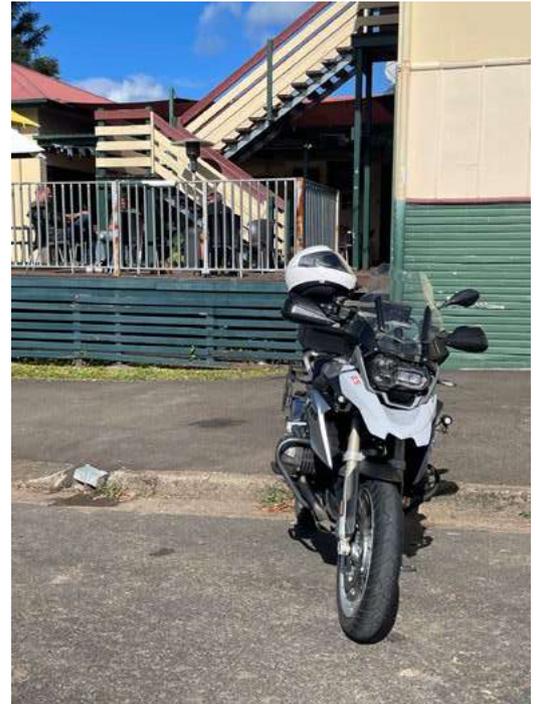
We did an UP-RIGHT course back in February. The key was that it suited all levels of rider, and certainly made us think about road positioning in relation to other vehicles. The skills sessions were very good, the trainers knew their stuff and were able to explain theory in terms of minimising risk. And more importantly consequences. We'll do level 2 for sure.



CLUB RIDE PICS



June mid-week ride was to the Kenilworth pub for lunch.



While the June Club ride went to Maryvale Pub





Awesome drone pics by Rob Wynne of the Service Day at his Jimboomba property - another fabulous day, thanks Rob!

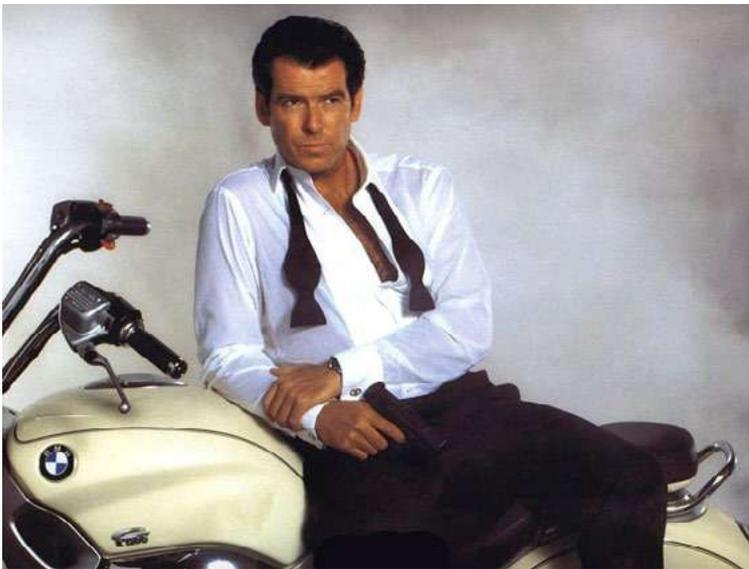




By Tony Gray, Member #3905

The BMW R1200C obtained fame as the James Bond a.k.a 007 motorcycle in the 1997 movie TOMORROW NEVER DIES. Pierce Brosnan and Michelle Yeoh co-rode the BMW (they were handcuffed at the time) through the chaotic streets of Saigon while being pursued by a helicopter and several Range Rovers. Reportedly of the 15 used in the movie, 12 examples were destroyed in the making of the chase scene. Here is a Youtube link to the chase scene in case you need to clear some cobwebs off the memory cells. Of particular interest to me when researching this story is that the scene where the bike is jumped from rooftop to rooftop above a rotating helicopter rotor was actually staged – not computer generated. That is some effort on any bike let alone on a cruiser style bike.

<https://www.youtube.com/watch?v=vFm4ZlgjGc>



Overall there were five variants of the 1200C as listed by Motorcyclist Magazine in the UK during its seven year model run. There may have been some variations to this list for the Australian market.

BMW R1200C Classic: Rebadged R1200C sold from 2003.

BMW R1200C Avantgarde: Less chrome, medium height bars, ABS a cost option.



BMW R1200C Independent: Single seat, new aluminium wheels, windshield, foglamps, white indicator lenses, BMW rondel on alternator cover.

BMW R1200C Montauk: Overall 'beefier' design. Extra wide front end and wheels from the R1200CL, braided brake hoses, additional vertically stacked headlight.

BMW R1200CL: Full dress touring model based on the R1200C.

There was also a smaller sibling R850C which is



even less common than the 1200.

So why have I taken an interest in the rarely seen R1200C? Well it just so happens that our esteemed co-editor Cindy has acquired a fine example which she showed at the recent National Motorrad Rally at Jimboomba and which won the Best in Show award.

Referencing the 'Century of BMW' book lets take a look back to 1997 when the R1200C was released. The BMW R series line-up at the time comprised the R1100 in R, RS, RT & GS guise as well as the smaller 850 R. For the purpose of this story I have excluded the K and F series bikes.

The R1100 motor was bored and stroked from 1084cc to 1170cc with measurements increasing from 90x70.5 mm to 101x73mm to create the 1200 motor. Both bikes carried the 5 speed gearbox. As suited the cruiser qualities of the C bikes, power was reduced but torque



was produced much lower in the rev range as compared to the older 1100 motor. Visually the motors are very similar save for the heavier use of chrome on the C. The rest of the bike was totally new and presented a new approach for BMW that received quite a mixed reception.

The evolution of the R1100 motor continued with the introduction of the R1150 series from 1999 with the R1100 motor stroked to 101mm giving a capacity of 1130cc and adopting a 6 speed gearbox.. The R1200C meanwhile continued in its run as the largest capacity boxer engine in the R series of bikes.

The 1150 and 1200C were replaced by the totally new design of the R1200 GS and variants from 2004. Of interest here is that the R1200 although a new design adopted the exact

dimensions of the superseded 1200C motor of 101x73mm giving a capacity of 1170cc. This 1170cc capacity remained the staple for the next 15 years for BMW until the release of the upsized R1250.

The cruiser market was neglected by BMW after the 2004 demise of the 1200C and only revived with the release of the R18 in 2020.

There are a couple of design elements that impact ownership of an R1200C as Duncan & Cindy have discovered. The low seat and changed rear sub-frame with a 15 inch rear wheel have necessitated the relocation of the battery and the fuse box to a position up under the fuel tank. This is hardly convenient for a quick check or piece of maintenance. Nevertheless the bike fulfils its design brief well as a cruiser style motorcycle with adequate power, strong torque and good braking and handling for the genre.

