

MARCH 2022

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BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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BMW Motorcycle Club
of Queensland



BMWMCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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R1200GS (The Grey Ghost)
R60/6



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Advertisers

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TeamMoto - P.65
TeamMoto M&W- BACK COVER

On The Cover

Julian Davis' "German Mistress" a.k.a Sofia, a 1975 R90/6 beauty and the March "Pic of the Month".



BMW Motorcycle Club
of Queensland



BMW Clubs
International Council



Club Details

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

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

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

Geebung RSL Club
323 Newman Road Geebung

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

BMWMCQ AIMS

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

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

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

DISCLAIMER

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

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

WEB SITE

Visit: www.bmwmcq.org.au



Cindy & Duncan Bennett

Editors' Report

Another year as editors comes to a close. Not many members realise that the Club calendar was designed to align with the early Roman calendar, with March the first month of the year. The name March is now believed by scholars to come from Motoren, the Roman god of Flat Twins who was banished by Jupiter from the pantheon to the wilds of Bavaria for introducing shaft drives. The rest is history, just like 2021. We personally had a great year including the month to Tassie and back, the trip to the Cape, and the club events which all made for awesome and at times scary Farm Road riding and meeting lots of great people. The photo comp photos everyone sent in were just fantastic and certainly got us in the mood once again for travels beyond our shores. The many articles we received were also very appreciated, and as we've said many times before we aren't really editors - the quality of the prose requires very little touchin'.

We are nominating ourselves for the position of editor once again in 2022. We very much enjoy it, plus it gives us an excuse to get out to events. We have had more than one 'Notice to Appear' since we took on the editor's role, but after a quick call to the Full Bench and mentioning that we have a coffee morning, club lunch, B2B, Cane Toad Rally, Sunny Coast Brunch, Frigid Digit, or Christmas in July to cover it is always dismissed with an absolute discharge. "You have way more important things on" as their Honours always say. 2022 is already looking the goods, we have a big one planned in May to complete the Ride to the Rock we started in 2019, which will tick off a past failure.

This duty at the Member Awards night wasn't in our Editors Job Description - we just got lucky.

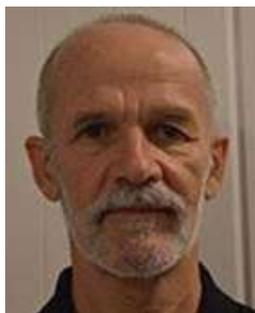


Submissions for the Next Journal close 25th March

**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 & AGM: Thursday 3 March 2022





Tony Gray

President's Report

This is my last Journal Report as President under the current Club Committee structure. In accordance with the club constitution all committee positions will be declared vacant at the AGM on 3 March. I have looked back on my first report posted in the April 2021 Journal and reflect on my expectations at that time.

I took the reins of a club in a very strong financial position and importantly a very strong social position. It was and remains a very friendly club, a point that was made to me by a valued and popular club member at the Members Awards night on 17th February. That doesn't just happen, it requires an effort on everyone's part to be welcoming and inclusive in everything we do. The committee can provide the example but everyone has a part to play. Disagreements and grievances can and will occur from time to time, that is a normal part of human interaction. How we deal with those differences ultimately determines what type of club we want to be.

OK a year has passed – good riddance would be a common response to 2021 as our activities and that across the world continued to be disrupted by the Covid pandemic. The club has continued to grow and I am very pleased to report that some of those new members have quickly become very active, a good sign for the future. The club sits comfortably in the 250 to 300 member size and personally I feel that is a good fit. We can cater for our functions in normal sized venues, our club runs have controllable numbers and it is possible to remember people's names even for someone like me who occasionally suffers mental name blanks – isn't the term MATE a wonderful friendly greeting for just such occasions. We had a very full calendar of events throughout the year but here are a few of my favourites to go on the record:

The Canetoad Rally at Mt Perry early in the year was very well attended, attracted a lot of very positive feedback for the club and has provided a springboard to take this well-loved event back to the high position it held on the Australian Rally Calendar. Credit to Darryl & Gary and to Graham for the work they put into this event. Without them it just wouldn't happen.

Our ever popular Christmas Function had to be cancelled due to Covid and there was much discussion at Committee about what we could do in its stead. The 'End of Year' gathering at Lake Samsonvale was a wonderful success where we were blessed with good weather and great support from members. There was a lot of work on the day and in the days leading up to the event to make it the success it was. Huge thanks to the committee and also many others who rolled up their sleeves and pitched in to help.

The Club Service Days have gone from strength to strength and I urge everyone to get along to one of these days to watch and learn, get your hands dirty or just socialise – all of these options are accommodated. Very special thanks to Rob Wynne who hosts these events at his Jimboomba property and to Bill our tool-man who facilitates these days with Rob. Also thanks to those talented and generous members who assist and coach others to work on and better understand their bikes.

The last major event for this year's committee was the Member Longevity Awards. The genesis for this night was early in the previous committee's reign under President Paul. Covid struck here as well delaying the process but we were determined to get this completed before the AGM. I am very pleased to say that the wait was worthwhile. It was a great night that recognised the work and support from so many members dating back to the 1960s. There were people who had not seen each other for several years and it was beautiful to witness the years roll away as if it was only yesterday. Credit to Greg who worked tirelessly to bring together the list of worthy recipients.

We are a one brand club that welcomes all motorcyclists, are passionate about our motorcycles and have a real zest for life. We have a proud tradition stretching back 64 years and we should all be proud of that. I was certainly proud to add my name to the 34 other people who have preceded me as President of the BMWMCQ.

Tony.





