

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

June 2023 Established 1958 www.bmwmcq.org.au





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BMW Motorcycle Club
of Queensland



BMW MQQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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R60/6



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This Issue - June 2023

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On The Cover

THE CANE TOAD RALLY IS VERY RELAXING. THIS GUY COMES EVERY YEAR AND ENJOYS HIMSELF. PHOTO TAKEN BY LIFE MEMBER AND SCREEN PRINTER EXTRAORDINAIRE RICHARD MAHER IN A RARE MOMENT OFF.



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



Very Temporary Scribe Paul Hughes

Editor's Report

I'm pleased to advise that the next journal will only be partially under my hand. Our permanent editorial team will be returning in June to show us the absolute flair we have been missing during their adventurous wanderings in South America.

I most certainly will enjoy sitting back at the end of each month and enjoy reading the Journal **only once** each month. I can truthfully say I have enjoyed most of it. The software is kinda fun once you have some sort of an idea how it works. The editorial team is the life blood of our club. They supply the interest and early notice for all of us to participate in this great past time of riding motorcycles. You would be very hard pressed to find a team who have "sacrificed themselves" to venture forth to all parts of the world to just entertain us. Well done, we all appreciate it.

In this month, we have articles on race builds, Rallies far and wide, Distinguished Gentlemen (hmmm) and all the regular features. Something to sit and read next to the fire with a good red wine. I for one fully intend to do just that from the teams return.

Hope you enjoy this journal. Some really fascinating insights to travel, BMW's and adventure.

Must be time for you to contribute an article or two or send in that stunning or unusual photo. Without that we have no journal. Thanks to everyone who has helped me by doing so without prompt.

Paul



Members doing what members do best..... Riding

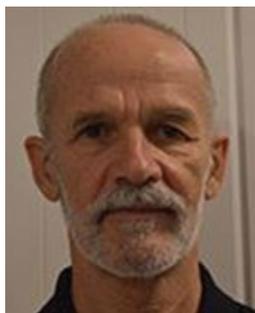
Submissions for the Next Journal close 20th-ish JUNE



**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 1st JUNE



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

The Canetoad Rally has come and gone for another year and what an enjoyable event it was. Congratulations to Gary, Darryl and all the team who assisted in staging this year's event. Another of the club's signature events is on our doorstep in the very popular Frigid Digit. Jane and I look forward to socialising with many members at this year's mystery destination.

We have a very diverse membership but the majority of us have a real spirit of adventure and like nothing better than being on the road exploring new or well-remembered roads and places. Currently we are being kept entertained in the journal and on social media by our very adventurous editors Cindy & Duncan as they conquer the South American continent. They now have some competition in Meredith & Steve Herpich who have just begun their ride through Italy. If you are unable to get away for a long ride then what could be better than seeing far off lands through the eyes and experiences of friends you know well.

Unfortunately our adventurous spirit sometimes brings us unstuck and so it was recently with Mark Mustchin who came to grief in some deep sand on an adventure ride outside of Mackay. Mark spent some time in Mackay Hospital but has now returned to Brisbane where he is recuperating at home. We all wish Mark, along with our other fallen club members Charlie & Peter, a comfortable and speedy recovery.

At time of writing we are 128 days away from our Centenary Dinner at the RQYS at Manly and 130 days from our Centenary Bike Display at Reddacliff Place. Bookings have opened for the dinner on the club website so make sure you have a place at the table. We are steadily building the candidate bikes for the Show but there is still plenty of space available - if unsure if your bikes is suitable then nominate and let the subcommittee decide. We have plenty of flyers available calling for bikes so if you know someone with a BMW who isn't in the club then let them know through the flyer. Take a few on your weekend ride and pop onto any likely looking BMW. We really need to get this known to every BMW rider in S-E Qld and you can all help in that regard. At some future date we will move into the promotional stage to get as many people along to the event as possible. Again we will be calling on all club members to help get the word out. If you have any experience or skill-set in marketing & promotion then we would love to hear from you.

Your Club Committee has approved and added a third and somewhat surprising event to our Centenary celebrations. Club member Chris Robertson who is currently building an R75/5 period racer has connected us with the Queensland Early Motor Cycle Sports Club who are staging the Qld Historic Road Race Championship at Morgan Park outside Warwick on 20 & 21 September. We have been invited to stage a display of BMW Motorcycles and perform two parade laps of Morgan Park Racetrack behind one of the BMW race bikes. The invitation has been accepted for Wednesday 20 September remembering that we have our dinner on Thursday and do not want to compromise that in any way. We will set this up as an event on the club Facebook and website for you to nominate your attendance. Any BMW Motorcycle will be eligible, not restricted to period motorbikes. Don't miss this great opportunity.

This third event adds a lot to the attraction for intrastate and interstate visitors to make a great holiday in the beautiful southeast and its famous spring weather. Contact Gary Bennett, Peter Ferguson or me if you want some event flyers, we can send you an electronic version to print yourself or you can collect some at the next General Meeting.

TONY

BMWMCQ Club Events for **JUNE 2023**

Date	Start	Event	Details	Contact
Thur 01 Jun	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 04 Jun	9:00am	Club Led Ride	The Shed Cafe Rathdowney Meet Blacksoil BP, Depart 9.15 am Ride Leader Tony Gray	President
Sat 10 Jun	9:00am	Coffee Meet-Up	Wellington Point Farmhouse 623 Main rd Wellington Point	Events Coordinator
Wed 14 Jun	9:00am	Mid Week Ride <i>BYO Lunch</i>	TBA	Events Coordinator
Sat 17 Jun	10.30am	Sunshine Coast Brunch	Gun Cotton Coffee Roasters 13 Railway St, Yandina QLD.	Steve Maney
Sat 24 Jun	9.30am	Club Service Day	Rob Wynne's Jimboomba	Tools Officer
Sun 25 Jun	12:30pm	Monthly Lunch Ride	Roadvale Hotel 320 Gray st Roadvale	Events Coordinator
Tue 27 Jun	6.30 pm	German Club Social	Brisbane German Club	Events Coordinator

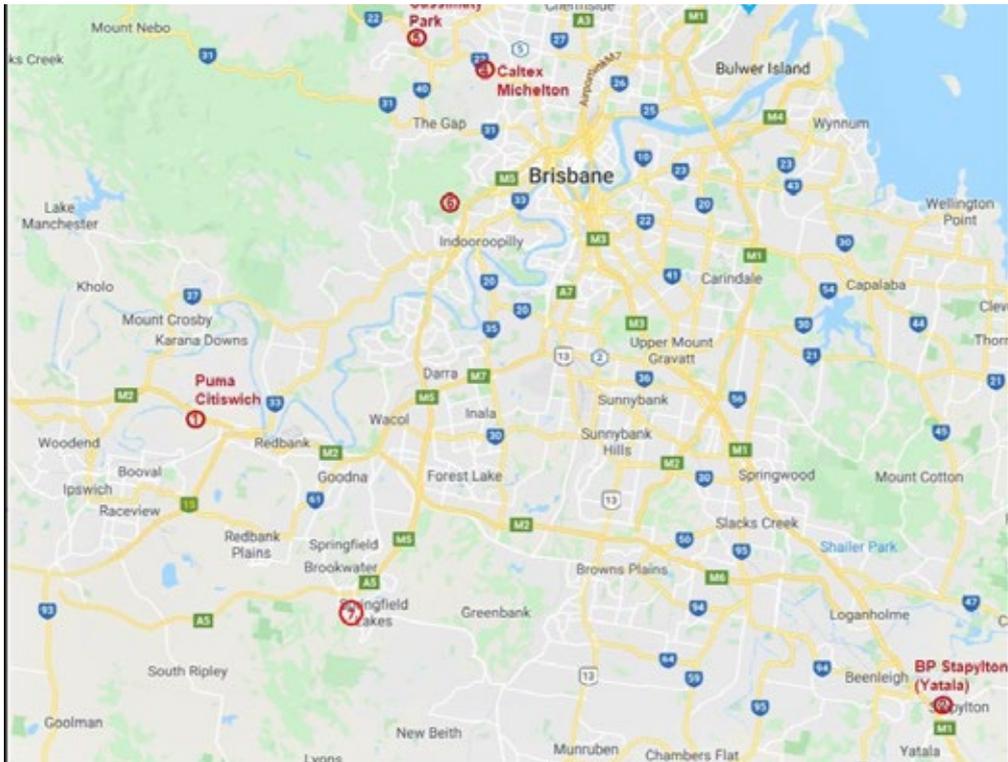
EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
16 - 20 Aug.	Bike Fest Oz	Tweed & Gold Coast	bikefestoz.com.au
21-23 SEP	100 Year Celebrations	Brisbane	The President

BMWMCQ Club Events for JULY 2023

Date	Start	Event	Details	Contact
Thur 06 Jul	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 08 Jul		Christmas in July	Oasis Motel Kingaroy Organised by Richard Price	Events Coordinator
Sat 15 Jul	9.00am	Coffee Meet-Up	Preces Cafe Scarborough	Events Coordinator
Wed 19 Jul	9:00am	Mid Week Ride <i>BYO Lunch</i>	Hays Landing Meet Dayboro Info at 9 am for 9.30 am Depart Ride leader Ben Nazzari	Events Coordinator
Sat 22 Jul	10.30am	Sunshine Coast Brunch	TBA Shortly	Steve Maney
Tues 25 Jul	6.15 pm	German Club Social	Brisbane German Club	Events Coordinator
Sat 29 Jul	8.00am	Frigid Digit	Meet at Mount Cootha	Gary Bennett

RIDE MEETING POINTS



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 Mitchelton	550 Samford Rd, Mitchelton QLD 4053
5	Cassimaty Park	1312 Samford Rd, Ferry Grove QLD 4055
6	Brisbane Lookout Mt Coot-tha	
7	Springfield Central	1 Main St, Southern Cross Cct



Paul Hughes

Vice President's Report

Not an awful lot to report this month. A fair bit of work involved in gaining support for the 100 Years celebrations from both BMW Clubs Australia and BMW Motorrad Australia. Like any large organisation getting everyone onboard takes a while. I think we are starting to show some real success here.

The Celebration dinner bookings are coming along. The club web page (in the 100 Year Celebration section) is the way you reserve a place at the table.

I have had some fabulous riding out in the Scenic Rim, especially on the return from the Cane Toad Rally. As soon as I get this journal put to bed, I will be out doing more riding in the hills. Big thanks to Darryl and Gary for organising another very successful CTR. Along with all the volunteer helpers, this shows what a great club we really have.

I note from the media we have unfortunately had a pick up in the rate of motorcycle accidents again. Stay safe out there guys. Hospitals don't look to be a fun place to me.

cheers

Paul

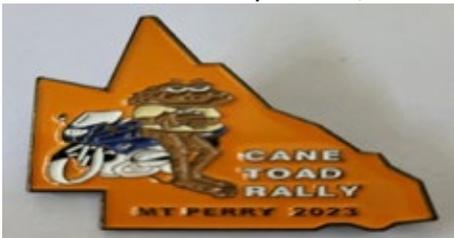


Darryl Gowlett

Treasurer's Report

G'day Everyone,

We've had a busy month, the steed and I. Another enjoyable and successful Cane Toad Rally, where the temperature



was mild, then a venture to the icebox known as the Ruptured Budgie Rally hosted by the Guzzi Club.

I've still managed time to keep the books. There's 29 punters booked in for the 100 year celebratory dinner so far, of which we've had to subsidise PayPal \$50 for the privilege. We had 289 punters at the Cane Toad and raised \$950 for the RFDS, with another \$500 coming from a retiring club in Monto, the Bunyips. It's good to know our reputation is untarnished when it comes to raising funds for our charity.