In all BMW produced 44,234 R1200C in all of its variants. The smaller R850C sibling only had a production run of 1,776 units making it the smallest run of any BMW motorcycle since the R68 of 1952.





The usual display of supermodels

Ross Dalton returns to maintain with a vengeance!





The weekend of 3rd June was the BMW National Motorrad Rally held at Kooralbyn Resort near Beaudesert and hosted superbly by the BMW Owners Club of Gold Coast. Congratulations to them.

Unofficial numbers gained after a few red wines suggest there were around 80 attendees and 50 or so bikes of varying marque's (including a couple of ring-in Triumphs and a Honda).

Organised rides were popular and the dirt ride led by Steve Bryant had Duncan on his Tiger in good company with all those GS's.

The dinner on Saturday night had a talk by GS Trophy qualifier Petra Hennig about her riding story which was very interesting and engaging. Prizes were awarded for the "Show & Shine" with our very own Frank Hills deservedly winning the prize for Best GS and my R1200C (Molly Maroon) winning a surprising Best in Show - I am still excited about the win and have my trophy and certificate on display on a shelf in full view of any visitors!!

The Gold Coast club set the bar high for future rallies, with the included "goody bag" containing a fantastic motorbike first aid kit and lots of cool Autosol bike cleaning products as well as discount vouchers. The 2 included dinners were of a high standard, and the venue of Kooralbyn while a bit dated was certainly most comfortable and the quiet country atmosphere was very relaxing.

Thank you to John Eacott and the other Rally organisers for all the hard work put in to make it such a success. Next National Rally is in South Australia (Barossa I believe...) in 2024 - so start planning!



Winners are Grinners!



Of course no-one tampered with the ballot box



There was the odd dual citizen present



A close run second in the show and shine



NATIONAL MOTORRAD RALLY



GS Dolphin Edition



A Tiger trying to blend into the crowd!



A very kind poem by Jane Gray, who kindly threatened us injury if we didn't print it.....

BEST IN SHOW

JEGJun2022

*There is a Club member, Cindy by name
Who for various reasons is gaining fame
She's one of the Club's dynamic editing team
With Duncan they produce a reader's dream
Month after month no matter how busy
Deadlines & schedules would make mortal men dizzy*

*She rides her bike on both dirt & tar
Again with Duncan they've ridden far
Riding through Chile & Argentina
We'd have been impressed if we had seen her
From Cairo to Capetown (with a broken leg!)
Even with that she wouldn't renege
Chasing the dirt out to Uluru
Dodging emus & a 'roo or two*

*Her pride & joy now is her R1200C
She even has a retro helmet & jacket, you see
Not to be outdone or cast aside
She rode it in the Distinguished Gentleman's Ride
Then off to the National Motorrad Rally
Winning "Best in Show" just came naturally!*



By Duncan Bennett, Member #4171

As an accessory after the BMW fact, I have sometimes been accused of having *BMW mens rea*, merely a BMW guilty mind. But attending the excellent National Motorrad Rally at Kooralbyn hosted by the **BMW Motorcycle Owners Club (Gold Coast)** has moved me up from an accessory to one who can now be accused of *BMW actus reus*, a BMW guilty act. So my lawyer tells me, but guilty your Honour, guilty and proud of it damn you! And whatever happened to *BMW womens rea* while we are spouting Latin legal terms?

The rally was spread over 4 days from Friday the 10th to Monday the 13th June, we battled the Friday traffic south and got down to the Kooralbyn Valley Hotel just before drinks kicked off. An excellent registration pack was received, containing lots of goodies from sponsor Autosol, and even items at the Kooralbyn physiological base of Maslow's hierarchy; a beanie and scarf.



The welcome dinner

We'd never realised how big the hotel grounds are until going out to the bar for the welcome drinks. The beanies and scarves were quickly deployed out on the tundra, a brisk -1°C was expected overnight. Lots of discussion and slurping of reds was required to stay warm, luckily the numbers built up and the florid faces drove the temperature up nicely.



The most important rally event was at 8am on the Saturday. Certain people had done a lot of work for the show and shine, except for doing any shine. Luckily the Autosol products came in very handy, as did a towel to get some of the frozen moisture off. The outfit was chosen very carefully, no clash was allowed with the QUEENSLANDER! theme.



How cool? Ice cold!

After the secret ballot voting, with the process slightly compromised by everyone telling everyone who they'd voted for, it was time for the led rides. Some of us are nearly locals, so know the opportunities for great rides out there, and the GC crew had done an excellent job working out some "showcase" routes. This was more challenging due to the damage to roads from recent weather, and in fact some roads had only been just re-opened. It won't be a surprise to anyone that I chose the GS version, lead by GC President Steve Bryant.

It turned out to be the most popular of the five rides, which meant that a Triumph could hide itself amongst the Motorrad crowd.



To GS or not to GS? Stupid question really.

Down through Rathdowney, the Mt Lindsay Hwy winding bits made for great riding as long as I had at least 4 layers on under the jacket. Before Woodenbong onto Boomi Creek Road, then into Urbenville for fuel, then down Paddys Flat Road. It had been over a year since our last trip, and it was surprisingly good condition. The Clarence River crossing had about 50m of quite challenging sand, but considering that only a week before Steve had taken a video of the river about 2ft over the bridge it was almost boring.



And quietly flows the Clarence

Into Drake and the usual sumptuous and completely healthy serves were hoovered at the Lunatic Hotel, where Kate's riding gloves

were noted to be oddly similar to the Tiger Woods gloves on his signed PGA board.

The way back was via the excellent dirt of Dyraaba and Kyogle, before a reverse up the Mt Lindsay Hwy and back to the hotel. "Great ride Steve" was the unanimous judgement by his followers.



Petra Hennig gives the inspiring keynote

Saturday night was the official dinner, and the guest speaker was Petra Hennig, who in 2019 qualified for the 2020 GS Trophy, before tragically having a training accident that kept her out of it. Petra is a bit of a freak to be honest, normally we expect people with 28 and 23 year old sons to be kicking back a bit, but listening to her "just do it" attitude was infectious, we all need to "just do it".

The BMWMCQ perhaps unsurprisingly won the "biggest club attendance" award, Cindy won the show and shine although even President Joe Biden is fully aware of that by now, and I won the lucky door prize of a BMWOCGC cap with my lucky number 69. All in all a great event and one that the SA club will very much struggle to beat in 2024, even though they are off to a flyer likely having it in the Barossa Valley. Guilty your Honour.