BMWMCQ Club Events for MARCH 2022

Date	Start	Event	Details	Contact
Thurs 3 March	7:30pm	Club Monthly Meeting & AGM	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 6 March	9:00am	Poker Run Ride	Fernvale Memorial Park (opp Bakery) Finish Royal Hotel, Kalbar 12:30pm	President Tony
Sat 12 March	9:00am	Coffee Meet Up	Boardwalk Cafe, 22 Lakefield Dve North Lakes	Events Coordinator Mark
Wed 16 March	9:00am	Mid Week Ride	Meet at Dayboro (opp Bakery) for a ride to The Spit, Somerset Dam. BYO Lunch	Events Coordinator Mark
Sat 19 March	10:30am	Sunny Coast Brunch Ride	The Barn, Flaxton	Steve Maney - SC Riders
Sat 19 March	9:00am	Speedway	North Brisbane Speedway	VP Paul
Sun 27 March	12:30pm	Club Lunch Ride	Pioneer Arms, Goombungee	Events Coordinator Mark
Tues 29 March	6:00pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark

EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
11 - 13 March	BMW /5 Riders & Tribute Gathering	Blayney, NSW	BMW Touring Club of NSW FB group
10 - 12 June	BMW Clubs Australia Rally	Kooralbyn Valley Resort	See page 56 for further details

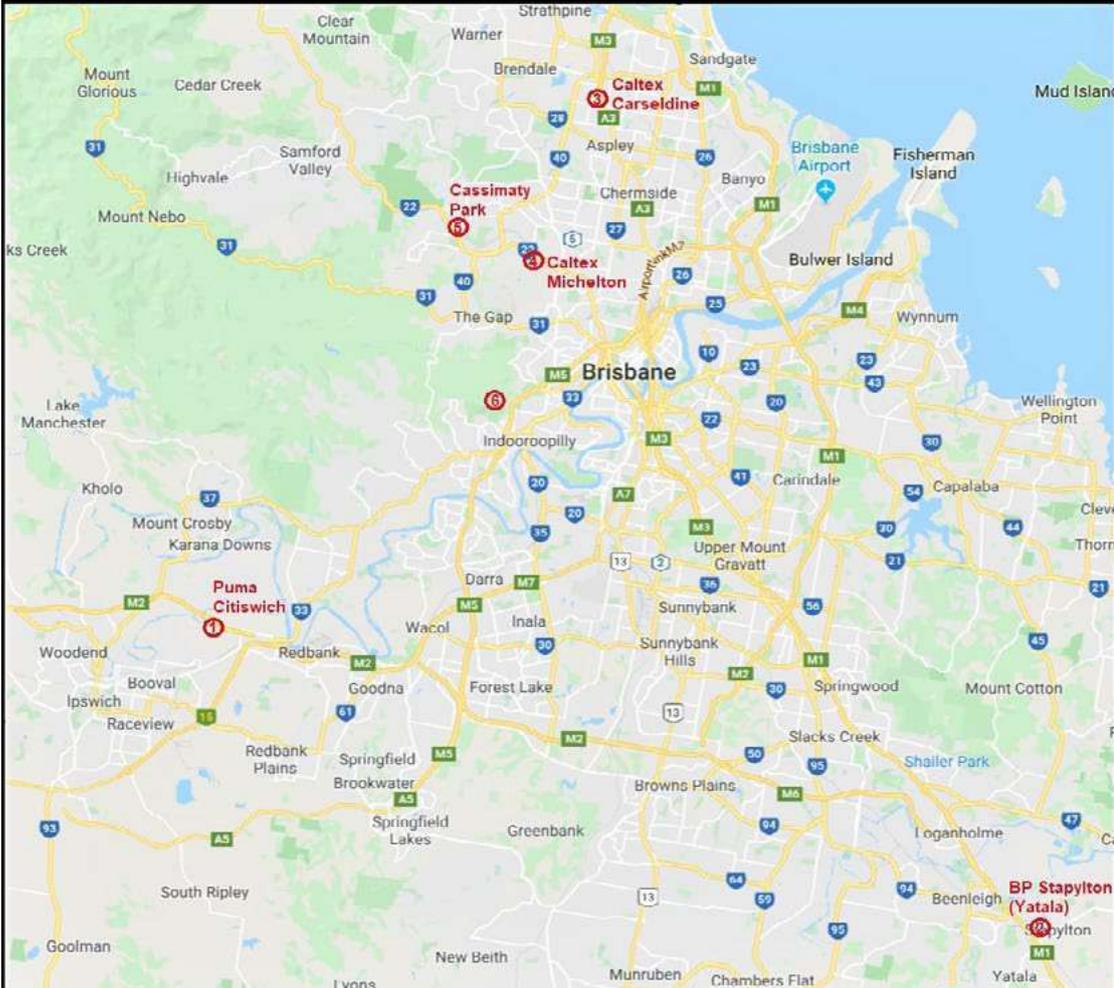


The countdown is on for the famous "Cane Toad Rally"! More info p. 40



BMWMCQ Club Events for APRIL 2022

Date	Start	Event	Details	Contact
Thurs 7 April	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 9 April	9:00am	Coffee Meet up	Collies & Co, Samford	Events Coordinator
Sun 10 April	9:00am	Club Monthly Ride	Meeting point TBA but finishing at K & K Austrian Cafe, Sinnamon Park for lunch	Duncan B - ride leader
Wed 13 April	9:00am	Mid Week Ride	Details to follow - RIDE LEADER NEEDED! BYO lunch	Events Coordinator
Fri 22 to Sun 24	2 days	28th Cane Toad Rally	Wolca Reserve, Mount Perry	Gary Bennett
Tues 26 April	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator
Tues 26 April	6:00pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark



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





Paul Hughes

Vice President's Report

Well the meteorology department's "La Nina" predictions for a wet summer certainly seems to have been accurate. I don't believe it has felt as hot as previous years but the humidity has been a killer. As I write this report the "BOM" is forecasting a severe weather event with horrendous rain fall. All of that means that motorcycling has become a tad more challenging. It requires a separate set of skills to dry road touring and a different mindset.