Until next month, ciao,

Darryl

Trading statement as at: **May 22, 2023**

BoQ Balance as at:		April 18, 2023	\$ 22,735.71	Year to date		\$ 22,089.22
Income:	Membership	\$ 1,100.00		\$ 4,300.00		
	Advertising	\$ 450.00		\$ 450.00		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ -		
	Events CTR	\$ 7,225.00		\$ 8,966.00		
	100 yr	\$ 1,740.00				
	Interest	\$ 2.80		\$ 7.93		
	Sundry Monto Bunyips & RFD	\$ 1,454.70	\$ 11,972.50	\$ 1,454.70	\$ 15,178.63	
Expenses:			\$ 34,708.21		\$ 37,267.85	
	Administration	\$ 354.26		\$ 1,249.26		
	Website	\$ 488.31		\$ 1,643.31		
	Paypal	\$ 14.65		\$ 61.23		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ 119.00		
	Events 100 year PayPal	\$ 50.22		\$ 435.93		
	CTR	\$ 363.65				
	Awards	\$ -		\$ -		
	Sundry Monto Bunyips RFDS	\$ 500.00				
Balance		\$ -	\$ 1,771.09	\$ 822.00	\$ 4,330.73	
			\$ 32,937.12		\$ 32,937.12	
BoQ balance at:	May 22, 2023					
Term deposit:			\$ 32,937.12		\$ 32,937.12	
Interest		\$ 20,876.23		\$ 20,577.44		
Available:		\$ -	\$ 20,876.23	\$ 298.79	\$ 20,876.23	
			\$ 53,813.35		\$ 53,813.35	
RFDS donations			\$ -		\$ -	



Darryl receiving his 40 year membership award

**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes – 4 May 2023****Venue: Geebung RSL**

<u>Meeting Opened:</u>	<u>7:30 pm</u>
<u>Apologies:</u>	Cindy & Duncan Bennett, Mark Gilbert, Ben Azzari, Les Fitzpatrick & Kelly Wicks, Peter Ferguson, Gary Bennett.
<u>Minutes of Previous General Meeting:</u>	Accepted: Paul Hughes Seconded: Michael <u>John</u>
<u>Number of Attendees:</u>	33
<u>New Members (Name & MC):</u>	Dave Lord (new/old member) R1150R, R1150RS. Bruce Allen R1250RS, Ray Crampton R1250GSA.
<u>Visitors:</u>	<u>Nil</u>
<u>Returning Members:</u>	Chris Robertson first GM for a long while, welcome Chris.
<u>Treasurer Report:</u>	\$40K in Bank. Donation of \$1,450 to RFDS from Canetoad Raffle, Screen Printing & Sale of stickers \$950 + \$500 for the RFDS was donated by the Monto Bunyips Bike Club that is closing down as a club. Thanks Monto Bunyips Bike Club members.
<u>Editor Report:</u>	Looking for member stories and good photos from the Canetoad Rally for the June Journal.
<u>Tools Report:</u>	The newly acquired R1200 wetheads and F series manuals both immediately out on loan. Next Service Day confirmed for Saturday June 24 at Rob Wynnes outside Jimboomba.
<u>Regalia Report:</u>	<u>Nil</u>
<u>Records Report:</u>	Currently 272 financial members.
<u>Events Report:</u>	May lunch ride at Tumbulgum Pub & coffee morning at Flying Nun Cafe Samford. June lunch ride is the recently reopened Roadvale Pub outside Kalbar. Christmas in July on again in Kingaroy on 8 July. Bookings now open for the centenary dinner at RQYS Manly.
<u>Secretary Report:</u>	Mail in: Confirmation letter from Bank of Qld on term deposit @ 4.3% Newsletter from NSW Touring Club
<u>Dealer Liaison Report:</u>	Dealer reports good sales. Ordering bikes on line appears to be working OK. Discounts offered on R1800/F310/R9T & K1600 offering \$3,800 discount.
<u>Clubs Australia Report:</u>	NTR
<u>Vice Presidents Report:</u>	NTR
<u>President Report:</u>	Report as posted in Journal. Invitations to QPS, RFDS & TMR (Ride to Zero promotion) to have displays at the Centenary Bike Show. Mileage Award for 100,000km presented to Chris Robertson for his R100RS. Membership awards made to Darryl Gowlett (40 Years), Mike Stokes (40 years), Graham Healy (30 years). Congratulations all.

General Business:	Charlie Brown sincerely thanked everybody in the club for the support and well wishes that he has received while in Hospital and now convalescing. He also gave credit to Shannons Insurance who professionally and promptly handled his insurance claim. Rosi Johnson offered 2 ladies jackets for sale. Panniers & Top Box for 2007 GS offered free to a good home.
Closed:	8:45 pm, next meeting 1 June 2023



Duncan Bennett

Regalia Officer's Report

regalia@bmwmcq.org.au

We've descended from the 5000m heights in Peru, where the ever-present bucket hat acted as an effective shield against other Queenslanders throwing snowballs, and even the llamas have trendy regalia ear piercings. Just back from the Galapagos where the hat once more held its own against the stiff competition of Panama hats, the wrinkly old Giant Tortoise could certainly use one to protect his balding bonce. Squashable, washable, and never apart, my BMWMCQ bucket hat has truly been the most important thing I've brought on this trip. Even more than underpants.





Bill Luyten

Tools Officer's Report

The Club will hold a Service Day on Saturday 24 Jun at Rob Wynne's place starting at 0900 - 0930.

Location: 61-63 Saint Jude Circuit

Jimboomba

(Just off Mt Lindesay Highway)

Note: some GPSs require the suburb to be "Glenlogan"

The Hydraulic Bike Lift will be available to help working on your bike a bit easier as well as a comprehensive tool kit.

We will be providing a Sausage Sizzle and Drinks at very reasonable prices (proceeds to the RFDS).

Please let me know if you require specialty tools brought along.

Repair Manuals

I have various Repair Manuals available to borrow mainly for older bikes as well as the addition of the 2 newer model manuals.

Tools for loan

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

Special Tools

- 34mm socket for rotating crankshaft
- Twinmax electronic carburetor balancer (Twin BMW engines)
- Vacuumate (electronic synchronization of throttle valves up to 4 cylinders)
- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB

Version)

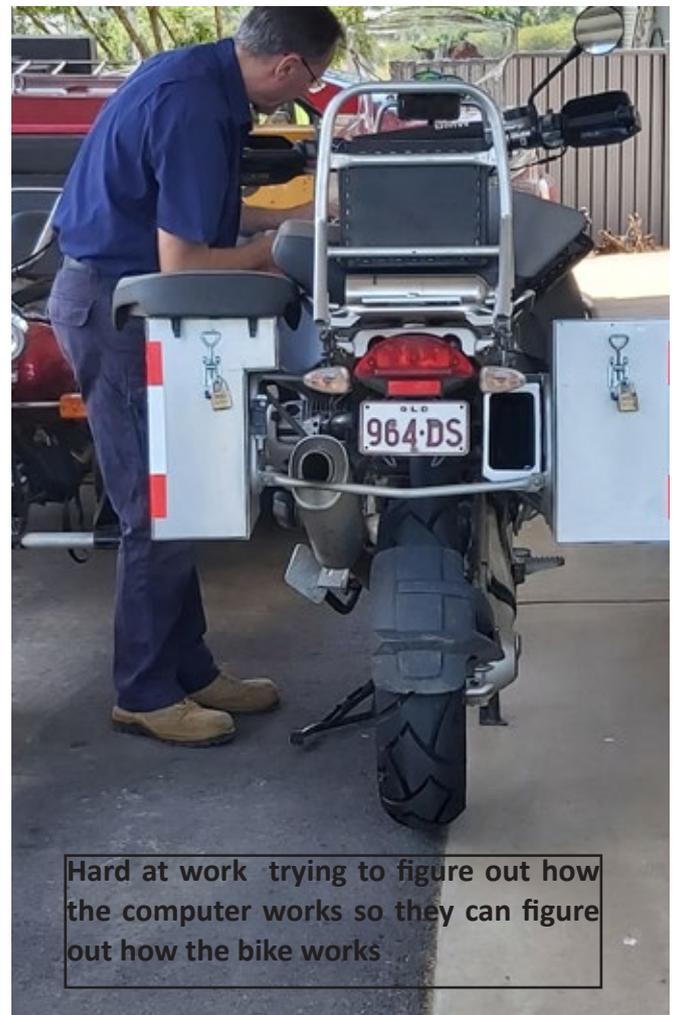
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

Club Tool Loan:

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

tools@bmwmcq.org.au

Bill



Hard at work trying to figure out how the computer works so they can figure out how the bike works

**Ben Nazzari****Events Officer's Report**

I have been in this role now for a few months and I'm enjoying it more than I thought I would. It is a bit to get your head around but with the help from committee members which I appreciate greatly I'm doing ok.

The rides I have been on have been fantastic and to places I didn't know existed which is what this is all about.

Upcoming Rides need lead riders and I would appreciate volunteers to put their hand up and get in touch with me regarding the June mid-week ride.

We have a few big events upcoming Xmas in July, Frigid Digit and the biscuit run which I am looking forward to all of these as 2 of them will be my first but the Digit weekend I did last year and thoroughly enjoyed.

I'm in the process of tidying up a 02 1150 GSA and I'm progressing along nicely, new clutch, Bearings, Seals, Slave cylinder, fuel pump, lines, connections and the list goes on and the advice from members has been greatly appreciated as I'm on the home run getting it back together. Once completed and run in so to speak I will be retiring the RT as I can only have 1 bike at home.

I welcome feedback from members who have ideas and places to visit on mid-week rides and weekend lunch destinations like I have said I'm very approachable and easy going so please don't hesitate in coming forward with your ideas.

Also I would like to shout out to Mark Mustchin, on behalf of myself and everyone else wish him speedy recoveries take care mate.

So until next time as I finish this report I will be on my way down the New England Highway heading to Newcastle on the RT to visit family take care keep it upright.

Ben



BEN'S RED DEVIL THE R1200 RT AT THE MAY LED CLUB RIDE



Distinguished Gentleman Ride Brisbane 21MAY2023

By **Julian Davis** member # 4636

That time of year rolled around again, and this year Brisbane put on her best weather to allow us to complete the ride on the same day as the rest of the globe.

A small contingent flew the flag for BMWMCQ. Aside from myself on Sofia, 1975 R90/6, Geoff Hodge was there with his 1973 R75/5. Another club member shall remain nameless for turning up on a 1978 Yamaha ☹️

A fresh start under perfect Autumn blue skies. With just myself leaving the meetup point, I headed into Ballistic Beer, the meetup for the ride, plenty of other gentlefolk on their clean machines also heading into the same place.

Tony dressed for the part



This year saw over 600 bikes register, but there were certainly more than that there. The categories for ride type (ie Classic, Modern Classic etc) were all filled by the time I arrive at 0830. As you could imagine, with that many bikes and riders, coffee was a premium and so was the wait.

Ash, the Host gave us the ride run down. She also indicated that by 0900 the morning of the ride, Brisbane had raised over \$134k for Men's Health and Mental health. This exceeded the goal of \$100k, well done Brisbane. Over the 11 years it has been running in Brisbane, we have raised over \$900k contributing to the \$40M raised globally. A massive effort.

DISTINGUISHED GENTLEMANS RIDE

The range of motorcycles was huge. From 1924 Harley Davidson to R1250RS and everything in between.



Hodgey out on his favourite

A range of BMWs took part in the ride. These ranged from classic R's and cut-down R's as cafe racer. A K100 has been stripped back to make another café racer, a very clean bike.

The ride took us out to Indooroopilly and a loop of Mt Coot-tha, albeit with over 150 bikes taking the wrong turn off thanks to someone removing the sign— but we all made it to the meet up at Mt Coot-Tha. From there after a short catchup and photo op, onto Milton and let Brisbane know we were here when heading through SouthBank. From there onto Ipswich Road and back to Ballistic Beer to wrap up the ride, a coffee (no beer till 1300), something to eat and catchup.

Looking forward to next year and perhaps we can get a



Julian Davis looking dapper

few more to join us ☹️



Greg Gaffney

Records Officer's Report

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

On Sunday the 21st May there were two great events. There was the Ray Owen Classic Bike Show held each year at the Canungra Show Grounds. I love seeing the perfectly restored bikes from the 70s. Always brings back great memories. Then there was the Distinguished Gentleman's Ride which raises money for men's health. This had a great turn out of over 611 riders in Brisbane. There were some good images of our members on this ride on Facebook.