By Duncan Bennett, Member #4171

We ended Part 3 in Zimbabwe, who lead the world in number of police road-blocks.

Botswana. No Drama

The late morning entry into Botswana commenced as with all border crossings in the immigration building, as expected this was modern, clean, and relatively efficient. People leaving Botswana were over on the other side of the room, resulting in a loud conversation over the top of the officials in the centre with a couple on a BMW 800GS heading towards Victoria Falls.



Part 4 - Botswana to the Bottom

After a 10 km ride into Chobe, we found an ATM to load up on Pula, then into the luxury of Chobe Bush Lodge that was our place of ritual disrobing of sweaty riding gear before hitting the pool and a quick lunch. By 3pm, we were on a Chobe River boat cruise to see the wildlife. Within a kilometre, and before an order could be made at the on-boat bar, large numbers of elephant appeared from the bush to drink from the Zambezi tributary.

Then the usual problem for wildlife occurred; their magnificent display was trumped by a boat that

AFRICAN REFLECTIONS FINAL

had become tangled in weed, suddenly all cameras were pointed in that distracting direction. The digital shutters going off could only be compared in intensity to a gala red carpet event with Kim Kardashian getting out of the limo having forgotten to put her pants on. Eventually the captain had no choice but to disembark over the side into the 1m deep swamp, and pulled the boat out to applause from the fleet of watching vessels. No more boring elephants were bothered to be photographed that day.



Nine out of ten elephant dentists agree; getting the mud off your grass before chewing will keep your teeth healthy for longer



Suddenly the captain of the stuck boat getting over the side became even more interesting

After seeing a few hippos who absolutely refused to give their open mouth "money shot" presentation to us, it was back to the lodge to compare over dinner how much better one's photos were than all the other losers pathetic attempts.

Next day was south and then west for to Planet Baobab near the small town of Gweta,

which is in an area of national parks covering the salt pans. Weather was glorious, and the riding was very pleasant down good roads with a fair chance of seeing some wildlife, including elephant, giraffe, zebra, and antelope. Road speed limits are fairly generous in Botswana, 120kmh out on the open highway. Therefore stopping can take a while so the head was swivelling wildly to try to catch a glimpse of any wildlife. Fortunately, elephant are a bit larger than the average road clogging goat or donkey, so there was plenty of warning and time to decide how close to get when one miraculously appeared next to the road. My experience with safe elephant viewing was minimal, so time to do a panicky U-turn had to be factored in. 100m was wildly guessed at, and luckily the elephant seemed to accept my social distance estimate. Sitting on a motorcycle staring at an elephant, while the elephant stares back, is truly one of the better life experiences I've had.



I always carry a tyre iron in case I run over something like this, and have to humanely finish it off

I stopped and waited for Cindy to proudly show her the backside of my elephant now out in the scrub, only to have her ride past and completely disregard the elephant as “old hat”, and did I see the giraffe troupe that practically put on a Broadway number back a few kilometres? No I hadn't, so off we went to see yet more elephant just off the side of the road, happily ripping up the fresh grass and trees that were in abundance.

The Planet Baobab was our home for two nights. That evening at dinner, a Bush Baby, which is like a small lemur with a cute name, leapt through the rafters, easily dodging the would-be paparazzi anxious to get a photo of the nocturnal beast.

The next day was a safari out into a nearby

reserve for the specific task of seeing meerkat. Safari is the Swahili word for “uncomfortable ride for hours on a rough dirt road in the back of a 4WD with shot suspension”, but this one had the certainty of seeing a favourite. Some wild meerkat were seen after we'd got through the inevitable zebra and wildebeest, but then we landed amongst a swarm, which were very accustomed to humans trying to get cute photos. These would allow group members to sit right next to them, but like an aggressively ambitious corporate ladder climber at a company cocktail function, were always looking around to see if something or someone more important appeared.



No.1 award winning photo from Botswana – Cindy's meerkats

The next day started with the staff telling us that Bush Babies had been in plague proportions and posing cutely in family groups in perfect photography light in the dining area, if only we'd been there at 6am. After that never to be repeated opportunity was missed, we then moved onto a casual 216km ride due west to Maun, the capital of the Okavango Delta and the northern province of Botswana. Duties in Maun included getting the bikes washed professionally for the first time since Nairobi, finding Rand for Namibia and South Africa, and hanging about the pool waiting for aperitif and dinner times to roll around.

A safari was booked for the Delta, this time not to see wildlife from the back of a 4WD, but instead from the traditional boat of the Okavango Delta tribes, known as a mokoro. The mokoro is a punt, with plastic chairs added for two people, and propelled by a captain who uses a pole from a gum tree (previously some other tree before the



Australian product came along) to push the craft through the water over grasses and lilies while taking full advantage of the 3 inches of freeboard. The experience is very relaxing, assuming passengers are not sufferers of arachnophobia as loads of spider webs are crashed through dropping the tenants into the mokoro, or nervous about being close to hippos in an unseaworthy vessel with a substantial turning circle.



Cindy and I in the mokoro in a hippo-free zone

After the voyage, it was back to the hotel to continue with non-tourist activity such as shopping and hanging about the pool waiting for 5pm to come around so a guilt-free gin and tonic or beer could be ordered.

The next day's plan forced us back north once more, with the thin strip of Namibia that looks like a barb pushed from the west into the flesh of Botswana, Angola, Zambia, and Zimbabwe the target for the crossing. The bike wash lady had warned us about the poor state of the road heading north which tracks the western side of the Okavango Delta and River, however locals can often be wrong or operating on hearsay, as apart from a few potholed sections it was good quality. Which was good news as we had 530km to go for the day so any delays on top of the border crossings would have made it long.

The departure from Botswana promised to be our most rapid, and it needed to be due to the heat keeping everyone in a lather. Overdressed riders were pushed into the gardens to find water hoses, a breeze, and shade while the carnets were being cleared through customs. Finally Bayne came bearing completed documentation, and we were forced to re-don soaked jackets to make the 250m

ride into Namibia where it would all be stripped off again in front of a whole new set of officials.

Not Kiddin' Ya. It's Namibia

The Namibian border official's ability to disguise their open skepticism was a fine example of their art; 11 people showed up, all spending the same time in the country ± about 5 minutes, and all staying at the same accommodations. Yet the variety of data regarding number of days and the places we were staying on the 11 forms indicated that some were attempting to ride through without stopping for fuel, while others would be in country long enough to qualify for permanent residency by default. No worries, the forms were stamped without a change in expression and we moved to the customs window.