Enter stage Right.... Smart Rider Academy..... a training organisation promoted by the Queensland police force and sponsored by the Transport and Main Roads Department. They are conducting one day courses, where experienced trainers and serving Motorcycle police officers are helping to brush up our skills on bike control and very importantly road craft. It suits everyone from learners to highly experienced motorcyclists of many years standing. Road-craft is something we seem to do without even realising it. The problem is, do we process the correct answers or just do what we always have. I found the 90 minute road ride at the end (looking at renewed and new perspectives) both very educational and reassuring.

Some photos of the course are in this Journal (page 55). I would recommend this course to all members. The course is cost effective as the club sponsors safety training courses for financial members. Details are in this Journal. Have a look at <https://smartrideracademy.com/>

Thursday night 17th February was our recognition of longevity of membership amongst many members. Up to 50 years membership were recognised in various categories. A fabulous event. The best part for me was seeing long term members meet their mates again who they may not have seen for a very long time. Just wonderful. An accolade to our President Tony who suggested this idea 2 years ago and as doggedly followed it through Covid delays, shipping delays etc, to culminate in such a great club event and memories. Once again lots of photos in this Journal of a fabulous night.

Cooler weather is on the way and the club events roster is packed full of "something for everyone" and I would encourage all to participate. I would ask that you do indicate on Facebook or by text message your intention to attend to the event organiser. Accurate numbers are more important than ever to venues. Please indicate your attendance EARLY. No point doing so the day before late or on the day as venue numbers have been finalised before then.

Ride safe folks.

Cheers

Paul

*VP after getting his award,
just needs to be holding a
number for the mug shot!*





Darryl Gowlett

Treasurer's Report

G'day everyone,

There's a bit to go through this month, as it was the end of the Club's financial year on January 31. To that end, for those of you paying attention, I have included the end of year trading statement to that date, so that you can confirm the figures with the audit report, should you choose to do so. This report supersedes that provided in the last Journal.

And now on to February's shenanigans. The website fees are up as there's \$320 for hosting our domain name which should be in last year's costs. Oh well, it will just make this year look worse. Regalia's up as we've purchased some new cloth badges which we will on sell. And There's \$300 up front for this year's photo competitions, so I suppose the big winner this month is Gold Star Embroidery, who look after us very well.

Take kindly the counsel of the years, gracefully surrendering the things of youth. We don't move like we once did, riding skills included, so take it easy and enjoy the rest of the ride.

Ciao,

Darryl

Trading statement as at: **January 31, 2022**

BoQ Balance as at: November 25, 2021		\$ 10,272.66	Year to date		\$ 11,067.37
Income:	Membership	\$ 1,545.00		\$ 13,015.01	
	Advertising	\$ 5,400.00		\$ 6,350.00	
	Regalia	\$ -		\$ 27.50	
	Tools	\$ -		\$ 110.00	
	Events End of year BBQ	\$ 760.00		\$ 5,926.00	
	Interest	\$ 4.40		\$ 16.43	
	Sundry Donation to RFDS	\$ 5.00	\$ 7,714.40	\$ 821.28	\$ 26,266.22
			\$ 17,987.06		\$ 37,333.59
Expenses:	Administration	\$ -		\$ 913.65	
	Website	\$ 770.00		\$ 5,352.99	
	Paypal	\$ 24.38		\$ 235.14	
	Regalia	\$ -		\$ 230.54	
	Tools	\$ -		\$ 1,081.91	
	Events	\$ 708.45		\$ 4,363.47	
	Awards	\$ -		\$ 2,528.50	
	Sundry	\$ -			
	Donation to RFDS	\$ 51.55			
	Capitation to BMW Clubs Austr	\$ 267.00	\$ 1,821.38	\$ 6,461.71	\$ 21,167.91
Balance			\$ 16,165.68		\$ 16,165.68
BoQ balance at:	January 31, 2022		\$ 16,165.68		\$ 16,165.68
Term deposit:		\$ 20,500.45		\$ 20,352.43	
Interest		\$ -	\$ 20,500.45	\$ 148.02	\$ 20,500.45
Available:			\$ 36,666.13		\$ 36,666.13



Trading statement as at: February 24, 2022

BoQ Balance as at:		January 31, 2022	\$ 16,165.68	Year to date		\$ 16,165.68
Income:	Membership	\$ 775.00		\$ 775.00		
	Advertising	\$ -		\$ -		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ -		
	Events	\$ -		\$ -		
	Interest	\$ -		\$ -		
	Sundry	\$ 124.00	\$ 899.00	\$ 124.00	\$ 899.00	
	Tools day RFDS					
			\$ 17,064.68		\$ 17,064.68	
Expenses:	Administration	\$ -		\$ -		
	Website	\$ 701.67		\$ 701.67		
	Paypal	\$ 15.05		\$ 15.05		
	Regalia	\$ 645.00		\$ 645.00		
	Tools	\$ -		\$ -		
	Events	\$ 94.10		\$ 94.10		
	End of year BBQ	\$ 300.00		\$ 300.00		
	Awards	\$ -		\$ -		
	Sundry	\$ 129.00		\$ 129.00		
	Donation to RFDS	\$ 150.00	\$ 2,034.82	\$ 279.00	\$ 2,034.82	
	3 x Rider training					
Balance			\$ 15,029.86		\$ 15,029.86	
BoQ balance at:	February 24, 2022		\$ 15,029.86		\$ 15,029.86	
Term deposit:		\$ 20,500.45		\$ 20,352.43		
Interest		\$ 41.34	\$ 20,541.79	\$ 148.02	\$ 20,541.79	
Available:			\$ 35,571.65		\$ 35,571.65	

Treasurer's Annual Report

The financial certificate completed by Bachman Robinson is included here for everyone to peruse and ask questions.