New Members:

- Rich Shapland, SHORNCLIFFE, R1200RS, R1200GS
- Justin Vacher, SAMFORD, R1250GS
- Ray Crampton, GUMDALE, R1250GSA
- Jo-Ann Waller, ROCHEDALE SOUTH, R1200C Montauk
- Martin Bicknell, SINNAMON PARK, R60/2, R69S, R80GS
- Dave Lord, LOGANHOLME, R1150R, R1150RS
- Johnny Ormsby, KURABY, R1200RS
- Paul Maguire, LAWTON, R1200RT
- David Stevenson, CARINDALE, R800GS

GREG



MONTO BUNYIPS DONATION TO THE RFDS

KEERY DURRE FROM THE MONTO BUNYIPS DROPPED INTO THE CANE TOAD RALLY SPECIFICALLY TO DONATE \$500 FROM HIS RIDING GROUP, THE MONTO BUNYIPS, TO THE RFDS. THE FUNDS WERE MADE AVAILABLE AS THEIR GROUP HAS DIMINISHED AND THEY'VE DECIDED TO WIND IT UP. THEY ARE AWARE OF OUR COMMITMENT TO THIS CAUSE AND FELT IT WAS THE EASIEST METHOD OF GETTING THE MONEY TO WHERE IT IS NEEDED. WE HAVE PASSED THIS MONEY TO THE RFDS AND INFORMED THEM OF WHERE IT CAME FROM.

NEXT TIME YOU'RE IN MONTO, OR JUST PASSING THROUGH, DIP YOUR LID WITH RESPECT AND THANKS.

DARRYL



Lady Shirts



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



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



[7LPI](#) - \$33.50
100% polyester
Repels French Bulldog slobber!



[ICE Tee](#) - \$26
Cotton
As worn by Joyce Hyperbaric-Smyth!

Bloke Shirts



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



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



[7PIP](#) - \$36
100% polyester
As worn by Liam Neeson in Taken!



[ICE Tee](#) - \$26
Cotton
As worn by Liam Neeson's collateral damage in Taken III!

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.
Cooler than a beanie.



[Ladies Vests](#)
\$48.00



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



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



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



Yeah, you don't need a warm head in QLD now. A bit sweaty even for rappers!

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

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





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!





ANOTHER SENSATION

*The days are getting shorter & the weather is great
To be out on your bike there's no debate
Conditions are perfect almost every day
Only a shower or two to get in the way
The sun is warm not blisteringly hot
No need to keep seeking a shady spot
The breezes are balmy with just a slight chill
Ride whenever you can to get your fill
You can add another layer if it gets cold
The joy of the ride is really pure gold*

*Wherever you're riding be it local or far
It has to be better than driving a car
All of your senses alert & alive
Surely there must be more than five
Smelling & tasting the air all around
Seeing & hearing each movement & sound
Feeling not only the machine that you hold
But also feeling the magic unfold
Riders do share another sensation
That is the sense of pure elation*

WHY

*Long summer days with the inevitable storm
From December to February that was the norm
Days cooling down nicely from March to May
Golden leaves falling paving our way
From June to August shorter days quite chill
Then Spring bursting out with a magical thrill*

*But that is all changing as years go by
Is it Nature or Man, we must question "Why?"*

*Our summers are longer & hotter each year
There'll soon be no winter at all I fear
Spring is confusing the birds & the bees
Plus those who seasonally cough & wheeze*

*Sudden cold snaps give a wintry blast
But a week at the most is all they last
Jumpers & jackets, a beanie & scarf
The time they are needed reduced by half
If autumn & spring lasted most of the year
Then we wouldn't need all that heavy gear*

*Now summer is pushing the seasons awry
Heatwaves & drought make one want to cry
Then damaging storms & flooding rain
Cause so many people grief & pain
Our Earth is unhappy, it's sending us signs
For us to do more before its demise*



South America Part 3 - "A to B"

By **Duncan Bennett** Member #4171

We left part 2 nearing the end of Patagonia and getting ready to poke up into the Pampas region of Argentina, so now you just have to get back on to continue the northward push from A (Argentina) to B (Brazil).



A to B

Patagonia didn't die easy. After leaving Puerto Madryn a few trees would appear, then just give up and we were back to windswept plains garnished with the odd bunch of rheas. Guana-co were the first to go; in fact we saw just one solitary creature on Day 24. Another feature of Day 24 was it was 666 km, the number of the beastly motorcyclist riding a Harley Davidson without a muffler as mentioned in Revelation. This is the biggest day we've ever ridden with Compass and we've only done a few longer, but there isn't much to stop at in this part of Argentina, and at least the average speeds are high. Excitingly the direction turns from north to slightly east, and this is the definitive Patagonia coup de grace. Trees and green Pampas grass have never been so longed for.



Eucalypts and green grass. Begone Patagonia.

Into our town of Bahia Blanca, we managed to work our way around protests and into the hotel. Still problems with siesta Argentina, everything was closed until 5 pm so the sweat-driven thirst took a while to be quenched. Food options were checked out, a family restaurant with a Scottish name was chosen because we knew we'd be definitely mixing with the locals in there. No Grande Mac surprisingly – we thought it was a requirement in all Scottish name restaurants even if called something else. Dinner translated to a quarter pounder with queso, and medium fritas.



A wave of displaced refugees opened this country up from the mid 1940's

Day 25 was to Azul and into a real estancia just outside town. Like most agricultural land, the original settlers got the good bits and the farmhouse showed just how good this land was – terrazzo and mosaiced floors, big pool, loads of rooms and huge chandeliers and green lush grass everywhere. Into town for a nice lunch after getting hopelessly lost, then to the supermarket/tobacco shop for supplies, and back to the farm. When we returned my

headlight would not turn off, so lots of mucking around with electrical wiring and pulling of fuses figured out the likely cause to be something wrong with the motorcycle. That's about as close as I could get. Emails back to Australia didn't help much but a problem shared is still a problem. Day 26 I got up early, wiggled a few wires and put fuses back in and the problem was solved. The cause had been definitely something wrong with the motorcycle.



Ah that's right, this is where they came from

Heading off, the plan was to get into Buenos Aires around lunch-time to avoid peak-hour traffic snarls. Unfortunately, we'd forgotten about siesta which creates two lots of going to work and going home periods, so the city was grid-locked. Luckily it was really hot so we could sit sweltering in the unmoving mess just to make it even more fun. Getting into the hotel, Mick was across the street and back with beers just in time to save us from certain death by overheating. Showered and lunched, it was a wander about the city trying to remember if we'd been to this part in our previous visit in 2015 – not likely was the conclusion.



No cooling Buenos Aires in this jam

Day 27 was an excellent tour of the city led by Support Driver Juan's brother who like Juan is a native and knowledgeable Buenos Aires history buff. Reeking Miasmas was a better description in the olden days with a malaria and yellow fever main course following the usual entrée of typhoid, cholera, and smallpox. Beautiful Aires certainly sounds better for the south-westerly mobile Spaniard looking in the Madrid real estate agent's window but was actually a sailor's description of the winds leading into the port. Past the Boca Juniors soccer stadium south of the city, a famous Argentinian club. Interestingly soccer club names often have English words like Juniors just to give more credibility for those playing the English game. Then into the tourist hot-spot-by-day-certain-death-by-night Caminito. Having been relieved of a large amount of paper to get photos of Cindy dancing the Tango, we were off past some statues of kangaroos which our guide swore he'd never seen before, and into the famous Recoleta cemetery.



Cindy attempting the Tango's difficult "rolling a cigar" move

Spending up big on the family tomb was an important social standing advertisement for the Buenos Airesians. It wasn't like a housing development – being completely different from the neighbours was essential. Last time we were here in 2015 we'd wandered about for ages trying without success to find the most famous person – Eva Peron, but this time we had a guide so no problems. The Perons still have

a big influence on political life and many are either pro-Peron or anti-Peron.



Eva Peron's family mausoleum

More wandering after the tour to get a 12mm and 13mm spanner for chain adjustment, no longer considered by Triumph to be something that can be done except by highly qualified technicians back at the dealer a mere 12,355 km away, and off to a dinner and Tango show. "Kill me now" was my thought when heading to this, but it was fantastic. Highly professional dancers gave a Tango progress through time from the early days when it was socially unacceptable and only practiced for rough sailors down on the docks to the modern version. All that was lacking was a Rampaging Roy Slaven and HG Nelson form of commentary; "He's doing the Office Christmas Party hands", "She's thrown the leg up into a Peek-a-Boo", "They move from the Chaperone's Not Looking into the classic Let's Keep the Light On". Great entertainment. Buenos Aires was a definite highlight.



Tango dancers showing the 1950's "Climbing for Coconuts" move



Friendly BMW 750GS police officers outside our hotel

Day 28 was yet another big riding day of nearly 500km. Getting out of Buenos Aires went against the first peak hour traffic so no worries, then the slog up the big river country and the flat agricultural plains to Chajari and the Buenos Aguas hotel, when reminded that Aguas means Waters one gets the gist of the marketing focus. Day 29 was even more kilometres and also not very interesting riding but we were still revelling in simply being out of Patagonia. Hotel Cuatro Pinos in Obera was the destination, when reminded that Cuatro means four we were wondering where that was heading until discovering that Pinos means Pines. Rather than Pinots. Nice recovery. Day 30 was the B part of the A to B; Brazil. Plan was to do the 250-odd kilometres to the border early, fill up with cheap Argentinian fuel, and waltz across into Foz – no visa required. It went well, and I'd even earned gratitude for life from a Brazilian couple in a car for plugging a puncture in their tyre, until we got to the Brazil side. We were already sweat drenched from having to queue for ages to get out of Argentina with crossing on a public holiday long weekend never recommended. The immigration took 1 minute, but the Aduana (customs) for getting the bikes into Brazil took about 1½ very hot hours.



Waiting for Brazil customs. Gina had given up. I was over the road hoping for a bus.

All horrible hot experiences come to an end, and with a cooling tropical downpour we were into Foz and the hotel for a late all-you-can-eat buffet lunch. Servers bearing every variety of meat on skewers were constantly trying to fit more on the plates, making dinner that day or the next completely un-necessary but a lie-down essential. Day 31 was Iguazu Falls, last of our three big ones with Niagara and Victoria, all inconveniently with borders running through the falls. Up the road, we were confusingly dropped off at a bird park, but decided that we'd wander across the road to get a helicopter view which is important at Iguazu because they are spread out into a whole heap of separate falls.



Not far from the madding crowds



The helicopter view

Then the trip to the lookouts and platforms on the Brazilian side, accompanied by seemingly half of South America. Crowds were seething on every platform, but when in a place you may never return to the only option is to dive in and swim upstream. The selfie crowd were there in abundance, and once in a decent selfie spot they can be very difficult to shift. Even worse were the romantic backstory couples, the glamorous photoee stands next to the railing with the perfect scene behind and the partner photoer tries to get a series of posed shots while a constant stream of people want to get between them. Result is a rugby scrum with a bit of hip and shoulder applied to the weaklings to get through.



Coati with a nice coat

Up for lunch and Iguazu was done. As per South American tradition, lunch was so huge and so late that after we woke from our siesta we decided a wander up to the supermercado for bikkies, cheese, and ham would finish the day. The supermercado was enormous, with aisles full of beer and wine and just about anything else needed or simply wanted, including shoe glue to make another repair on the riding boot soles.



Forget parents with prams, Brazilians know who really need a close parking spot

Day 32 was Iguazu Falls from the Argentinian side for most, but a few of us had bike servicing and general administration and laundry duties to attend to. The service place was Pico Motors just around the corner, nominally a Yamaha dealer but with vast experience of other brands. Storm Boy was getting full service, and we decided that Cindy's would wait until we got back to Foz in a couple of weeks as it wasn't yet due. Ride Leader JC and I and a Pico Motors chap moved all the bikes around to the dealer, then left them to it.



About A\$28,000 for this

I decided to get some more Brazilian Reals, a normal currency experience after Argentina, so wandered about the town unsuccessfully looking for a bank with an ATM, while Cindy decided the legendary bargains available over in Paraguay must be explored. Paraguay is virtually free access from Brazil at Foz, and virtually means only her taxi driver noted her passport number before they swanned across the border. The expected tax-free top brands factory outlet shopping didn't actually exist, unless one was looking for bedding and chandeliers, so after a quick disappointed look back she came. At about 4pm I went back over to collect Storm Boy, with resultant deep regret for everyone who hadn't had a service – he was gleaming and perfect. Dinner was at yet another all-you-can-eat buffet, luckily lunch had been 2 leftover biscuits with ham and cheese each.



The only worthwhile thing in Paraguay was the welcome

Day 33 started a new long term direction trend in South America – east. We only had west to try now. And it was a big starting commute east with over 600km to do, one quickly gets an understanding that Brazil is bigger than Australia, having just come from Argentina which is only a bit smaller. Brazil has a lot of trucks, and all of them were leaving Foz at the same time as us, it was lane filtering, lane splitting, riding down the side and through the grass madness to get through the stationary or barely moving crowd.