The first Namibian road experience gave us a first taste of local dirt. There is a lot of dirt in Namibia. It was only about 40km before bitumen appeared, fortunately before some nasty looking and heavy but brief rain for the last sector, and onto the Kayova River Lodge for the end of riding for the day. The lodge looked across the Okavango River at Angola, with immediate speculation as to whether a rock could be thrown that far, and if so would a state of war regretfully exist between the two countries? Pure speculation luckily, as a rock thrown further than 80m by a middle-aged tourist holding a beer in his other hand has rarely occurred, to the joy of the diplomatic corps.



Checking to see whether the grass really is greener over in Angola

The next day was a ride to the Etosha National Park. North-west Namibia has similarity to Australia, besides lack of marsupials, and was our

first country in Africa with large farms and fences, rather than open ranges populated with small villages and the requirement for someone to look after the stock all day. We arrived very late to our pleasant lunch stop in one of the roadside picnic areas that come along every 10km or so, mainly due to the hour or so spent in Rundu. The picnic spots have concrete table and chairs, are usually clean, and are conveniently shielded from the bush with a high fence embroidered with razor wire, presumably to stop lion charging out from cover and bringing down your cucumber sandwich.



700GS cockpit flight recorder showing 6th gear, 105kmh, 3900rpm. Seatbelt sign is off.

The Mokuti Lodge arrival process hinted at luxury; a golf cart service was included to take bags and us to the rooms, although most of the group needed to be bumped from the cart to give the bags preference. The lodge reception design included the modern trend of getting the guests to sit down in comfortable leather chairs in front of a desk while the reception facilitator sits partly behind a computer on the desk, a bit like a job interview but with a lot less lying required.

Our stay at Etosha included two game drives, the first starting at 7am to catch the morning animal peak-hour before it became too hot. Having gotten the lodge Landcruiser into the park in a lengthy process, conducted as though the security personnel had never seen a safari vehicle from Mokuti Lodge before and assumed it was full of poachers, we were straight into impala gridlock. Having worked our way through that, we headed to the main waterholes regardless of the recent rains and puddles in the hope that waterholes are exactly the same as pubs; the regulars will show up

regardless of how many trendy new wine bars are opening up nearby.



Etosha gate official wondering why on earth all these Landcruisers show up every morning

Having checked all the pubs, we moseyed around the park for a while with the guide radioing for updates on sightings from other vehicles, and occasionally parking in desperation to try to show us wildebeest or zebra while we all took the opportunity to pull out our smartphones and read emails, look at SnapChat, ask Adrian to check our latitude on his iPhone app, or text randoms back home.



The game drive equivalent of taking a valium; photographing wildebeest

Finally, joy was encountered just up the road with a bull elephant in breeding season musth chewing up bushes only metres from the vehicle, again leading to speculation as to why with thousands of acres of dense scrub available, animals seem to feel most comfortable standing on



or near roads.



Bull elephants with weeping musth glands behind the eyes are very aggressive. Those on the other side of the vehicle were giving him a bit of abuse to see if he'd charge

After Etosha we continued southwest to Omaruru. We had to back-track about 100km to Tsumeb, where we happened upon a tour group of 1200GS riders who were officially told that they were the first real motorcyclists we had seen since arriving in Africa, apart from ourselves. We stopped again down the road in Otjiwarongo, and managed to get the first morning take-away coffee of Africa at the servo, while the 1200GS group and ourselves eyed each other off, being too shy to strike up a conversation.



A new beginning – Africa's first takeaway coffee. Just needed banana bread.

Namibia has three main road categories in order of rider friendliness; B roads are prime bitumen, but only really connect the major centres up the middle and Swakopmund and Luderitz on the west coast, C roads are by far the most variable quality and range from good bitumen to suicidal gravel but go to all the major tourist areas, and D roads are local gravel roads, sometimes worse quality than C roads but sometimes better.



Photokopje

Back onto the C bitumen road we made our way down to Omaruru past a large gold mine, where we refueled and emotionally prepared for our first 15km D road experience out to the Omaruru Game Lodge. Although we didn't realise it until later, all gravel roads in Namibia are carefully groomed for the first 500m around intersections, giving the adventure rider a hit of confidence that it will all be easy. Our D road started beautifully, then destroyed hope with 20m boggy and sandy low points which usually look a lot worse than the ride through turns out to be, then back to hard packed and easy.

We pulled into the Omaruru Game Lodge without an "off", unfortunately a fraction late to de-sweat and join the game drive, but just in time to get into the freezing pool. After freshening up, we further freshed ourselves with some refreshments at the bar, which overlooked a waterhole. A resident ostrich made a nuisance of itself trying to peck at anything shiny within reach including balding scalps with a patina of fear sweat, so seat selection was important while we waited for the main show to begin at dusk. A brief distraction away from the bar was feeding of the resident cheetah, like most living in parks in Namibia orphaned when young and so unable to fend for themselves.



Hmm. A shiny scalp. Surely worth a discreet peck.

Those who had headed out on the game drive came in with a terabyte of photos, and stories of a mob of elephant charging the vehicle and one attempting to steal a French hors' devour in Nicolas, before using its trunk to engage in an activity for which no words exist in French.



Elephant trunk wanna touch Nicolas junk

Sure enough and on schedule, giraffe and rhino wandered in to the waterhole, followed by eland that look like a huge Brahman cow with a sheep's head. The animals are fed so were very familiar, allowing the bar patrons to get up close and personal.

The next day started with a backtrack up the 15km D road, as always it was better the second time as it has already been practiced, with the ultimate destination of Swakopmund on the west coast. A few kilometers out of Usakos, the group

split between those who wanted to go straight to Swakopmund, and those who wanted to see the Gross Spitzkuppe, which means Awful Spittoon according to my translation supported by three years of German at school.



Cindy's conditioner didn't specifically mention creating an effective barrier against rhinoceros

So we D roaded west and north, to find ourselves in spectacular granite outcrops with the highest peak of Mt Awful Spittoon reaching 1730m. Well, most of the group did, I managed to take a wrong turn and go 20km east which was odd as 1700m peaks in flat desert are pretty hard to miss.



No.2 award-winning photo – the Gross Spitzkuppe

The road out the western side was some patches of serious sand riding, but all managed to get out and back onto the westerly D road without an admitted "off". The next destination was about 90km west at Henties Bay, through the Namib Desert. The D road was generally very good condition, but travelling along at 100kmh there was one 100m section of sandy gravel that got the back wheel fish-tailing wildly, resulting in a stop to assess trouser condition and review the "riding on gravel roads you've never seen before" risk assessment,





before proceeding to the Skeleton Coast at a more sensible pace.