You will see that we received \$13K in membership fees, and lost \$235 to Paypal for the privilege. 144 fees were received via PayPal, and 106 by direct debit. The \$0.01 is in there because Paul Hughes deposited it as a test, and I'm reluctant to give it back. Sundry is predominantly all contras, so doesn't mean much, and the Cane Toad Rally [CTR] provided the bulk of the income for events.

The expenses for the CTR were only \$1675, but we donated \$2500 to the RFDS and some community clubs in Mt Perry. The awards were high as that includes \$1000 for the photo comps, and \$1320 for the anniversary badges. And we spent a little bit on tools as this has become a very popular, and in my opinion, necessary, part of our calendar, and those purchases have been well received. The biggest outlay is for the website and all its paraphernalia and add-ons, but doesn't include our subscription to Issuu, which cost \$740. Our insurance was \$960, and in this current year we paid two lots of capitation fees to Clubs Australia, so \$510. Apart from can rattling, we gave \$730 to the RFDS.

So, now you know, get on your bike.

Darryl



BACHMANN ROBINSON



ACCOUNTANTS, AUDITORS & TAX AGENT

INDEPENDENT REVIEWER'S REPORT
TO THE MEMBERS OF
BMW MOTORCYCLE CLUB OF QUEENSLAND INC

Scope

We have reviewed the Income and Expenditure Statement, Balance Sheet, Notes to and Forming Part of the Accounts (if any), for the year ended 31st January 2022. The entity's management is responsible for the preparation and presentation of the accounts and the information they contain.

Review Opinion

I have sighted the association's financial records and the financial records show that the association has bookkeeping processes in place to adequately record the association's income and expenses and dealings with its assets and liabilities.

**BMW MOTORCYCLE CLUB OF QUEENSLAND INC
STATEMENT OF INCOME AND EXPENSES
FOR THE YEAR ENDED 31ST JANUARY 2022**

BACHMANN ROBINSON

R. Dinsdale

RICHARD DINSDALE - MIPA
February 04 2022

	2022	2021
INCOME		
Membership	13002.21	11767.95
Advertising	6350.00	2363.74
Regalia	27.50	0.00
Tools	110.00	-169.00
Events	5926.00	575.27
Interest	164.45	367.95
Sundry	161.28	0.00
	25741.44	14905.91
EXPENSES		
Admin	913.65	
Website	5352.99	3080.82
Paypal	222.34	43.95
Regalia	230.54	
Tools	1081.91	
Events	4363.47	144.96
Awards	2528.50	
Sundry		
Audit	550.00	201.00
Donation	2000.00	423.65
Insurance	961.00	916.00
RFDS	730.55	
Subs - BMW Clubs	511.00	660.00
Issuu	742.67	
Other	306.49	
	20495.11	5470.38
SURPLUS FOR YEAR	5246.33	9435.53

**BMW MOTORCYCLE CLUB OF QUEENSLAND INC
BALANCE SHEET
AS AT 31ST JANUARY 2022**

	2022	2021
RETAINED EARNINGS		
Opening Balance	31419.80	27160.86
Surplus for Year	5246.33	4258.94
Closing Balance	36666.13	31419.80
REPRESENTED BY:		
CURRENT ASSETS		
BMWMCQ Cheque Account	16165.68	11067.37
BMWMCQ Term Deposit	20500.45	20352.43
	36666.13	31419.80
CURRENT LIABILITIES		
Liabilities	0.00	0.00
NET ASSETS	36666.13	31419.80

<p>Events Report:</p>	<p>Members encouraged keeping checking the Events tab in Facebook to see latest updates on all upcoming rides/events. A snapshot of upcoming events for the rest of February are as follows:</p> <ul style="list-style-type: none"> • Club Service day – 5th February 2022 • Club led ride to Tyalgum Hotel – 6th February 2022 • Wednesday mid-week ride from Samford to Wyralong Dam – 9th February 2022 • Coffee Meet up at the Lighthouse Restaurant at Cleveland – 12th February 2022 • Karuah River Rally at Dungog NSW from 12th to 14th February 2022 • Annual Wards Night at the Geebung RSL – 17th February 2022 • Sunny Coast Afternoon/Evening ride to the Caloundra Power Boat Club – 19th February 2022 • BCCM Webcast on Friday 25th February 2022 at 7.00pm • February Club Lunch Ride to Harrigan’s on the Gold Coast on 27 February 2022
<p>Secretary Report:</p>	<p>No incoming correspondence to report.</p>
<p>Dealer Liaison Report:</p>	<p>Don reports that Dealers are advising of a 6 month waiting time on some bikes. Current Dealer Specials – R1800 have 0% finance on existing stock. The arrival of the much anticipated R1300 GS remains a mystery. New R1600 allegedly arriving in March 2022 (go to Sports Bet to punt on the timing). New electric scooter due also in March 2022 - \$22,500 ride away with a range of circa. 300km.</p>
<p>Clubs Australia Report:</p>	<p>Next edition of the BCCM webcast is set for Friday night 25/02/22 at 7.00pm. Approximately 65 persons logged in for the last session. A reminder again to register for the National Rally being held at Kooralbyn Resort. Don’t leave it too late to book!</p>
<p>Vice Presidents Report:</p>	<p>A reminder to all members to do the right thing and confirm attendance via Facebook at all Club Events. The last Event held at Mapleton Hotel had in excess of 10 additional members just turn up. Not a good look for our reputation as businesses we book with rely on accurate numbers to ensure they can cater & provide sufficient seating for all.</p>
<p>President Report:</p>	<p>Tony posted on Facebook an event at Jimboomba organised by Qld Police offering a road safety course for only \$50.00. Great value. Tony (& others) have already booked in for February. Upcoming AGM in March fast approaching. Anyone considering nominating for any positions are encouraged to do so by sending them to the Secretary – Steven Johnson.</p> <p>Upcoming Awards Night – so far 38 acceptances but expect approximately 50 attendees on the night. Everyone is encouraged to attend this event in recognition of our long standing members. Tony to confirm if Mal Cremer is attending – unfortunately Mal left the meeting just before Tony asked the question. The agenda for the Awards night is as previously discussed – order your meal (depending on numbers attending, we will eat either in the dining room or in the meeting room) This will be decided on the night.</p> <p>Awards presentations to follow with Life Members and past Presidents encouraged to say a few words. Recipients will also have the opportunity to say a few words if they so choose.</p>
<p>General Business</p>	<p>Nothing carried forward.</p>
<p>Closed:</p>	<p>8:20 pm,</p>