Rider's impression of leaving Foz

The target was the Campo Largo Hotel, the only other truly memorable thing about this day was that the Campo Largo Hotel was nowhere near where the Campo Largo Hotel was. Arriving into a yet-to-be-completed Campo Largo Hotel, there was some wild GPS hotel location guesswork and random meanderings before happily spotting a wildly signalling riding colleague in the back streets. Never mind, a few beers and wines calmed the fevered brows.



Campo Largo wanderings, excluding U-turns

Day 34 was another big day of around 500 km, but getting onto the coast at lunchtime so more like expectations for this part of Brazil. A bit of excitement was the road became a bit winding, ending about 10 straight days of straights. Even more excitement was the beach picnic, especially for those lucky few who managed to find the picnic spot. It was rather hot, so we kept up the fluids in the shade before the support vehicle arrived bearing the lunch. The beach was fairly unusual in that high tide went all the way up to the road, and so no soft sand. The local kiosk owner was asked – would anyone get excited if someone were to ride on the beach? Not if you weren't out there too long, nor ran over a child was the answer. She didn't actually say anything about running over a child, but it was assumed to be counter to good beach riding practice. So onto the beach down a rocky slope, and some hooning was done. For the

first time in a long time I was able to practice my slide turns on the perfect surface, got to about a 60° turn by the end, not great but OK. Once a few laps had been done, back up the slope and parked as though nothing had happened.



Take only photographs, leave only driftie marks

Into Bertioga, Cindy and I were there fractionally too late to take advantage of the wonderful beach bars, all of whom close well before sunset. We consulted Maps.Me, a mere 2 kilometres up the beach was a bar/restaurant, if one could hurdle the creeks coming down into the Atlantic. We hurdled and marched. No-one was around, but like all sagas no-one wants to nearly get there before turning around. Then a glorious sight – a bar and restaurant appeared, and we wandered through the high security gate. A comment here on language; Brazilians speak Portuguese, not Spanish. I was at Hola (Hello), and Obrigato (Thank You) level, and could spice things up using Colin Firth's Love Actually dialog of Boa Noite (Good Night). Cindy as a natural-born woman had to use Obrigata. A natural-born lady was at the gate and said a lot of Portuguese words, none of which were Hola, Obrigata, or Boa Noite, but the gist seemed to be that we weren't hotel guests, didn't have a wrist band, so couldn't come in. Obrigato and Obrigata through clenched teeth, we marched a long way back to town. First restaurant had lots of stuff on the menu, but had run out of everything except beer. Eventually the stars aligned and we ended up in an excellent Sushi place, who charged by food weight. This is a cost trap for people with eyes much bigger than their stomachs, of which the party contains one.



Humungous Gin Tonic had the humours re-aligned after the Bertioga trek



Bertioga burrowing owl also frowning due the early beach bar closures

Another hot and sweaty dawn broke on Day 35 with the endpoint of the resort town of Paraty, not to be confused with the equally nice resort town of Parity. The road was endless twisties east along the coast, with occasional highlights such as Brazil's only nuclear power station. Heavy rains had caused a lot of landslides and many deaths almost exactly a year previously, and we were mixed up in the works trying to fix the mess and stabilise the slopes. With the GPS apparently set to find every sea-side town with cobbled streets and swarming tourists, it was a slow trip which needed a few quenching stops. Eventually we came down out of the hills and

along a cool tree tunnel which went for a long way.



Blasting through the tunnel of trees entering Paraty

The hotel was near the centre of the old town, which was designed to flood once a month at the full moon high tide and wash away the accumulated rubbish. Luckily we weren't there for this, as we had a boat trip and diving/swimming voyage planned for Day 36. On arrival at the docks, there was an enormous fleet of party boats, fortunately ours was full of more mature types such as ourselves rather than young and interesting people. Having watched another boat run over its own dinghy during the race out from the harbour, the tone for the day was set and the fleet followed much the same route around the beautiful islands, dropping us off for swimming and snorkelling and watching the young and interesting people on the other boats four times. The fish were in abundance, the snorkelling was first class, as was the hot lunch of "fish of the backyard" - chicken.

CANE TOAD WANDERING CAMERA



GARY STERLINGS BEAUTIFUL RS

Tough life at Paraty

Back in after a wonderful day, we rounded it out with a German restaurant meal and beers and wines. The nerves were building a bit though, the following day we would be tackling the entry into Rio de Janeiro. We were over 10,000km in by now, had experience of large South American city traffic, however this was going to be next level.

And that is the start of the next part of the South American story.

Duncan



HUW, A REGULAR COMPETITOR AT THE GYMKHANA



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



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

IT IS ON AGAIN

OASIS MOTEL KINGAROY

SATURDAY JULY 8 2023



RICHARD PRICE HAS ORGANISED A FABULOUS WEEKEND IN KINGAROY. MULTIPLE WAYS TO GET THERE AND BACK. MEAL COST \$35 PER PERSON. DRINKS AROUND POOL FROM 4.30 PM. BOOK ROOMS DIRECT WITH OASIS MOTEL WHO ARE HOLDING ROOMS FOR US.

PHONE 07 4162 2399. MORE DETAILS ON FACEBOOK PAGE AND CLUB EVENTS WEB PAGE.



100 YEARS

of

BMW Motorcycles



100 Year Dinner Celebration - Thurs 21st September
Display of Bikes - Sat 23rd September

The bike display will be run by our club at the central location of **Reddacliff Place** in Brisbane. We are looking for suitable bikes from all years and all models to display at this special event to celebrate this enormous achievement of the BMW brand that we all love to ride.

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

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

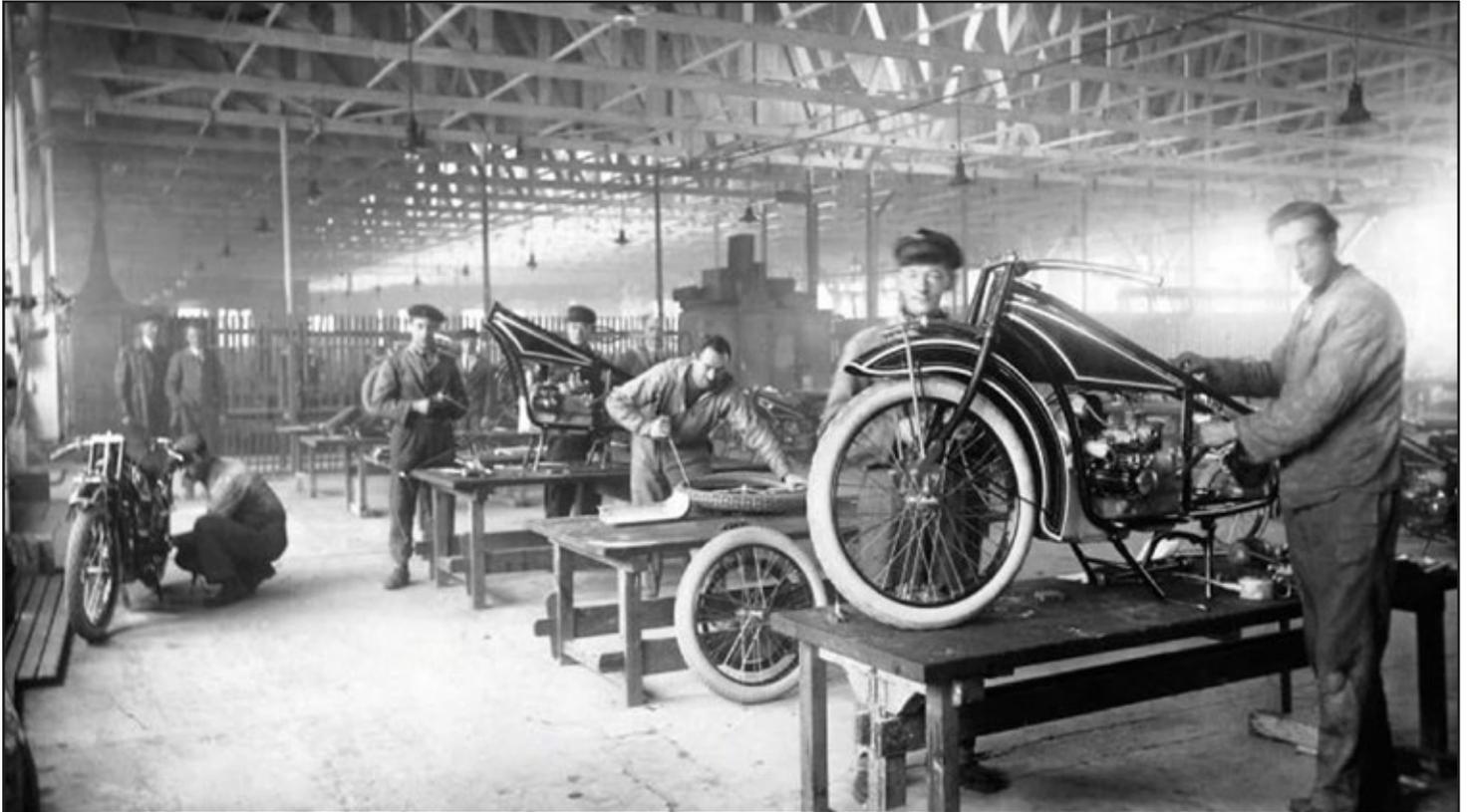
We have a target of one hundred bikes, to display an example of as many different models as possible. A selection process will be undertaken from the applications and consideration will be given to bikes that fit the above criteria as well as bikes with high kilometres or extraordinary travel achievements.

To nominate your bike please register at: [Display Registration](#)

- What Model it is.
- Year of Manufacture.
- Total Km's Travelled.
- Longest Journey Travelled.
- A Photo.



We want one of every BMW! But do we want this R100R Bobber? Could cook a nice lunch under the tank though...



**BMW started production of the BMW R 32 in Munich in 1923.
That is definitely worth celebrating!**

**To see the Promotional Video for the the events celebrating click
on the Link below:**

<https://vimeo.com/796122577>





100 YEARS

of

BMW Motorcycles



BMW Motorcycle Club
of Queensland



To celebrate the 100th anniversary of BMW Motorcycles the BMWMCQ are hosting a dinner event on Thursday 21st September
This will be the warm-up to the Display of Bikes on Saturday 23rd September!

Date: Thursday 21st September 2023

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

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

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

Nearby accommodation:

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

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

Or check out [AirBnB listings](#) in the area.

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





BMW Motorcycle Club
of Queensland



100 YEARS of BMW Motorcycles

Concours – Saturday 23rd September 2023

This event will be run by the BMWMCQ at the central location of Reddacliff Place in Brisbane, in the CBD.

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

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

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

We have a target of one hundred bikes, to display an example of as many different models as possible. A selection process will be undertaken from the applications and consideration will be given to bikes that fit the above criteria as well as bikes with high kilometres or extraordinary travel achievements.

If your interested in applying to show your bike please use this link to the application form:

Link: [CLICK HERE](#)



See the Video for the full celebration plans

<https://vimeo.com/796122577>



INVERELL RESTORERS MOTORCYCLE RALLY MERV BONE MEMBER # 3663

It's been about 6 years since I last attended this great event and when old mate Graeme said he was going I jumped at the chance to attend with him.

This event was the 28th and as usual held at the end of April over 3 days.

Most bikes are over 30 years old and their riders are even older.



To enter and be judged the bike must participate in a short (60 ks) or long ride which this year was 114ks. This stops people taking the bike off a trailer in pristine condition to win a prize.



We met at the servo at Willowbank, Graeme on his 82 Honda Goldwing 1100cc and I was riding my 82 Kawasaki Z1300. By 9.30am we were under way and our first stop was roadworks at Cunningham gap. Next stop was Warwick (shades of "Wild Hogs") then down to Wallangarra for fuel. The wing only has a 19 Lt tank and two up, fully loaded was on reserve. Tenterfield by 12 noon and lunch at the Courtyard cafe, a favourite spot for many of our BM club members.

Glenn Innes and turned right towards Inverell a short 65ks away.

About half way there on a ridge is the Sapphire wind farm. There are 75 turbines and each have

a diameter of 126 metres.

There is one of the blades on display in a park in Glenn Innes.



By 3.30pm we arrived at the Fossickers Rest caravan park and into our usual cabin. The day was a casual ride, at a lovely temp of 25c.

The New England highlands in Autumn is wonderful, blue skies, the flame trees out in full crimson colour. The Poplar trees changing to gold and the fields were green from the recent rain, just magic.