Stopped to take a calming photo after a D road wobbly experience



Unfortunately ran out of size 10 baby seal slippers the previous day

Swakopmund further down the coast was our first real “westernised town” stay of the trip. The accommodation was excellent, close to the action, with lots of restaurants and attractions to choose from, plus normal shops and even a motorcycle shop. A garden party was organised to celebrate our arrival on the west coast, with another happy confirmation on the trip to the bottle; alcohol is very cheap in Namibia and the procurement of a large bottle of gin, loads of tonic, a bottle of excellent red wine and ice set us back about A\$45. A slightly off-centre walk up into town for fish and chips gave the evening the coup de grace, with a sleep-in on the cards for the following morning.

Cindy had organised a 2pm skydive, while I was attending as a witness for a future inquest, just in case. Funds duly transferred, we were off to the Swakopmund aerodrome, happily noting on the way that there was practically zero chance of a skydiver hitting a tree in the Namib Desert.

AFRICAN REFLECTIONS FINAL



Fit young man relaxes on a SleepMaker Screaming Cindy Mattress on the way down



No.3 award-winning photo – the Namib Desert

The most remarkable part of the next morning’s ride east was the increase in temperature from a chilly 20° near the coast, to 30° within about 500m once into the Namib Desert. We headed up into the mica sheet rocky hills and over the Kuiseb River, which runs into the South Atlantic at Walvis Bay, and then through the reference point of the Tropic of Capricorn, although the GPS claimed that the sign was 3.7km too far south.

A lunch and sculling of about 80 gallons of water to re-hydrate, and a re-fuel in Solitaire, and we were into the final 105km of the day on the C19. The C19 wasn’t too bad, but there were a few patches of looseness and a few areas of corrugation requiring continual vigilance, so it was with relief that we finished off the very long and very hot day at the Le Mirage Sesriem with the traditional quaffing of beer and gin and tonics.

A tour of the famous Sossusvlei dunes and pans had been organised. Due to the heat an early start was planned and executed perfectly by the guests, but not by one of the drivers who slept in resulting in us having to drive around to his place to get him out of bed. We were only a bit late as we drove through the Namib Naukluft park gate, and about 40km later we were amongst the red dunes that sit on either side of a flat valley floor.



Dune 45 from half way down

After major re-hydration, we continued west in the vehicle to get to the Deadvlei, advertised by the guide as a petrified forest near the 350m Big Daddy dune. After several near-bogged incidents and a fair old 1km slog through sand, there was some disappointment amongst the group that the trees were about 50 million years shy of petrification, and in fact smokers needed to be careful not to set the 700 year old dead trees on fire, however the fact that they are so old and grew from a flood a long time ago sort of made up for it.



Dead tree in the un-petrified Deadvlei

Back to the hotel by lunchtime with no tip to the guide due to the fake petrified forest incident, there was some fourth order hydration undertaken and then whole of body hydration in the pool. With leftover gin and vodka from Swakopmund still weighing down the luggage, a happy hydration session was held in the grounds before a decent dinner and preparation for getting back on the bikes on the morrow.



Base model Tiger advertisement inspires the kids

Day 73 dawned under cold leaden skies, with flurries of sleet whipping across the icy desert landscape. Wrapped in thermals and all our riding gear, we slowly crunched down the frosted gravel toward our planned overnight at the uninspirationally named Burgsdorf Goat and Guest Farm. Actually it was about 30°C at 7am, so we stopped fantasising about cool weather and left early to try to get as far down the track as possible before running out of water in the 'no idea how much I've got left' Camelbak. We started on the C27, and then took a shortcut across the D845 to get back to the C19 toward Maltahohe. The D845 had some patches of sandy ugliness, but taken slowly it was OK.



D845; a disturbing mixture of corrugation and loose sand



Once back on the C19, we climbed out of the plains and onto the escarpment, and the road quality soon equaled the world's best dirt surface – very hard packed and nothing loose so 80 kmh was a minimum standard and with the glorious scenery very enjoyable riding.

With only 140 km for the day, by lunchtime we were re-fueling in Maltahohe, and then heading back out to the Goat and Guest Farm. 10 km of sometimes very wobbly sand track had to be negotiated, and the thought of spending the afternoon and night in some squalid place petting goats had the humours on edge by the time we arrived. However, the rule of thumb that the worse the access track the better the place held firm, with Cindy giving a near-record 4.5 out of 5 score. Fabulous lagoon-front rooms, lovely facilities and grounds, decent wifi, and even a pool and an honesty system bar more than compensated for the road in. Given that she didn't have an "off", 4.75 would probably have been fair. After a quick lunch, we settled down for some relaxation and social media-ing around the pool, and then headed off for a well-deserved nap.

The nap was rudely interrupted by magnificent African animals. After watching rhino drinking from a dam just outside our room, the farm owner suggested we could come into a grassed enclosure, where a cheetah was wandering about. Quickly re-reading our travel insurance policy section regarding knowingly entering cages containing large cats, we followed Andrew in under the assumption that we could probably outrun a cheetah if it had already eaten a whole 80kg bloke. The female cheetah named Tulah was 8 years old, had been orphaned, and behaved precisely as a pet cat does, sitting down for pats and purring loudly. The only issue was the licking, which felt like someone running a belt sander over the skin.



Crazy cat lady meets a crazy big cat

AFRICAN REFLECTIONS Final

A frenzy of posting cute cheetah cuddling photos on social media ensued, before a very good dinner of kudu, and sleep no longer disturbed by fear of African cats. Except for the standard nightmare about entering a leopard enclosure and finding oneself naked.

After the challenging sand ride back out to the highway was completed mainly without incident, we headed south down the good quality gravel C14 to the fuel stop at Helmeringhausen. The instant we left the little town and turned onto the C13, the number had immediate influence on our luck. Firstly there was a section of red sand which had no surface colour contrast between really deep bits and well packed bits, resulting in either getting through OK or a face plant in the soft sand.



The best mood-capturing photo taken, ever

After that it became a real slog, we thought we were good when the road colour changed back to the light brown with red undertones that had previously indicated a hard surface, but instead meant a thick layer of gravelly sand that again brought a few down. Pace dropped to very slow and the heat sucked the energy out, but eventually the road surface improved enough to pick up the pace and make it into Aus for a fairly late and well deserved lunch.

We then blasted down the B4 bitumen like riders released; no more delays or hard work on the 120kmh surface. We dropped off the escarpment back into the lifeless Namib Desert, and immediately experienced a 10°C increase in temperature which inspired even faster riding to get the air conditioning working, before hitting the coast coming into Luderitz and having the temperature drop back 15°C to something reasonable. Checked in to the hotel and looking out our bedroom window into the

harbour, the program was a drink, tighten Cindy's slowly failing chain, then a wander into town to check out ATMs and the possibility of a non-hotel seafood dinner somewhere.