Greg Gaffney

Records Officer Report

Great ride last Saturday led by Steve Maney. We started near Woodford and made our way through the Sunny Coast hinterland to the Caloundra Power Boat Club.

This was a terrific venue overlooking the recent reshaping of the northern tip of Bribie Island. A very satisfying meal capped off the evening, but we all got a little damp going home.

Cheers Greg.

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

Welcome to New Members:

Julian Davis & Kym-Marie Bush, CARINA, R90/6, R1200GSA

Shane Saunders, ELLIOTT HEADS, R1250GSA

Jonah Herbst, BONGAREE, R1200GSA

Returning member:

Ross Dalton, CHARLESTOWN NSW, R1100RT - **Eds: Great to have you back Ross!**



***Secret Records Business
afoot at the Awards
Ceremony?***



Bill Luyten

Tool's Report

Service Day

The recent service day on the 5th of Feb proved to be a huge success. I counted about 28 bikes but there could have been a few more. The service lift ramp, club tool kit and scan tool got quite a workout.

Once again, the BBQ and drinks proved popular and we made \$124 to go to the RFDS, I'd like to say well done to Paul Hughes our expert cook and any others who helped.

After six years doing the Tools and Spares, I won't be nominating for the position again but am happy to do a supporting roll to whoever takes over. Anyone interested please jump in and nominate.

Repair Manuals

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

Tools for loan

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

Special Tools

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

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

Club Tool Loan:

\$50 deposit (refundable) for GS911. **Tools and spares can be picked up at my place in Springfield or brought along to a monthly meeting or Club ride.**

Contact Tools Officer

Bill Luyten 0438 123 747

email: spares@bmwmcq.org.au



Rosi Johnson

Regalia Report

Some of the regalia displayed by the A-Listers at the Awards Night!

Note updated prices in the catalogue.

regalia@bmwmcq.org.au





Lady Shirts



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



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



[7LPI](#) - \$33.50
100% polyester
*"Well behaved women
rarely wear a BMWMCQ
shirt" - Eleanor Roosevelt*



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

Bloke Shirts



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



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



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



[ICE Tee](#) - \$26
Cotton
*Wicks the rivers of March
moisture away!*

Gender Neutral Hats & Bags

**Deez R Da
Summer
Bomb!**



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



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



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

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



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



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



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



BMW Motorcycle Club
of Queensland



Club order form for shirts, bags and hats

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

Name: _____ Email address: _____

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

Delivery address: _____

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

Shirts/Vests order:

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

Bags order:

Bag product name	Quantity	Colour
Metro		
Swiss		

Headwear order:

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

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





Mark Mustchin

Events Report

As another AGM rolls around hopefully we can look forward to an exciting 2022 without lockdowns & travel restrictions. It looks good at the moment but if another variant pops up who knows what the government will do.

The two rallies (the Cane Toad & the Frigid Digit) that are planned always add an exciting element to the clubs Events Calendar. There will be two “Back to the Bush” events & “Christmas in July” plus the usual monthly events. These are the Club Led Ride, Coffee Meet Up, Club Lunch Ride & the German Club Dinner.

It would be good to add a camping weekend or two to the calendar so if someone wants to organise a weekend camp I’m sure it will be well attended. The “Club Led Ride” requires a ride leader so I’m putting it out there now for members to step up & volunteer to lead a ride, if nobody steps up the ride will be changed to a selected destination and will be a “make your own way or ride with friends” ride. I’m happy to run some mid-week rides but it would be good if other members could run some too.

With events that include a visit to a selected venue it is important to indicate your attendance to the event by hitting the “Going” button on the events Facebook page. If you don’t use Facebook it is up to you to let the ride leader/events coordinator know that you will be attending so they can add your name to the attendance list. I have found that a lot of the venues we use are very popular (particularly on weekends) and a tentative booking needs to be made 2 weeks prior to the event date to secure a booking, with a conformation of final numbers to be made on the Thursday prior to the event. Turning up to a venue unannounced and taking the seat of someone who has made an effort to put their names on the attendance list really gets people annoyed so don’t do it. I would like to thank everyone who in the past has contributed to the organisation & running of club events & look forward to your continuing support which can only make the club stronger and more appealing to future members.

Safe riding.

Mark.



Another couple of pics from the Awards Ceremony from the R. Maher collection - full spread starts p 42

64 YEARS STRONG

JEGFeb2022

Hugh Yorston, Robin Palmer & of course Don Stone

*BMW machines they were proud to own
Like-minded young men with a mutual love
Of fine crafted motorcycles – a cut above
“Let’s form a Club & meet at Hugh’s place”*

In that small Aspley cottage there wasn’t much space

It happened one Sunday back in 1958

About a dozen turned up & the rest is Fate

64 years later & it’s still going strong

273 members couldn’t be wrong

Times have changed but some things still stand

Like BMW Motorcycle Club of Queensland

Some are still members 50+ years on

While others are newcomers who come along

Not all come to meetings but that’s okay

So many contribute in their own special way

Life members, past presidents & others who’ve stayed

Received an award badge which proudly displayed

Memberships of 10, 20, 30, 40 or 50 years

On a night which I’m sure brought a few to tears

A Club like ours is not a Club just in name

It’s built on friendships, support & interests the same

With advanced technology we can all keep in touch

And enjoy motorcycling we all love so much





BMW Motorcycle Club
of Queensland



Notice of Annual General Meeting of the BMW Motorcycle Club Queensland Inc.