The next day Friday we rode to the Pioneer Village for morning tea and showing of some of the real early bikes. The oldest was a 1913 Balmain Precision 500cc. The owner of this also had a 1943 BMW sidecar R75 and a very nice Vincent. There were about 200 entries this year and over 20 were BMW's.

To list a few

1938 R51, 1950 R25, 1959 R50, 1962 R60/2, 1966 R69S, 1970 R60/5 & R75/5,

1975 R75/6 & R90S, 1979 R100S, 1980 R80RS & R100RS, 1982 R100S

1984 R65LS, 1985 & 86 K75, 1990 R100, 1994 R100GSPD.



Time for lunch and a walk around town to see what has changed in Inverell.

At the information centre we got a map and Graeme's wife asked about Op shops, well they have a separate map showing the 4 of them. You guessed it, we went to all 4 of them.

The RSL and the Sporties club both have courtesy buses that pick you up from your accommodation, tonight it will be the RSL. Last night was the Sporties club.



Saturday up early and back to the Pioneer village for breakfast and the showing of all the entrants. They show them in a 10 year block, 1910 to 1919. Then 1920 to 1929 and so on. We walked along the lines of bikes, some pristine and some in need of TLC but in going condition. By 10.30 am judging was complete, they announced the route and a short time later the roar of bike engines filled the air. It was good to hear the sound of the 1970's two strokes like the Suzuki GT750 and a Kawasaki H2.

The ride went to Bundarra then to Copeton Dam where most stopped for a Kodak moment. The dam is 98% full and is a massive body of water. I have never seen it this full and the last time I was there it was at about 20%.

The ride was well organised with people positioned at the various turning points along the route. It was a steady pace due to the ages of some of the bikes like the 1954 BSA Bantam 150cc. I was impressed with the pace of the 1951 Velocette LE 200cc. They were known as Noddy bikes. Why you ask, back in the day in the UK the police used them. They were a very quiet bike, liquid cooled, horizontally opposed 2 cylinder. The policeman riding the bike, when he saw a senior officer had to nod in stead of saluting them.

Next stop Gum Flat for lunch. Again well organised and a chance to chat with other riders. I had the chance to speak with the owner of the Balmain 500, the R75 BM sidecar and Vincent who was from Armidale.

We returned to the caravan park for a few hours then it was time to attend the National Transport Museum which had a special late opening for the rally supporters. An interesting place and worth a visit if you are in town. Many rare cars, trucks and a Sydney bus of which Graeme said he had worked on as an apprentice. A nice collection of bikes as well. A 1989 BMW K1 and a

Marusho / Lilac ST500/R92 according to the sign. A Japanese 500cc horizontally opposed twin. Google has an interesting read on this bike and the guy who made them.

The presentation dinner was held at the RSL club but sadly Graeme did not win a prize for the Goldwing and I did not enter the Z13 but it was the only one there that weekend.

Sunday, they have a morning tea and swap meet plus an optional ride out to Copeton dam which was not for us.

Decision time for Graeme, back home via the New England or to Grafton and onto Yamba for an extra night but he was concerned about rain and getting the Wing dirty. A check of the radar which showed all clear and showers at Tweed Heads so off we went headed for Glenn Innes with temps of 15C and blue skies.

A quick stop for a Kodak moment in front of the big wind turbine blade.

We pressed on and by the bottom of the Gibraltar range the realisation the wing was about to get dirty. Light misty rain, wet road and covered in low cloud made for a slow climb to the top. Not enough to put on the wets but care was needed as it was a bit slippery in places. By Cangai it was fine and sunny and a clear run to Grafton where we filled the tanks and stopped for lunch at Maccas.

Lunch over, the clouds had rolled in from the coast so on with the wets and I said farewell as I still had 300ks to home. The next 30ks were heavy rain as I made my way onto the new Grafton bypass highway.

The ride north on the M1, mostly dry and uninspiring but sometimes you just have to cover the Ks quickly and arrived home at 4.30pm.

It was a great 4 days away with good company and looking at some lovely old bikes and chatting with their owners.

Graeme and Ruth waited for the rain to pass and were unable to find accommodation in Yamba (school holidays) so they went to Ballina instead.

They were home on Monday and he had the Wing cleaned and parked up by 5pm.

Wise words from Charlie Boorman.

New mates made, old friendships recharged. This old motorcycle malarkey is just a special way to share experiences and see the world. I do count my blessings.



CANETOAD RALLY - VIEW FROM THE OVAL OFFICE

By *THE PRESIDENT*

Gary Bennett, Darryl Gowlett and their band of merry helpers did a great job of organising and running the 29th iteration of the Cane Toad Rally at Mt Perry. 45 years have passed since the first 'Toad' in 1978 so if my maths is correct there have been a few gaps in the Rally history but the guys have found it an accessible & popular home at Mt Perry.

First, rally attendees need to get their act together to make sure their steed is in top condition, camping gear has the mould removed from last year's event and there is room in the panniers for some sustenance - although this rally is very well catered. Now preparation of the steed might just mean kicking the tyres & filling the tank for some or at the other end of the spectrum where Stuart Wade lives, how to fit the espresso machine onto the outfit.



From my lofty view from the Oval Office this Rally is a standout in the Club calendar - everything runs smoothly, the Club Committee ticks the required boxes to ensure all is running in accord with the auspices of our Club and I get to sit back and enjoy the Rally without doing any work. So what did I observe?

This year was going to be a bit different for me as the Grey Ghost had her return from NZ delayed and was languishing in Sydney, the R1100GS build was progressing at the rate of a glacial recession and the R60 had no gear carrying capacity so Rex the Kwaka was pressed into service. Yes the Club Pres was not riding a BMW. I should have contacted Richard Maher to arrange a loaner for me! This was no great issue as Rex has been along to many a gathering of the club and is always most welcome but he is shod with soft rubber rim protectors as befits his sporty demeanour so has an aversion to sharp gravel roads. Rule out the Mingo Crossing on the Burnett River that has claimed many a tyre (including mine) on previous traverses to the Rally site. To compound the need to stick to the tar I was reminded of a long standing commitment on our family calendar set for the



Friday of the Rally weekend. I had volunteered my services to help out at the gate and with the Saturday arvo gymkhana events so getting to Mt Perry by the quickest tar route now became paramount.

Yes a trip up the M1/Bruce Highway was the only way I was going to get to the Rally by lunchtime short of a helicopter lift. Paul Hughes also had pressing obligations on Friday (something to do with the Editors chooks & cat) so offered to come along with Rex & me. Jane and I often travel the M1/Bruce as far as Maryborough as we have family in Hervey Bay and I had foolishly assumed that everything got better the further north you travel - not true. That trip to the Mt Perry turnoff at Gin Gin was end to end roadworks with fluctuating speeds of 40,50,60,70,80,90,100,110 - yes they didn't miss any. It was nigh impossible to remember what speed limit was operating as Highway hypnosis set in. A pie at Gin Gin restored some normality then a nice section from Gin Gin tempered when we passed a couple of rallyists talking roadside with the constabulary - no doubt discussing what they were going to consume on Saturday night.

The welcoming party at the gate allowed entry after the passage of \$25, badge collected, yellow dot on Rex's forehead and we were off to find a good site to pitch the tent.



The site is huge but from my observation there were already more tents around the site than for the full rally the previous two years - a good sign. With the tent up and a quick gear change it was off to have a gander at who was around and what they were riding, always a highlight at any rally. The sidecar boys never disappoint with their displays of weather cover/tent/bedding/cooking appliances the envy of many. There was a great array of BMW's of course but plenty of other bikes of interest. A beautifully restored 1967 Earache Harley Davidson from Gympie caught my eye. The owner said Mt Perry was right on the 200km limit that he can comfortably ride the bike. Needless to say he wasn't camping with the other Harley Davidson riders. Remembering my offer to help out at the gate (well looked after) and then the Gymkhana I thought I had better move over in that direction. My services were not required however as all of the events flowed well under the banter of MC Darryl and gofer Michael so I continued my roam & chat. A good time was had by all with only one Triumph biting the grass with a bit too much front brake after a run in the egg & spoon race. No harm done and all good fun. I wandered to the back of the shed where the production of Cane Toad T shirts was drawing to a close and I was greeted with the welcome - I hope you don't want a T shirt printed? No Richard I'm fine, looks like you have been very busy - affirmative. The shorts wearing Richard was last seen disappearing in the direction of the pub on his triple black GS. A job well done.

With the gymkhana completed it was time



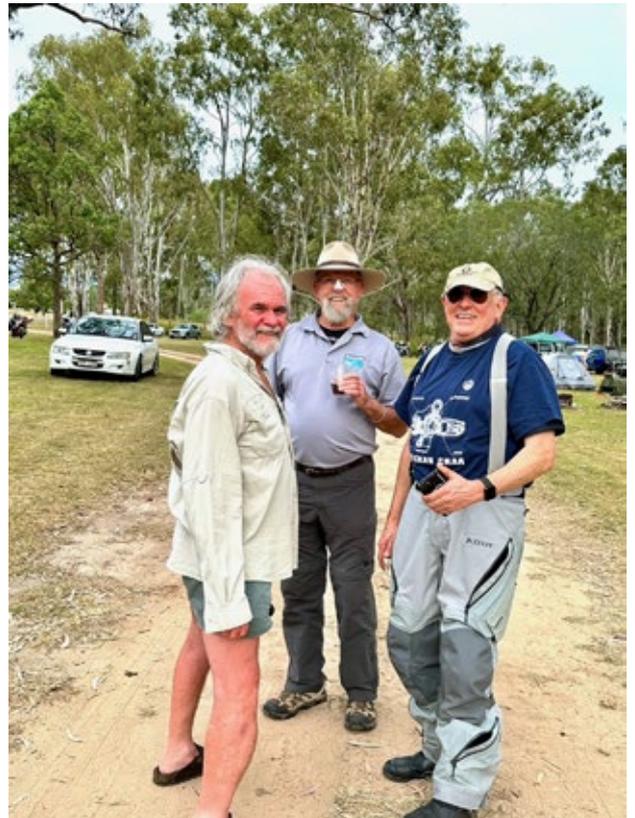


for the various rally awards with access to the stage of previous years denied by the council as it has been 'condemned'. This was rather unfortunate as getting attention from ground level was difficult not aided by the unidirectional speaker system. This was something that will be addressed for next year. I performed my only official duty in awarding Gary Stirling with his 300,000km mileage award for his very well kept R100RS showcasing to the assembled masses what great machines are made by BMW.



Day gave way to night, fire pits were lit, copious quantities of liquid refreshment were consumed, the hotel put on a cracking dinner and the night descended into conversation. Old friendships renewed and new friendships made over a brew in front of a fire is the very essence of rallying and what brings people back year after year. There were a few unwelcome spots of rain and lightning flashes about but this did not seem to worry the hardy souls wearing a warm inner glow and cheery alcohol infused disposition. I picked my way back to my abode by torchlight (essential rally fare) sometime between 10 & 10.30pm and just in time as the rain started to get heavier. Later in the night/early hours the wind picked up causing some to leave their snug tent to take down a flapping

tent fly. The value of a good tent was evident as I observed a couple of cheap examples pushed into the trash bins next morning. We really dodged a bullet as the ABC reported that the nearby Paradise Dam had recorded the State's top rainfall at a tad less than 70mm in quite a wild storm. Missed it by 'that much' as Maxwell Smart was wanted to say.



There was no way Paul and I were heading home anywhere near the Bruce Hwy so took the rather delightful road from Mt Perry to Eidsvold then south through Gayndah, Tansey arriving at Goomeri Bakery on lunchtime - good planning. There were festivals at Eidsvold & Gayndah, a booze bus and plenty of other rallyists on the run home so a very interesting ride. We took the longer leg home via Kilkivan, Widgee, Mary Valley, Postman's Track and Mt Mee where we encountered a second booze bus in the middle of the road on the descent into Dayboro. Quite a dangerous location for

this activity IMHO.

We tallied up over 1,000km for our trip on what was a very enjoyable weekend away with friends. Congratulations to all involved in the planning & running of the rally.

TONY



This Guy was a real winner . Great skills





Building a Richthofen 750 or the creation of a Franken-R75/6.

By **Christopher Robertson** Member # 243

Part 1: There is light at the end of the tunnel

but, the tunnel is so very, very long!