The perfect match



No Solid Sewerage, Sherlock

The next day commenced at 3am for ride leader Andrew, who woke suddenly to the thought that I hadn't tightened Cindy's bike rear axle nut after adjusting the chain, thereby destroying a lucrative travel and life insurance claim by a grieving partner. With that situation resolved and the nut tightened to the precise 110Nm BMW specification, \pm about 50Nm, we headed off to the Fish River.



Namibian Rail regrets to inform its valued customers that delays are expected to services on the Luderitz line today

A trip down to the Fish River Canyon the next day started on a mildly corrugated road with a swathe of traffic going in for an early start. The geology board is always most interesting, so that was studied prior to viewing the canyon to get an understanding of how such a tiny river created the world's second biggest canyon. The viewing platform is on a bend in the river, and looks down into the canyon that is actually a canyon within a canyon.



Fish River Canyon, Namibia's world class attraction

A more challenging viewing option for the aggressive adventure rider was to ride along the canyon on a rocky road, with a spot available with no restriction as to how close to park to the edge. When 3m from about 500m drop on loose and



irregular stones, all the skills learned about slow speed maneuvering and making sure you put the correct foot down come to the fore, and the nerves are shrieking like a banshee who finds her 25 year old Grange Hermitage has corked.



Dangerous attempt to get another award winner

The awesomeness of the canyon fully absorbed, we were back on the trusty steeds and out of the park, and onto the C37 that was pretty good quality gravel with no sections requiring screaming in terror. A lunch date was held in the most barren place imaginable, with hideous looking camel spiders that are actually more closely related to scorpions running in from everywhere to distressingly find shade under jackets, bags, and other wearable paraphernalia. These things are the stuff of nightmare and can move at amazing speed.



Cindy on nearly the last gravel. Inset – a Camel Spider horror.

With lunch done and camel spiders pushed out of conscious thought, we rolled into the

AFRICAN REFLECTIONS FINAL

Aussenkehr nature reserve with some spectacular coloured landscapes, and before we knew it we were into the Gariep River valley with its vineyards and irrigated farming. A bit further on, we finished with gravel for the C2C and turned off the bitumen into the Norotsharma River Resort.

Our last night in Namibia was an extravagant feast, with a kind of personal vertical kebab for me with lots of succulent meat juice dripping on chips, the type of meal one would be proud to have described by the Coroner as the cause of death. Then to bed; perchance to sleep, but also perchance to get bitten by mozzies.

RSA, All The Way

Day 77 and we were making our final African border entry of the C2C, the next one for all of us was back into our respective country of origin. The process had become routine although it included higher temperatures than pleasant to loiter about in, and South Africa at Vioolsdrift was no exception.

The northwestern side of South Africa is still fairly stony and deserted, but as we pushed the 100 km south toward our destination of Springbok, the temperature dropped enough to chill the residual sweat and make the riding pleasant. A refuel and a stop at the ATM in Springbok, and we were ready to go out to the Springbok Inn a few kilometres south of town. Some of the dodgy characters we'd seen hanging about near the ATM didn't really inspire a ride back in for Springbok cultural absorption, so we just accepted that it was a commute day, put the bikes in a sort of circle to form a laager, then went for a lager, dinner, and to respective beds to prepare for the big 550 km push south the next day.



The full complement blocking access to the steps of the Springbok Hotel

It dawned almost warm but not quite, however memories of 60 consecutive riding days of relentless sweating were soaked in deep, so minimum insulating preparation outside the norm was taken during dressing apart from shutting some zips. Then commenced the six motorcycle rider cooling phases, naturally enough with phase one – Feeling great because I am travelling through town so only moving slowly. Phase two is full speed, still feeling good because I had a hot shower and full English breakfast this morning and thermal inertia allows the heat to hang around for a bit. Phase three is starting to become aware of a slight chill, resulting in re-checking all relevant zips and being disturbed to discover they are fully sealed.



Apparently things are not OK up ahead

Phase four is thinking about turning on the hand warmers, and deciding half heat won't react violently with the testosterone coursing through the veins. Phase five is going to full hand warmers, and telling oneself that Robert Falcon Scott and his brave men all died in the fierce cold of Antarctic blizzards in 1912, so toughen up man it really isn't that bad. Phase five usually lasts at least 50 km. Phase six is finally realising that your death from cold by a highway, albeit showing tremendous pluck, will not attract much media attention or leave a big legacy for your loved ones to cash in on, so why not just pull over and put a liner in?

All that was reversing by Vanrhynsdorp and we were well into the two well-known motorcyclist heating phases at the stop for fuel. Phase one is I'm hot, phase two is stopping and ripping everything out and off. Coffee was available at the servo so we sat in to take advantage, and then continued the southerly journey in an unpleasantly strong

easterly wind through Clanwilliam and Citrusdal to a luncheon date under some gum trees. Lunch was by now moving into complete edibles disposal mode, with pound cake and date biscuits purchased in Sudan finally accepted as unlikely to be eaten in the last days, but still offered one more time just in case someone had fortunately gone mad.



Vanrhynsdorp's Matsikammaberg. Suspect this area was settled by the Boers.

Following a quick stop for fuel and looking with temptation at the doors to the large wine shops, we rolled into Stellenbosch. By now it was quite warm and so sweaty arrivals continued unabated, made worse by the GPS indicating that the Roosewijn Guest House was the middle of a concrete roundabout. A stop in a car park to violently stab the gloved finger into the heart of the beast, accompanied by tooting of car horns as we'd blocked the exit, finally resulted in success in reaching the correct destination.

Stellenbosch is a University town, so full of fit looking people and great restaurants and wine bars and boutique pubs. The concierge at the Roosewijn Guest House even made a point that it is very safe, and we could wander home non compos mentis at 3am wearing all our diamond jewellery on flimsy chains if we were so inclined. Deciding for a stroll around the small town centre, and unable to get past a boutique pub, Cindy was forced into a 3 gin sampler and I into a couple of attractive IPA's, the first of the continent.

Finishing the evening with steak the size of a 1990's laptop and a local wine, we blundered back to the guest house at 9pm with all our jewellery on display.

AFRICAN REFLECTIONS FINAL

We headed east out of Franschoek over some fantastic motorcycling roads, devoid of any motorcycles but ourselves, as it was a Friday.

At around lunchtime, we pulled into the Arniston Spa Hotel, where strong easterlies made the rain angle move from vertical to near horizontal and right through the front door, forcing the heavily padded arriving guests bearing bike gear into a sort of 'Day in the Life of Ivan Denisovich' shuffle coming in. Lunch was priority number one, mainly because we were too early to check in, so there were no other priorities available. A warming soup soon had the cockles close to the correct temperature, and word that we could check in raised the spirits, then pushed even higher when we found a complimentary flask of sherry in the room. Certainly a first for hotel experiences, but it was too early for a small sherry as the L'Agulhas plan had not changed, even though it was hard to imagine the weather could get much worse without adding a soupçon of sleet.