The Annual General Meeting of the Club will be held at Geebung RSL, 323 Newman Rd, Geebung Qld 4034, at **7:30PM** on **March 3rd 2022**.

The Agenda of the meeting is as follows:

1. Acceptance of the 2021 AGM minutes
2. Management Committee Report
3. Presentation of the Financial accounts
4. Election of Committee members

Special Resolutions

1. Any Special resolutions presented under the rules of the Constitution (30 days notice)

The General Meeting for March 2022 will follow the AGM.



Steven Johnson

Secretary

BMWMCQ



BMWMCQ Annual General Meeting Minutes March 2021

Meeting Date:	4 March 2021. Time: 7:30pm Attendance: 40
Chairman:	Paul Hughes/Tony Gray
Apologies:	Cindy & Duncan Bennett, Bill Luyten, Maggie Rafanowicz, Matthew Leitch, Chris Bishop, Geoff & Ellen Hodge, Mal Cremer, John Allan, Ian & Allison Sayce.
Minutes of Previous AGM:	Accepted: Darryl Gowlett Seconded: Mark Mustchin
Outgoing Presidents Report:	An exceptional year where the club performed exceptionally in a covid pandemic year. Special thanks to the committee members as well as the membership in general. Club spirit is very strong given the diversity of the membership. Trying to offer something for everyone. It is a social club so it should be about having fun.
Outgoing Committee Member Reports:	Committee members presented their review of the year. GG mentioned there are currently 256 members of the Association with 58 new members in the past financial year. The highest membership for some years. President Paul Hughes, VP Mark Gilbert, Secretary Tony Gray have announced that they will not be re-nominating for the role this year. Cindy & Duncan Bennett submitted a written report which was read by Tony Gray. Bill Luyten submitted a written report which was read by Paul Hughes. Special thanks to Rob Wynne from Bill Luyten for the use of his facilities at Jimboomba and his wonderful hospitality.
Outgoing Treasurer Report:	The past Financial Year has seen a bit of a change in bookkeeping following the change from Reckon Online to Reckon One. The fee for Online became exorbitant so the simpler, but unfortunately less 'user friendly' version has been adopted at a significantly cheaper rate. But you get what you pay for! The migration of data which we paid for has also created some issues with incorrect entries making reports inaccurate, but some burning of midnight oil has almost fixed that. Question from the floor re the costs accredited to the Cane Toad Rally: Incorrectly showing as a debit caused by a system error in data transfer to the new system. The audited accounts cannot be changed but going forward the correction will be made. Motion to accept the tabled documents moved by John Eacott: Seconded by: Rosi Johnson. Accepted by the members present. Moved PH that same auditor as this year be used for next year. Seconded Mark Mustchin. Accepted by the members present.



2021 Committee Nominations:	<p>These nominations were received prior to the meeting by the Secretary. A call was made to the floor for any other nomination before the nominees were named. No other nominations were received. An election was required to determine the Treasurer role while all other nominees were elected uncontested.</p> <p>President: Tony Gray</p> <p>Vice President: Paul Hughes</p> <p>Secretary: Steven Johnson</p> <p>Treasurer Nominees: John Eacott, Darrell Gowlett</p> <p>Following a secret ballot administered by Greg Gaffney as Records Officer and Life Member Gary Bennett, Darryl Gowlett was elected as the successful candidate for Treasurer.</p> <p>Treasurer: Darrell Gowlett</p> <p>Records: Greg Gaffney</p> <p>Tools: Bill Luyten</p> <p>Regalia: Roswitha Johnson</p> <p>Events: Mark Mustchin</p> <p>Editor: Cindy & Duncan Bennett</p> <p>Dealer Liaison & Advertising: Don Grimes</p>
Special Resolution:	Nil
Closed:	8.30 pm

Certified as a fair and accurate record:

Paul Hughes
Outgoing President

Tony Gray
Outgoing Secretary



BMW Motorcycle Club of Queensland



BMW Motorcycle Club of Queensland Inc.

Proxy Form

I, _____ Member No: _____
(member name)

of _____

being a current financial member of the BMW Motorcycle Club of Queensland Inc. ('the Club') hereby

appoint _____ of _____
(name of proxy)

or failing him/her, _____ of _____
(name of alternate proxy)

as my proxy to vote for me on my behalf at the Annual General Meeting of the Club to be held on **3 March 2022** and at any adjournment thereof.

Signature: _____ Date: _____



BMW Motorcycle Club of Queensland



BMWMCQ Inc. NOMINATION FORM

Election of Committee Members



BMW Motorcycle Club of Queensland



I, _____ (must be a financial member) nominate for the position of:

<input type="checkbox"/> President	<input type="checkbox"/> Vice President	<input type="checkbox"/> Secretary	<input type="checkbox"/> Treasurer	<input type="checkbox"/> Editor
<input type="checkbox"/> Events	<input type="checkbox"/> Records	<input type="checkbox"/> Regalia	<input type="checkbox"/> Tools	<input type="checkbox"/> Dealer Liaison

Signature of Candidate: _____ Membership Number: _____

The nominations and voting procedures will be followed at the AGM as per the Club Constitution, which is available on the BMWMCQ website.





Part 5. By Liezel Samuel, Member #4412

Pushing the limits

*I cannot do this anymore.
It is 2am.*

My body is complaining.