Introduction:

Hi everyone. Some of you know me and some of you don't. For those who do not, please let me introduce myself (read here an American confession group with me standing in the middle - real Dr. Phil type stuff). My name is Chris Robertson I have been a club member for nearly 30 years and I have failed to finish my R75/6 race bike project! Yes, it's true. Sorry!!!!

I decided to write this column in the hope everyone gets on my back to finish it. Along the way I will show what is happening, problems, people and firms I have dealt with, the various stages I am at and honestly where I have stuffed up and had to backtrack! I am also open to suggestions, except where to put it, if you know what I mean.



The donor bike in 1991, complete with my Fox Terrier Whiskey, on the seat

Now I bought the bike just before I joined the club in 1991. Interestingly the guy I bought it off (found of course in the paper Trading Post) said bikies used to own it and they hauled their parts for their Harleys on it. Now as we know Harley's need lots and lots of parts, so it had done some ks. He said at the time, "They could not kill it", shudder. But I was smitten - an affordable BMW for just \$2,000!

Now I rode it until I replaced it with my current R100RS in 1996. I have to say here that I am an "old school devoted airhead." Now after the R100RS arrived the R75 sat there for about 15 years, being moved around the garage from time to time. I had planned to restore it. But the urge to go

racing over took me. And besides, as this is confession time, honestly the reality is the R75 tank is not the nicest looking (even the USA toaster tank model), in comparison to other BMWs, both before and after.

The R75/6 is the first of the single disc brakes twins, first of the electric starts, but still came with the optional kick start (\$50 option or so I am told). Now significantly I am informed, with particular regard to the motor, it matters whether it is pre-September 1975 or post-September 1975. The reasons for this point I will explain in a later part. (Read aaaggggghhhh into this last point).

For ease of reading I have put contact details of matters, other information and so on at the bottom of this column.

The plot:

In light of the above comment on aesthetics, about 7 or so years I had been secretly contemplating to turn the bike into a proper well finished race bike. I affectionally call it the Richthofen 750, to honour the Red Baron's fighting spirit.¹ Now I know it's not a Fokker (The Red Barron's plane of choice) - but while building this bike I have used the odd 'F' word close to this!

Stage 1: Develop some sort of Philosophy.

First up, I have to thank my partner, Kaylene for her indulgence in this quest....God knows why she does?

Now to focus on matters. Behind every project one must develop a philosophy - a baseline if you will, one that when questions present themselves and they will, you can return to, ensuring you might not inadvertently stray. Here are mine:

- a) Remain faithful to the marque.
- b) Try and buy Australian parts from Australian firms - Not easy with a German bike and the number of BMWs racing overseas. Thus, plenty of well sorted available bits.
- c) Retain as many original parts as you can. Hmmm very optimistic.
- d) Do not half do things half-arsed. Oh for a crystal ball or is that balls?
- e) Do not pull it or other bits apart until I have all the trick or repair bits - near fatal one that

one - burnt me badly as you will see in later parts.

f) Realise this is a learning process and you will make mistakes or rather expensive f**kups, which have to be overcome.

g) Ensure the bike complies with Motorcycling Australia classic bike regulations. Should qualify for Period 5 aptly called the Forgotten Era - 1/1/1973-31/12/1982.2

f) Control costs above all else. Read here, also be realistic.

h) Realise not one person knows everything about such a project. However, you will receive plenty of free advice.

Stage 2: What do I need or ask an easier question, how long is a piece of string?

Now we come to the first big mistake that has and continues to be problematic - and please hear me loudly, "I should have stripped the bike down completely before ordering and buying parts." This point will become very evident as we move through the stages. The basis of this decision was simply a fear of losing parts if they became separated.

First stop - Bruce at Munich Motorcycles (MM)³. A great place to quickly get BMW bike parts, with helpful service. While many needed parts were available at MM, it became clear that some of the 'special bits and pieces' I needed would have to be obtained overseas.

Ok the adventure began in 2017 when we had to go to Germany for a wedding. I agreed to go on the condition we could go to the UK as a side trip to pick up some BMW parts. All was agreed over time and I arranged to pick up parts in person.

The first stop was Motorworks⁴ (I note now they have a note on their website Please note, we operate by mail order only and we do not have a shop or collection counter). It was mostly second hand parts we were obtaining from them. We had arranged what, over the internet.

Motorworks are located at The Old School House, Meltham Mills Road - went down a tiny road that led up to an old building. It was a little hard to find actually. Anyway, we picked up our bits. As a comment looks like they break up a few bikes, thus have quite range of second hand 'treasures'. I collected another strut to

convert the front brake to twin disc; used brake master cylinder for the handle bars - the original R75 had the master cylinder under the tank (mine leaked like a sieve); and, sundry small parts to assist in the 'upgrade.'

Next stop was to see Richard Moore from Moorespeed.5 Now from Richard I collected the key to my upgraded motor - new barrels, cylinder heads, camshaft and other attachments. Lovely, shiny bowerbird attracting items they are. They use modified R80 barrels and cylinder heads for the 750cc. I wanted the bike to be retained at 750cc. Spent a great afternoon with him and his family - lovely people.

The final stop was to get parts from Edgar at Flat Racer.6 Lovely and honest guy to deal with. We agreed on a meeting place which was the famous, or is that infamous, motorcycle Ace Café. Actually, we had a coffee in there. The whole café smelt of sweaty leather jackets. Took me back years.

We exchanged money for parts in the Ace Café car park. Must have looked like a drug deal going down as bootlids went up and we huddled around moving parts quickly in and out from car to another. From Flat Racer, I got such things as custom shocks, rear sets (foot peg/gear change sets) to begin with. I have obtained many other parts from him later on as they have become available.

However, all these guys above have one thing in common - a passion for BMW motorbikes.

I had one large suit case allotted to me. Space was rationed. Nothing much further to add from this trip other than when I got to the airport with a bag (25 odd kgs) of new and second-hand parts we had a surprise. Now we, my partner in crime, Kaylene, had the foresight to arrange to come back business class. This bonus not only gave us a new set of QANTAS pyjamas each, but also extra baggage kilos.

Now fearing the dreaded back room rubber glove treatment (now I know some people pay for this - but not this little black duck!), I went up to the counter and told the desk clerk of my motorcycle parts in the bag. I then said in a whisper, "With all those motorcycle parts, I would not like you to think I had a bomb in there!" She simply said sounding like a nurse in a hospital, "Sir, we have seen it all before. Please give me the bag and enjoy yourself in the business class lounge." Christ - It was worth every bloody cent in every regard!!! Customs in Australia could not have cared less and were more



worried about the shoes we were wearing when we visited the Otter Sanctuary (another great story).

Incidentally at the sanctuary we wore old shoes and threw them in the bin afterwards - best way we felt to protect Australian native animals and farming stock. A no risk approach!

Stage three: The Frame - strip down and prepare.

The first task went down quite easily. It came apart quite delightfully in fact. Now "by apart", I mean the bulk items were removed from the frame as individual units: engine, gearbox, diff, electrics, and all other fittings and fixtures. Put simply I needed frame without its many, many of the now oil dripping and weighty accoutrements - a true naked frame so to speak!



Rear seat frame repaired and nicely brazed

I now had to make a decision. Racing models of the 1970s raised their motors to gain rocker cover ground clearance when cornering. I had to make a choice: cut the frame and reweld the mounting points or buy an engine raising kit. Rightly or wrongly, I opted for the latter from Maxbmw.7 Not cheap but easier to do when you are at home alone with no welder or experience in such things as motor relocation in relation to ideal height.

R75s do have a habit of cracking at the rear seat part of the frame. This was the case with this bike. A repair was made by brazing. The frame was sanded and ready to paint. I was advised not to powder coat a racing bike frame as they can crack under the coating and it might not be detected.

Now for a carton of beer a friend painted it for me (thank you Ian Milton). However, when I got the frame back. Upon return I went over it in further detail. Blast! I had missed a small crack in the lower part of the frame, near the driveshaft mount (refer photo 3). Thank god

that this frame was not powder coated. A quick sand, weld and paint touch up and we were back in business.



Crack in frame found and repaired

Now not much left to do – be on the track in no time - what an understatement!



Frame painted and finally finished



3. Munich Motorcycles (Bruce). <https://www.munichmotorcycles.com.au>
4. Motorworks. <https://www.motorworks.co.uk>
5. Moorespeed. (<http://www.moorspeed.co.uk/bmw-products>)
6. Flat Racer. <https://www.flatracer.com>
7. Maxbmw: <https://www.maxbmw.com>

Engine lift kit. Looking at an invoice I see the total landed cost in Australia was \$423.61. I believe that is US dollars. Postage alone was \$75.61 (US). I will let the reader determine whether it was worth it for this kit or not?

Next Part: 2 Steering head, Diff, Gearbox, Brakes and finally I get a decent period flaring for the bike.

Thanks, and hope you enjoyed it. Much, much more pain and enjoyment to come.

Chris



Contacts in order of appearance above:

1. Red Baron Funeral Video: <https://www.bing.com/videos/search?q=burial+film+red+baron&docid=603506908720477372&mid=169241E6318CE04F93D2169241E6318CE04F93D2&view=detail&FORM=VIRE>
2. Motorcycling Australia. "2023 Manual of Motorcycle Sport." <https://www.ma.org.au/licences-rules/rules/general-competition-rules/#:~:text=All%20motorcycle%20competition%20in%20Australia%20is%20conducted%20according,ensure%20fair%20and%20safe%20competition%20for%20all%20involved.>

Introducing.....Club Mileage Awards

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

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

To nominate your bike, email our Secretary, Geoff Hodge on secretary@bmwmcq.org.au with:

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

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



***MAL CREMER'S RATHER SCRUMPTIOUS R1150R
BOUGHT IN OCTOBER 2004 .OVER 100,000 KMS.
CONGRATULATIONS MAL***





BMWMCQ TRAINING COURSE SUBSIDY

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

These are the simple rules to qualify for a subsidy:

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

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

Tony Gray - President BMWMCQ



Some photos Gary Bennett has sourced from Journals way back. Did you know we have every journal saved on our web site from when the club started to produce monthly newsletters. Fascinating to read



Mother's Day Club Ride

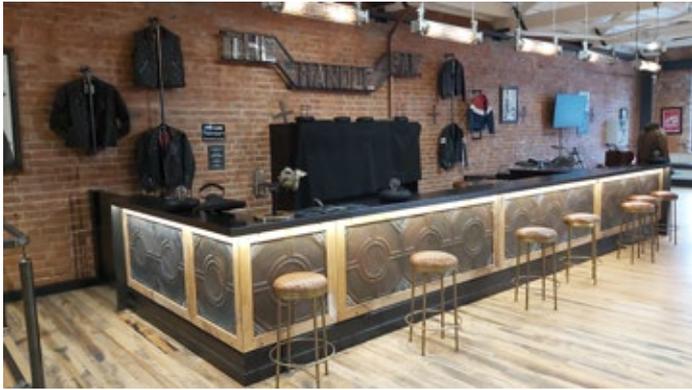




WORKSHOP DETAILS

BY **TONY GRAY** MEMBER # 3905

Most of us 'tinkerers' spend a bit of time planning how to layout our workshop to accommodate our bike/bikes, work benches, lifts, tool trolleys, machine tools etc etc.



When all of the functional arrangements have been made we may turn to the aesthetics - a favourite poster, bike pics, perhaps an Isle of Man TT Flag to make your workspace a place to enjoy - if you are lucky you get to spend plenty of time there.



Now let's say your 'workshop' is a multi-level converted nightclub and you don't have one or two bikes to display but over three hundred? That was the challenge facing the designers of

MAINTENANCE TIP OF THE MONTH

the Classic Motorcycle Mecca in Invercargill NZ, a must visit site for any motorcycle lover touring NZ. The owners had access to some pretty smart designers when setting up their impressive establishment. Take time to have a look at some of the decor if you can drag your eyes off the beautiful bikes.





Mystery Weekender - 2023

BMW Motorcycle Club
of Queensland

BMWMCQ PRESENTS

The Clubs 2nd longest running weekender...

The 24th FRIGID DIGIT

This is an **annual Mystery Weekender** that started in 1995 and always held on the last weekend in July somewhere cold. It is a navigation ride to the destination staying in full accomodation, camping or a combination of both. There is always an evening meal together followed by a gathering around a campfire.

The **29th-30th July 2023** is the date for the next event and with absence of full accomodation over the past 3 years due to Covid, i'm pleased to announce that this year **full accomodation is back** as well as the usual camping. The **evening meal and alcohol** is within walking distance. The location for lots of laughs and tall stories is always around the traditional evening camp fire with firewood supplied.