Finally, IPA in the RSA

The penultimate day was east to Waenhuiskrans/Arniston, where we would re-cluster and ride south as a group to Cape L'Agulhas, where it becomes impossible to ride any further south in Africa without saltwater ingress. Some Bacchanalian like-minded individuals in Adrian and Hera and Cindy and I stopped for a look at the magnificent Boschendal winery, started from humble beginnings by Huguenot Jean de Long in 1685, making it one of the Cape's oldest.



Arniston Spa Hotel, where the grey outfits matched the sky perfectly

We mounted up and headed the 45km down to the cape, including about 20km of fun gravel road that didn't get slippery when wet. Although very poorly signposted, the rule of thumb of "find a lighthouse" held firm and just west of Agulhas we reached the cape. Conditions for photography or hairstyle maintenance weren't ideal, but some photos of the group and individuals were obtained to record the achievement of riding all the way from Alexandria in the north to Cape L'Agulhas in the south, or around 65°62' of the Earth's surface, and not in a straight line either.



Going in to test the theory that the top box really can fit 16 bottles

A trip back to the hotel into the bosom of a small sherry, then another three small sherries, a hot

shower, and dinner concluded the very memorable day. Apart from hanging every single piece of gear out in the hope that it would dry out in time for use on C2C Day Ultimate.



Happily bypassing a huge queue of cars, in little time we arrived at the Cape, signposted as the most southwestern point of Africa, which seems a bit marginal for geographical excitement value having been to the most southern point. We did attract quite a crowd though, most were amazed we could have ridden so far.



The Cape of Good Hope. Obviously.

The last few days were spent celebrating, running Cape Town out of water by washing everything, packing the bikes up for their return journey to Australia, and saying farewell to people who started as complete strangers but, in many cases, still are close friends.

It is hard to believe it was 5 years ago as the memories of the C2C are still very fresh. An amazing period of experiences, including some memorable dark days with Cindy's broken ankle and some seriously challenging riding, but as I tell all who ask – it was the best thing we've ever done.



Farewelling the beloved companions. Cindy later decided to come home with me instead.

The last day was off to Simon's Town and the entrance of the Cape of Good Hope National Park.

End of Part 4 and the end. We might do a waffly re-cap next month. Unless you all send me \$1,000 in small unmarked bills.





We are going back to Evans Head for this years Christmas Party!

When: Saturday 10th December 2022

Where: Lower Level Balcony, Club Evans RSL - 11 McDonald Place, Evans Head NSW

How much: \$45 per person for a 2 course meal and canapes prior

How to book: To confirm your booking you must deposit \$45 per head into the BMWMCQ bank account. Include your name and the number of people you are paying for in the deposit description.

BSB 124030

Acc # 10243020

and then email the club Treasurer with the details of your deposit and how many you have paid for. Then click "going" in Facebook (no maybe's please). Email of Treasurer Darryl is:

treasurer@bmwmcq.org.au. *This is a very important step.*

Accommodation options:

The Bowl Cabins (02)6682 4343 (*Party Central* - mention you are part of the BMW group)

Pricing:

Hotel style room: \$119 per night

1 Bedroom Cabins \$149 per night

2 Bedroom cabins \$189 per night

3 Bedroom cabins \$249 per night

Reflections Caravan Park (cabins) (02) 6682 4212 (may require a 2 night stay)

Evans Head Pacific Motel (02) 6682 4318

Hotel Illawong (02) 6682 4222



****Note: Sat 10 December is the start of the QLD school holidays so booking early is advised!****

That is the Question...

By Tony Gray, Member #3905

I am often asked, as I was at the June service day, about the things to look for when buying a second hand motorcycle and what motorcycle is better/best. The next very common question is how to maintain that motorcycle after purchase. Let's deal with the first question. Now the views expressed here are mine alone drawn from quite a few bike purchases (and far fewer sales, just look in my garage) so 'let the buyer beware'.

I will go out on a limb here and say that there are no 'bad' motorcycles but there are certainly bikes that have been badly treated. There are undoubtedly 'lemons' about but that doesn't mean you write off the whole production run because of a few bad examples. The products produced by the factories are generally of a high standard and 'fit for purpose'. Where mistakes are made is when a 'heart over mind' decision is made to purchase a bike that is not fit for purpose or the buyer gets too excited and purchases in a hurry. Both of these scenarios will likely lead to disappointment. I cite by way of example the purchase made by a long term friend (not a club member) who was returning to motorcycling after an absence of some 25 years. The last (and biggest) motorcycle owned was a 1970s Honda CB400/4. This 4 cylinder Honda was a sweet small to medium motorcycle in its day, relatively light and with good manners.



The intended use of the new bike was a daily commute round trip of 50 km in peak hour traffic with the occasional jaunt up or down the coast from Brisbane. The size & style of bike I suggested was deemed to lack 'street cred' so my friend went against the advice and purchased a low mileage

1050cc Triumph Sprint ST. This is a very capable and proficient motorcycle in the right hands but it had over 3 times the power and was 30kgs heavier than the previous Honda. Needless to say the early gloss of ownership quickly wore off after a few very low-speed falls - the bike was sold after about 6 months. An expensive lesson but I am sad to say this happens often.

So the first things to get right are to be realistic about what sort of riding you want to do, how experienced and capable you are as a rider and what is your budget? Oh don't forget about your size and the desired model - are you physically compatible?



Gaston Rahier didn't have a height problem - but would you?

Now you can start looking. If you are mechanically bereft then enlist the aid of an experienced colleague who is prepared to help you out. Do not rely on the mandatory 'Safety Certificate' as a true indicator of a bike's condition. I once had a Safety Certificate issued prior to registration where the tester did not hear the bike running and obviously did not undertake a test ride. The horn, indicators, brake & headlight worked and it had new tyres so I received my safety certificate. The tester had no way of knowing if that engine even had any internals!

The next element in the scale of importance is a service record. If I am looking at a bike with quite a few miles on the clock but with zero maintenance record then I would generally walk away unless I had other accurate knowledge of the bikes history. I would take a higher mileage bike with service records over a lower mileage example with a very poor or unknown service record.

I will cite another example here of a



tradesman friend who had his work vehicle serviced regularly but totally neglected his little runaround Suzuki Swift. At about 80,000km the poor little thing just about ground to a stop - it had never had its oil changed and it was the consistency of treacle. All credit to the quality of the Suzuki engine that it was able to be recovered and the car was sold - it looked good but I doubt the next owner would get a good life out of that neglected motor.