When Huw wakes up, I will ask to take me home.

There is only one small snag.

We are in Adelaide.

NSW is closed.

The only way home is up via the Centre.

This means another 4,600 kms on the GS.

How am I going to do this?

Across the Nullarbor

When we left Esperance, the sky was filled with dramatic clouds that cleared up as we travelled north towards Norseman. The Salmon Gum trees were charming, and I got a bit frustrated that my phone was unable to capture their beauty. On leaving Norseman, I expected to see a barren landscape without trees. According to various sources on Google, the Nullarbor (treeless) Plain stretches 1,200 kms between Norseman (in WA) and Ceduna (in SA). Hence, I was bowled over by the picturesque Fraser Range crowded with lovely trees and spots of wildflowers.



Needs no caption

Soon after Balladonia, we reached the 90 MILE STRAIGHT, and true to its name, it took us straight to the Caiguna Roadhouse. With the wind behind us, we maintained an average speed of 110 km/h and used a healthy 4.6 l/100km.

The trees became more sporadic as we approached our most pricey fuel stop of the trip. Madura charged \$2.26/l for Premium 98!

On our way to Eucla we passed another one of those brave cyclists who tour Australia by pushbike.

We entered SA, pleased with the absence of border control officers to inspect our border passes. To my dismay however, I realised we did not get a photo at the border sign. I urged Huw to turn around – and faced an infuriated WA border officer who thought we were trying to sneak past them into WA. I pleaded with her, explaining we had just turned around for a photo. Luckily, she waved us through, and we got our photo.



Photo after U-turn No.1 of the day

We usually cover long distances on the GS without stopping, by standing up for 10kms about every 80kms. Our only stop after crossing the border was for a quick view of the ocean at the Great Australian Bight Marine Park. Before we had the need to take a decent break, we did our second U-turn for the day. Why? We reached the Nullarbor Roadhouse just before 5pm and Huw was so in the zone we whizzed past an iconic Nullarbor Plain sign a couple of kilometres before the roadhouse without a photo!



Photo after U-turn No.2 of the day

The view of the Great Australian Bight at the Point of Bight was a feast for our eyes. We loved the coastline's exquisite cliff faces and the abundance of playful Southern Right Whales. An overnight stop at Elliston was perfected the next morning with a ride along the Little Cliff Top drive to see the many sculptures dotted along the way.

We followed the Eyre Peninsular coastline via Coffin Bay and experienced weird weather – one day's maximum temperature was 18°C, the next day's 32°C and the next day's 14°C. Overnight stops included Port Lincoln and Port Pirie, and somewhere in between the GS clicked over 90,000kms. Fields were again filled with yellow canola flowers, and random strangers hooked up for conversations with us because they shared our love for motorbikes. We reached Adelaide on Father's Day, our destination for five nights.

Practicing U-turns in Adelaide

When I woke up from my fretful sleep, agonising about our next 4,600 kms to get home, I realised we have spent 17 consecutive days on the GS since leaving Perth. No wonder my body was crying for help. Huw suggested we take a break and spend the day walking the streets of Adelaide.

This relaxing day exploring Adelaide CBD on foot reset my appetite for pleasant rides along the charming, curving roads in the McLaren Vale & Fleurieu Coast and the Barossa Valley wine region.

First however, we headed to Largs Bay to see the Semaphore Foreshore of Adelaide. Mr. Garmin decided to test Huw's technical riding skills by navigating the most challenging route possible – along built-up suburbs with narrow twisty roads and absurd angles. It did not take long before we were off course, and during the attempt to get back on track I lost count of the number of U-turns we made. At one point, along a steep downhill that ended in a cul-de-sac, I thought we were going to spectacularly plough through someone's back yard fence. Incredibly, Huw managed to do yet another nerve-wracking just in time U-turn. Thank goodness I do not

suffer from motion sickness, or that ride would have robbed me of my breakfast.

NSW Bypass

The recuperating days in Adelaide (and newly acquired Magnesium supplements) gave me the courage to suggest we visit Kings Canyon, as we could not fit it into our Uluru trip in 2019. I was also elated about the prospect of visiting Wendy's highly recommended Coober Pedy.

As we left Adelaide and travelled North via Woomera, the landscape became exceedingly stripped of trees and reminded me of the area surrounding the Nullarbor Roadhouse. When we reached Lake Hart, we crossed paths with a group of 9 motorbikes (mostly BMWs) making their way down from Darwin to Adelaide. They all flew to Darwin from Perth where their railed bikes awaited them, and were also planning to fly from Adelaide back to Perth – 'having done too many trips across the Nullarbor to do it again'. They had left a very cold Coober Pedy that morning and were desperately stripping off their warm layers.



Eating ice-cream ↘



Follow me at 40kmh ↘

There was a long stretch of gravel (due to roadworks) on the way to Coober Pedy. To compensate for the agonisingly hot sun while



we waited for the Follow Me vehicle, we were entertained by the lollypop lady devouring an ice-cream.

Cooper Pedy was an absolute delight. We stayed at the mind-blowing, memorable Comfort Inn with their bedrooms 16-20 metres underground. I was fascinated when I read the history of the Inn that was originally dug out by an accountant (and his wife) from Adelaide. It has since been expanded, is still co-owned by the family and managed by their granddaughter.



Breakfast bar 20m underground

If Cooper Pedy is not on your bucket list – do yourself a favour and add it. Plan for a two-night stay that allows a day for discovering most of what this underground wonder has to offer. We reckoned we had it covered – sunset dinner at the Big Winch 360 et al. And then, just after checking out of the Inn, a friendly couple in the carpark encouraged us to do a tour at a working mine. So off we went to spend some more time underground. We had enough time up our sleeves to get to Eridunda Roadhouse before sunset.