Camping & Accomodation Details: Camping this year **costs \$15pp.**

Camping area is well-grassed and level, amenities with flushing toilets and hot showers. There are **Cabin Style accomodation** also available, prices start at **\$139 to \$169**, some have double beds, some with single beds and some with both. Cabins will be set aside for lone riders from **\$40pp.** With high interest in full accomodation in previous years, I would suggest booking sooner than later, if you have to cancel, there will be someone waiting for your cancellation.

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

Contact: gbennett777@gmail.com



Preferring Death

Death. The final Frontier.

By **Duncan Bennett** Member # 4171

We've all heard of Bolivia's Death Road built by Paraguayan prisoners of war in the 1930s, connecting La Paz with Coroico with a drop of 3,500 m over 64 km starting at a gasping 4,600 m. The bus with more than 100 people going off the edge in 1983 is famous, and the road claimed 200-300 drivers a year until the 1990s, but it wasn't even Bolivia's most dangerous road even at the height of its fame. It still claims mountain bike riders today, the most very recent an Ecuadorian who decided to take selfies while riding, only had the fingers on the front brake, lost it on a slippery bit and went off the edge. It is perhaps the only South American road Australians are comfortable on though; you ride/drive on the left so LH drive vehicles can open the window and see just how close they are to finding out whether they are booked in upstairs or down for eternity.



Doesn't really give perspective on how steep it is

Our group rode into El Alto on the rim of the valley dropping down into La Paz, and parked up at a property where they were under good care. Riding into La Paz is avoided at all costs - the city town planner left his set square on the bus heading in on his first day in 1548, then

had a stroke and decided to draw the road design freestyle with his pencil in his mouth, then accidentally poked his only working eye with the pencil.... You get the idea. Down into the maw via the excellent cable car network, then to the hotel at a fairly sizeable 3,600 m altitude.



Packed in La Paz

Our group was given the choice - Death Road by bicycle, or Death Road by trail bike. No choice really for USA Scott and I, we are on a motorcycle tour so bicycles are slightly behind mules as acceptable transport. Everyone else chose bicycles, we all knew they'd regret it. Up slightly less early than the bicycle riders we were into a taxi for a ride a long way out in the opposite direction to the Death Road. Into the motorcycle dealer and hire shop, we met the owner, and our guide for the day, Gus. Here are the bikes said the owner, a pair of DR650s, choose your weapon. Right, where do we sign? You paid didn't you? Yes. Well just go! Righto, all insurances null and void, better be switched on. Straight up onto the street, it was like some of those scenes in The Fast and The Furious, racing along and passing everything via the correct side, the wrong side, and the footpath. Up north-east into the lower socio-economic suburbs, the bitumen became intermittent and the dust absolutely pea-soup, especially for me at the back. At one stage I found myself riding in a ditch trying to get past a truck, luckily launching back onto the road before reaching the concrete vertical sided channel. Eventual-

ly the 'burbs thinned out, and we were onto some pleasant dirt.



After what I thought was the Death Road

At the head of the valley we turned 180° and rode up a track across a slope. When we reached a long scree section, I assumed we were now on the Death Road because it dropped off into oblivion. But it turned out virtually all the roads are like that. Up the top we reached a lookout then headed around some dams to the start of the mountain biking area. Unlike the unmotored, we went to the top where we parked and walked to the statue of Christ who looks down over the start of the Death Road. We walked because people make burnt offerings around the statue, and use pallets for the fuel, hence the ground is littered with DR tyre-ending nails. The motorcyclist ritual is to make an offering of 96% proof alcohol to whichever deities are accountable for Death Road safety by pouring some on the ground, and then to their horror drinking some and saying a prayer the 96% proof immediately wipes from memory. Inhibitions crushed, down we went.



Gus, Jesus, Scott

It turned out that wasn't the start of the Death Road either, but we did some awesome dirt that was the original lead-up to the Death Road and then eventually ended up on the new bitumen road for about 10km to get to the actual Death Road, passing various mountain biking friends and loved ones on the way.



New road and awesome old road we insisted on doing

A stop for a quick choccy while keeping an eye uphill to make sure we'd beat the mountain bikers to the Death, and we were into it. A stop near the top was to pay a fee to the local community who do some work on the road to keep it passable, although as we'd find out it unless they all went to Uni to do geotechnical engineering it was always going to be a bit token.



The official start with scary glimpses of road behind

Onto the Death Road, first impression was that it was rough. Bloody rough. Mountain bike rider whinging then giving up rough. Even we started to get a bit handsy trying to brake and clutch while hanging onto the thin DR grips. Turned out the mountain bikers started further down, so no need for their whinging or giving

up just yet. Even though we were by now into the Death Road everyone has seen photos of, we'd only passed one car coming up, and the actual fear of going off the edge was pretty much nil. I mean how often have you been riding along, and suddenly just careered off the road for no reason? Well once for me, that's another story, but for most it never happens, so it was more about avoiding rocks and puddles. The first stop down the hill for photos was the famous "hang the legs over the edge" spot.



At the iconic spot



Unmotored cyclists paying scant attention

Photos taken aplenty, it was onto the next iconic spot, the San Juan waterfall, where the mountain biker had recently selfied himself off the Ecuadorian voter's register. This looks scary from the viewpoint, the greenery hides the road so well it is hard to believe it can be more than 3 feet wide. But again, after some advice from Gus about avoiding aggressive front braking on the slippery bits due to the lack of ABS and TC on DR650s, it was easy.



Assuming that a road will appear once we get over there

Then onto the harder bits; the landslides. There were five when we did it, and three were either away from oblivion edges or just a matter of avoiding the big rocks. The first bad one was okay, just a matter of getting the bike over a rocky bit, which Scott demonstrated admirably. The second bad one had gotten a lot worse than on his last visit according to Gus, with only a narrow ledge to work with, previously they'd been able to walk the bikes up. Looks easy if I ride says Scott, and that's just what he did. I squibbed it and decided to let Gus do my bike, after all someone had to take photos and offer some unwanted opinions drowned out by the roar of 650cc's bouncing over rocks. How they will ever fix this landslide and re-make the road is beyond me, it is a real mess.



First bad landslide

Second half of second bad landslide

After the second bad landslide, it was a dusty doddle down the descent to the end. A few photos and some sucking on the Camelbak were undertaken at the final sign, which weirdly says welcome to the Death Road. Didn't we just finish it?



Parrot on a mountain bike adds more confusion

Off via some sketchy back roads to re-meet the new road, we charged up the hill to a trucha (trout) lunch. Gus asked whether we just wanted to go back to La Paz on the new road, or whether we wanted to do some more dirt. Don't mind more dirt we said, little realising that this was the equivalent of placing a no-care no-responsibility waiver in front of the Death and Accessory Roads deities, although they were happy we'd only had water during lunch.



Death Road as viewed from the other side

Gus was not a regular tour guide because they don't do that many motorbike tours, and in fact could more accurately be described as an enthusiastic La Paz part-timer. He clearly felt that our ability to keep up thus far meant that he could now go off exploring new Death and Serious Injury Roads. So off we went through a mountain village, up a road made from sharpened basalt lumps, up over a basalt fence which explained the source of the basalt lumps, and over rough ground to get back onto something more reasonable. Gus was a straight A to B man, avoid deviation caused by following the actual road, preferably just go straight up. This worked well a few times, but as the altitude increased to the 4000s the bikes started to struggle. The end came when Gus decided we could get back on the main road by going directly up. I'd gotten into a boggy bit so struggled to even get to the slope, making it half way up before meeting Gus coming back down. Scott had likewise stalled and had to give up, so I could retreat with full honour.



Scott discovers the limit of the DR650



Gus then decided that as it was a nice day we might get some views from a nearby 5000 m peak. The DR's weren't consulted. Again upwards, trying to keep the vertical rate of climb a bit more gradual, we found ourselves on open terrain where we could all make our own roads. The race was on to the top. Scott's brutalised DR was struggling, Gus's was going OK, but mine had found a second wind as long as I stayed in first gear. Up to the top, the views were a bit patchy but the personal motorcycling altitude record had been smashed.



Up in the DR Death Zone

After that it was pretty tame, besides Gus nearly taking us off a cliff when trying to pioneer a new track directly to B from A, and 3 river crossings with bonus boulders. The bikes gave up before we did; Scott ran out of fuel heading back to La Paz but coasting was fine for about 20 km, then Gus' bike kept stopping as we ploughed back through the dusty 'burbs, at one point causing a bit of a traffic jam as there was nowhere to pull off. Eventually back to the dealership by keeping the throttles fully open in a low gear, it was handshakes all around and a huge thanks to Gus who had vastly over-estimated my confidence and abilities. But I'd survived Death and actually had a lot of fun.

The Death Road? That was the easy part. The hard part? Just getting out of La Paz.

DUNCAN

DEATH ROAD/ PHOTO GALLERY

THE PEOPLE YOU RUN INTO AT THE DAM. CLUB MEMBERS OF THE K BIKE FRATERNITY LUNCHING AFTER THE RAY OWEN CLASSIC



MICK STOKES RECIEVING HIS 40 YEAR BADGE AT THE MAY GENERAL MEETING





MERV IS AT IT AGAIN OVER THOSE WHEELS. MID WEEK RIDE AT MAROON DAM



THE HISTORIC AND THE NEW FRONTING UP AT THE MAY CLUB LED RIDE



GRAHAM HEALEY RECEIVING HIS 30 YEAR BADGE AT THE MAY GENERAL MEETING



COUPLE OF LIKELY LADS CONTEMPLATING SWAPPING BIKES..... AT THE MID WEEK RIDE MAROON DAM

A Soggy Toad?

Tony Malone Life Member

Easter has been the regular time for a number of events, the one most obvious to motorcyclists being Bathurst. I recall competing there on my R100CS in 1989 (along with having visited as a spectator on a number of occasions previous to that), and I recall that it rained (especially on the way home). Indeed, it rained so much that the Cunningham Highway was cut just past Aratula, and we needed to take the back way through Yamanto to get home. And so it was with some trepidation that I saw the weather forecasts for the Labour Day long weekend (being the one on which the Toad now found itself).

To pause for a moment, and apart from thanking those who did so much to bring it about (Gary Bennett and Daryl Gowlett immediately springing to mind), the origin of the Toad was to give our members an alternative to Bathurst, meeting half way up Queensland at Finch Hatton Gorge behind Mackay to allow a central point for members to gather. There were many wet toads at Finch Hatton!

Anyhow I set out on Friday morning, with the destination about 400 kilometres away. It need not be an early start, and living in Ipswich it is fairly traffic-free to escape from suburbia. Happily, there was no evidence of the forecast rain, and it was a wonderful day to ride (as it always is, no matter what the weather). I knew my 2014 R1200RT had enough in the tank to get me to Nanango, and that I would arrive there at about lunch-time. I was seeing quite a few loaded up motorcycles on the road, and it seemed that they were going to the Toad as well. This turned out to be the case, as I saw quite a number of them at the site. Once more, it was like travelling to Bathurst in the late 1970s.

I thought that I should try a little unsealed road in, and passing Ban Ban Springs I turned right intending to get to Byrnestown to take me to Mount Perry. I think that I was on the right track, but then saw detour signs (which I followed) and found myself on the Gayndah – Mount Perry Road. At the early stages this was sealed, and the green countryside was wonderful. There are a few ranges through here, and they give a marvellous background to the landscape. Then I saw a few Harleys coming towards me (which I recognised from Nanango) and hoped that I had not taken a wrong turn (as they had left Nanango about 30 minutes before me). The possible reason showed

just down the road where the sealed road became dirt. No trouble to me, and I just carried on at a comfortable 60kph.

The road was not bad, it was not wet and there was no slippery clay (or bulldust, or any of those other things which make riding a larger motorcycle on the dirt more challenging). I did see some riders on off-road motorcycles approaching from behind, and they proceeded to overtake. There was quite a bit of dust, and my vision of the road was obscured. (I remembered the stories of those who fell returning from the Off-Centre last year, who did not slow in the dusty conditions and fell). The answer was to just slow to a pace so that I could see where I was going. The last rider seemed to be happy to just remain at my pace, and so we arrived in Mount Perry soon after mid-afternoon.