Mileage would often be the first question asked of a vendor. People place a lot of stock in how many times the bike has been around the block. There is certainly some benefit in acquiring a low mileage over a higher mileage unit but it depends on how the bike has been used (and maintained). I saw an advert recently where the vendor listed all of the go faster bits that were attached to his low mileage bike and how this was now a real 'HOONS BIKE'. I would run a mile after reading that sales pitch. The mileage is also very relative to the type of bike - a high mileage under-stressed touring bike should not be a concern whereas the same mileage on a smaller highly stressed sport bike should be more closely considered.

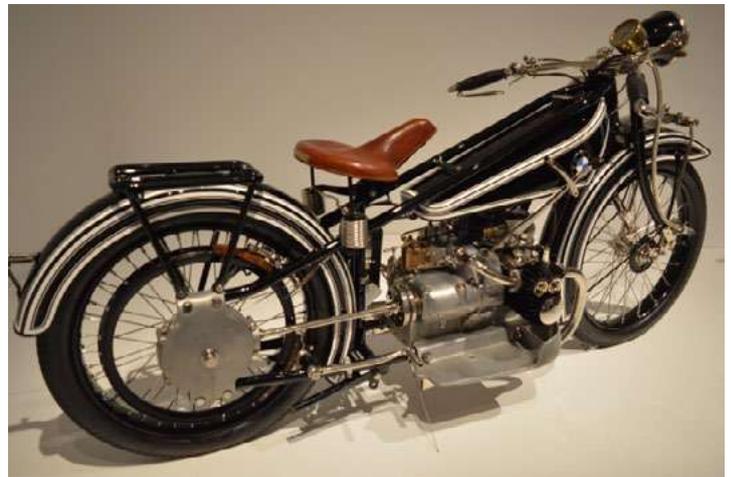


The Grey Ghost is unfazed by her mileage but gets plenty of TLC

Putting that into our BMW context there are plenty of >100,000km R1200 GS & RT's and K bikes running around in the club with the expectation of a long reliable life ahead of them - you would not expect that longevity on a little 310 used as a commuter. The big tourer would usually chew up its miles in long, smooth days on the road while the smaller bike is much more likely to have been used in shorter hauls with plenty of clutch, gear and brake work.

If you are looking at a much older bike to add to your collection like an airhead that may be

30, 40 or 50 years old then consider how regularly the bike has been run. The internal combustion engine is a bit like the human body in that it needs to be used. Try laying down for a week then see how you feel when you get up and try walking around - not so good! The same goes for the bike. It is best if the oils are kept circulating, rubber seals are kept supple with use and bearings kept turning. If the bike has been dormant for years then expect to put more than a new battery and tyres into it for reliable use. If it is just going to be a Show Bike and not a regular runner then not a problem like this beautiful R32, part of the Art of the Motorcycle exhibition at GOMA.



Here are a few other things to remember to give yourself more purchasing confidence:

- I place a lot of value in the 'character' of the vendor. Are they knowledgeable about the bike, open about the type of riding it has endured, honest about past problems? Has there been any recalls on the model and have they been rectified?
- If buying privately have a look where the bike has been garaged - undercover, enclosed space or out in the open?
- Be wary if the bike has had several short-term owners.
- If buying from a shop, ask for the previous owners contact details and have a chat to them about the reasons for their sale and any problems experienced.

Good luck with your next bike purchase.

Remember if you are a blood donor (or planning to be a donor) to be a "Team Player" and add your donation to the BMWMCQ Team! Now more than ever your donation is important as many donors have had to cancel their appointments due to illness but the need for blood continues.....



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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

Julian Davis is now an Instructor at Smart Rider Academy, and new member Marcus was a recent attendee at the How to Keep it Upright training day. Smart Rider Academy now have a Level 2 Program which is be another "must attend" event.



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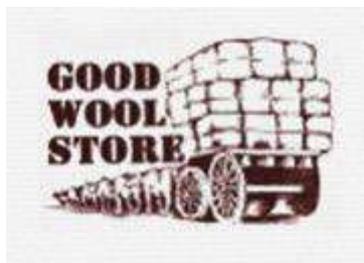
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Farkling Good Fun!

Cindy Bennett, Member #4170

A highlight for me in June was finding and buying an upgraded Triumph Tiger, this one being a 2022 model 900 GT Pro in pearly white, with a mere 3km on the clock. While my unfortunate co-Editor has been waiting since last December on his new Tiger (900 Rally Pro), I merely strolled in Team Moto Springwood and saw one on the showroom floor – “is it available”?, “yes” was the answer – deal done!

Of course none of the accessories that were on my previous Tiger (a 2017 800 XRt “Red Ruby”) fit the new one, so a frenzy of accessory ordering was in order. Luckily Team Moto had a 25% off deal at the time which was kinder to the hip pocket.

This will be the bike that gets shipped to South America later this year for our 100 day “Ultimate South America” trip with Compass Expeditions which starts in Feb 2023. So needed a few must-have’s to make her hardcore expedition-worthy.

Triumph very temptingly has on their website a “configure your dream machine” section to “accessorise your ride”, hmmm.

I love my Triumph panniers and top box so kept them but had to order new mounts of course. Protection is very important as we are all told in High School sex ed classes, so lower engine and fuel tank protection bars were also on the list. A headlight protector, tank pad and sturdier barkbusters rounded out the protective purchases.

The seat was another issue, the standard Tiger seat was still slightly too tall for my comfort so I purchased the low seat, however this is like sitting on a plank of wood so I took the standard seat to the famous John Moorehouse (now working out of Ellaspede in West End) to work his magic on making the standard seat comfortable and lower.

Of course the tyres that came with the bike are not adequate for semi-serious off road riding, so a set of Metzler Karoo’s will be put on before she embarks on her sea journey to Santiago, Chile.



So, am I happy with the new ride? – you betcha! It’s lighter and zippier than the 800 and has a great engine note and I am getting used to the fancy TFT display and quick-shift assist, features that are new to this model. I did look seriously at the BMW F750 GS (as it was a fair bit cheaper than the Tiger!) however the lower fuel capacity would be a concern on a long expedition, and a consideration is us both having the same type of bike (to make carrying the necessary spares more efficient).





A lovely custom BMW seen at Ellaspede on my recent visit

[A shout out to a top IT Technician](#)

Recently the Editor desktop PC had an episode of not wanting to start and while we googled what it might be we could not solve the issue ourselves. So we took the PC to a local technician - PC GP of Lota who had the machine for one day and then called to say it was a quick 5 minute fix and it was ready to pick up and (get this) **NO CHARGE!!** How often does this happen? Not often, so here is a plug to Mal at PC GP, Lota. His details are below:

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