I think that I went straight to the site, to set up my tent in a preferred place while there was still good light. Arriving I found that I needed cash (which from habit I seldom carry) and do after setting up the tent etc. I went into town to get some folding stuff. There was an ATM, and I saw a few mates having a drink at the Hotel and so joined them for a short time. The problem was that my low beam had failed, and lighting would be a problem after dark. I returned on dusk, using my high beam and grabbing all that I needed headed up to the refectory area to have my dinner. I really like these catered weekends!

Michael John had set the fires, and all they needed was a match. Getting this underway made the approaching cold weather less challenging. There was not the same rush on the firewood as last year. Gary sourced some mill timber for Saturday night, and all was well on that front.

There was also a coffee and ice-cream truck, and I thought that this would be a bonus for the following morning. In fact, after dinner I had a choc-covered cone just like we used to get from Mr. Whippy when I was a child. These people needed a generator to run their refrigeration, and this noise was quite a distraction and quite a few were complaining. I thought that they would switch it off later in the evening, but they did not. I was camped far enough away that it did not interfere with my sleep, but not everyone was that lucky. (There were a few words the following night, and the operators just pulled stumps and headed off. Luckily, I could cope without them, and it was wonderful to have a quiet Saturday night).

I rose on Saturday to look to matters of breakfast. The

catering was wonderful, and the prices quite reasonable. There were ample places to sit, and after this was done, I went to the gate to give a hand.

I decided not to leave the site on Saturday. On the way up I had seen examples of the most appalling behaviour by car drivers, tailgating etc., that I just did not want to go out on the road. I am sure that those who took the recommended trips had a great time. For myself I felt somewhat vindicated when I heard the news on Sunday night about the 13-year-old, in a stolen car, collide with 2 other cars causing 2 fatalities. His life is going to change, and why on earth people cannot just let others use the road and stop looking in the rear vision mirror to block the progress of those behind is beyond me.

For Saturday afternoon, the Gymkhana was quite entertaining. The slow race dragged on, and the egg and spoon race seemed to be a test of speed and then brakes at the border fence. The enthusiasm of competitors and participants was to be admired. There were quite a few positive comments from rally-goers about how good it was, and how they looked forward to next year and would bring friends.

Saturday night did bring the anticipated rain and heavy weather. Some suffered a little for it, but I was all right. To answer the question at the start of this article, the Toad was not soggy. A bit of water got into my tent, but on arriving home I put it on the line and all was dry for packing away the next morning, in readiness for the next adventure. I then travelled from home to Brisbane (the return being along much the same path as I had taken there, with the exception of returning to the highway towards the East and then back through Biggenden), to march on the RNA with fellow workers at Labour Day.

My story might have jumped around a little, and left my reader chronologically confused. However I have just so many happy memories of the weekend, that it is hard to put them in the best order. Hopefully you will not be too distracted by this, even if my teachers at school might have been.

So that was my Toad. Being with those workers on Monday made me realise that amongst them, having gotten the best from the weekend, it was probable that

I am Alone.





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THE CAIRNS DGR

By *Klaus and Kerry* Member # 4515

“The Distinguished Gentleman’s Ride is already an institution in Australia, and not only on these shores but worldwide. The website states: “The Distinguished Gentleman’s Ride unites classic and vintage styled motorcycle riders from all over the world to raise funds and awareness for prostate cancer research and men’s mental health. The Distinguished Gentleman’s Ride was founded in Sydney, Australia, by Mark Hawwa. It was inspired by a photo of TV Show Mad Men’s Don Draper astride a classic bike and wearing his finest suit. Mark decided a themed ride would be a great way of connecting niche motorcycle enthusiasts and communities while raising funds to support the men in our lives.”



This fantastic initiative raised over US\$ 37.5 million since 2012 with some 340,000 riders taking part in rides in 121 countries in the world.

Taking part in Cairns on Sunday 21 May we had an awesome day starting the day at one of the major sponsors (Wayne Leonard Motorcycles) with over 75 bikes in attendance adorned by some dapper looking gentlefolk. Our ride took us out to Ellis Beach Bar & Grill via the Esplanade in Cairns and ended up at Macalister’s Bike Day Out to join their highly popular bike show. As per the organisers, this year was by far the best

one yet with 100 riders registered (more joined along the way) and over \$21000 raised in Cairns.

With our trusted GSA still in self-imposed “hibernation” in Brissie, we saddled up our Japanese steed and took the Kwaka (Versys 1000 SE) on the DGR. Mind you, she does not really fall into any of the suggested DGR categories of vintage or classic bikes, but then again, the old Z1000 engine must definitely rate as one of the greatest “classic” engines ever built. Who could argue with that?



The Cairns DGR saw an impressive diversity of makes and models, from classic European bikes to the usual American brands, of course all sorts of Japanese variations of the Big Four of Nippon. Four-strokes dominated but there were a few interesting two-strokes doing their bit to contribute to CO2 emissions (as they do....). BMWs were present, too, mainly a couple of well-travelled R 100 GS, but beautifully maintained and looked after by their fastidious owners.

We are lucky in Cairns, the May weather is just perfect for riding. Nice, dry and warm, not having to worry about carrying rain or cold weather gear makes a big difference.

Despite the awesome options of riding up &

down the ranges, the DGR ride is mainly meant to raise public awareness; so we straddled the Esplanade mid-morning where people had their breakfast (or brunch?) and enjoying the Far North QLD atmosphere.

Riding up the iconic Capt Cook Hwy to Ellis Beach is always a pleasure, a few twisties to warm up and get the five (or six?) senses going. Ellis Beach claims to be QLD's cleanest beach, is it? We did not check the beachside but focused on the Bar & Grill which is a fantastic venue, it really seems the new proprietors are truly investing into making this a prime stopover for local weekenders and tourists alike.



Heading back into town via the Northern Beaches with their own attractions and beautiful beachside resorts, we aimed for Macalister's Brewery in Smithfield, for their Sunday arvo live music session. They put on a great bike and car show, live entertainment and an interesting variety of craft beers. Unusual for us we stuck to lemon, lime & bitter (bitterly so...) but got rewarded with best-dressed couple (the AMX voucher will go towards an intercom upgrade!). Some say, that was an easy win with the others

dressed in rags but we consider that fake news. Mightier people than us have used that argument in their defence, some more successful than others (who shall all remain unnamed)."



Klaus and Kerry



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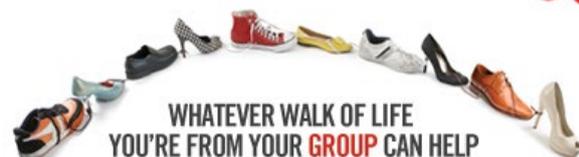
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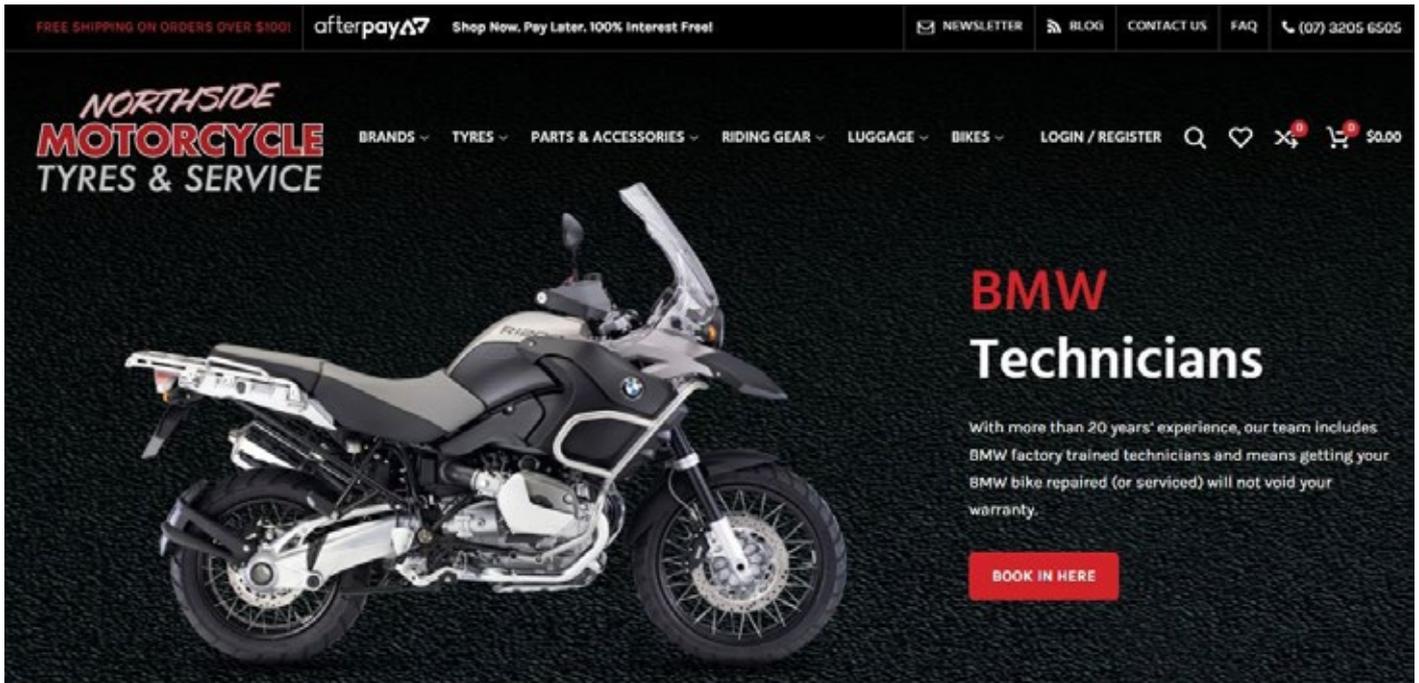


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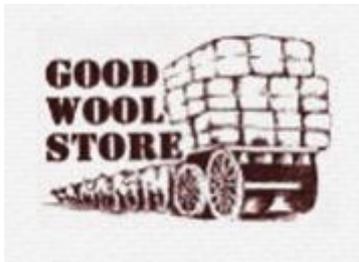
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Group Dynamics

Joining a group motorcycle tour – especially one of expedition length – is not for everyone. But from our experience it does provide a lot of benefits which outweigh the negatives. In particular, a support vehicle to carry the luggage; well-planned and thought out itineraries; a ride leader who can speak the local language; and a chance to ride with like-minded people from all over the world (to name a few!)



Ultimate South America group at Maras Salt Mine

However, there are several important attributes that while not guaranteeing a trouble-free expedition do assist in the overall enjoyment of the trip.

Firstly, pack a sense of humour- it will be needed! Although a good tip is not to try and be the “life of the party” at the beginning of a tour, best to start somewhat quietly and then work up to the questionable jokes after a week or so! Learning a few keys phrases in the local language goes a long way to building fun interactions and you never want to be the Aussie talking louder and slower to an Espanola speaking waiter, a tragic look!



Bikes at rest during a roadside lunch stop

Stamina and resilience are also essential, the group tour stops for no man (or woman) so if you are feeling a bit or a lot under the weather it is important to be able to take care of yourself (having courses of medication suitable for the likely front and back end dramas) and be ready to ride again tomorrow. We found this particularly important when staying and travelling at the +3000m altitude for long periods on this trip in Bolivia and Peru, the effects can range from none whatsoever to completely debilitating.

Having a flexible outlook is of course necessary, there may be times when the itinerary must change, in our case on this trip because of a combination of civil unrest and impassable roads in Peru. Whinging and moaning about what can't be done is a sure fire way to bring negativity into the group and cause divisions.



Jumping for joy at Uyuni Salt Flats

For the ladies (and some of the guys) it helps to be “low maintenance” in relation to the amount of gear you bring- no hair straighteners for example! Chances for pampering are available, but not regularly. It is not a fashion show and clothes that are practical and quick dry are favourable- think zip off shorts/trousers- excellent invention, and merino riding shirts. An easy-going attitude to things that don't work like they do at home is handy as well- not hot water?

Shower flooded the hotel room? Take a chill pill; it's all a part of the "adventure"!

We have been blessed with some amazing tour colleagues who make the whole expedition a fun place to be, but we've also had the occasional "square peg" who perhaps didn't realise the trip could be at times testing and gruelling as well as a life-changing experience. A stoic and patient approach to these challenging individuals pays dividends- what is said in frustration cannot easily be taken back.



Breakfast pizza? Yeah why not!

So, are you up for a major group expedition? If so, Compass Expeditions are running Ultimate South America again in 2024.

Cindy



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