The ride up to the NT was lovely and while we were taking the obligatory crossing the border photos, the Coober Pedy carpark couple

(turned out to be a family of four) caught up with us. Perfect timing to take photos for one another. That evening, while dining together at the Eridunda Roadhouse, we learned they were from Perth and have been caravanning around Australia for almost 6 months. They were slowly making their way home. Sven, a doctor with a passion for cars and motorbikes, and his wife Kat, a dentist, were relaxed about their 8 and 10-year-olds missing school. They were bright kids and would easily catch up any lost tuition. What a delightful family! They were also heading for Kings Canyon, and we were looking forward to catching up with them there.



At the centre, in the centre of Australia

Thanks to Huw's ever-present helping



hand, I made it to the top of the Kings Canyon scenic rim walk. Our light clothing certainly was a factor that made the route less challenging than I expected, compared to other walks on the trip when we wore half or full gear.



Kings Canyon mission accomplished, we headed back home via previously travelled roads. Overnight stops and some seriously hot riding days comprised: Eildunda, Alice Springs (38°C), Barkly Homestead (39°C), Cloncurry (34°C), Longreach (32°C), Rockhampton and

then our last stop at Mooloolaba. We have never spent more than half a day in Mooloolaba, thus booked ourselves in for a relaxing 4 days at the Mantra Beachfront to rediscover the beauty of a place so close to our own back yard.



We could not have asked for a better ending to our trip than meeting up with fellow Club members at Sweathearts Café for a morning coffee on our final leg home from Mooloolaba.

Statistic	To Perth	To Brisbane	Total
<u>Distance</u>			
Route	9,446 km	8,843 km	18,289 km
Extra sightseeing	<u>2,676 km</u>	<u>2,272 km</u>	<u>4,948 km</u>
	<u>12,122 km</u>	<u>11,115 km</u>	<u>23,237 km</u>
<u>Days</u>			
Travelled	45 days	37 days	82 days
Days in Perth			<u>3 days</u>
			<u>85 days</u>
<u>Weight carried by GS</u>			
Tank bag			6 kg
Top pannier			17 kg
RH pannier			18 kg
LH pannier			21 kg
Huw and Liezel in full riding gear & helmets (Ed: My tomahawk weighs more than that)			<u>140 kg</u>
			<u>202 kg</u>
Start odometer			73,196 km
End odometer			96,433 km
Number of U-turns			Unknown (Ed: 287)
Hottest day (Alice to Barkley Homestead)			39°C
Coldest morning (Camooweal/NT border)			3.5°C
Number of pages in the Lonely Planet book on Australia (in RH pannier)			1,104 pages

End of Part 5 and the End of the Trip. Sob.

What did Huw & Liezel find when they got home?

T-Rex in the back yard because they'd been gone since the Cretaceous?

Seriously though, this has been a fantastic story!





The March winner for the Pic of the Month is our cover shot from Julian Davis, a worthy winner I'm sure you will agree! Congrats Julian, a regalia voucher is coming your way...

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

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



From the Club FaceBook page:

Vanco Georgiev - "On the Road" - hmmm wonder where?!



John Boggon - This watercolour painting is my birthday present from Lee Ann, it's absolutely gorgeous! Ed: Wow, great present Lee Ann - you have set the bar high for all other partners out there...

Certificate of Authenticity

Title of Work: BMW R280GS

Artist: Myles Laurence

Medium/Material: Watercolour Giclee Print

Date of Creation: 27th Feb 2021

Edition: 3/50

Dimensions: A4

Care: Frame behind glass

Art: 1/22

Myles Laurence Art

Enquiries@mylesmansfieldartist.co.uk

https://www.etsy.com/uk/shop/MylesLaurenceArt



Geoff Hodge - Early Feb ride over Clear Mountain on his spanking R75/5.



Julian Davis (the other pic submitted) - "Went for a stretch around Glorious and Nebo, this taken coming into Brisbane on Mt Nebo on a quiet Saturday morning. She is known as Sofia and is a 1975 R90/6. My wife calls her my German Mistress!"



Liesel Samuel - Why was this photo taken?

- 1. Huw had a missed call from a fellow club member (Huw busy servicing Terago, phone in kitchen).*
- 2. Missed call followed by text: No need to return call. I will call back later.*
- 3. Later, I answer the second call from same club member (Huw still busy with Terago and member said not to worry, he will call back later).*
- 4. Yet later, I answer third call from same club member (Huw again cannot take call). By now I reckon this caller is going to think Huw is avoiding him, so I quickly snap this photo and send it to the caller...as proof of unavailability.*



John Eacott - "Gathering of K1600 riders at Uralla." Ed - I notice one famous AFL player who won a flag with Collingwood in 1990 and as ruck coach helped Hawthorn win three flags towering in the middle - Damian Monkhorst





In this our 4th episode highlighting recently joined members we are shining the spotlight on Andrew and Louise, new members who live on the Sunny Coast!

What got you into riding Andrew, and what was your first bike?

From a young age I was always interested in dirt bikes and really anything off-road for that matter.

My first bike at the age of 12 was home made. I welded a frame together, got some wheelbarrow wheels and a two stroke lawn mower engine and presto. It had no gearbox, clutch or brakes - just a throttle and direct chain drive. I would run along beside it until it started and jumped on. A whole lot of fun in the bush around Adelaide.

I then purchased two Lambretta's for \$20. One was for spares and the other one was registered but stopped running for the previous owner. After a lot of mucking around checking fuel and spark I found the woodroffe key on the flywheel/magneto had sheared putting the timing out. A new key fitted and away it went. I gave it a paint job with house paint and a brush and sold both for \$50. (I recall what a terrible thing it was to ride with small wheels and front brakes that would grab all the time). With the \$50 I got a new fishing rod!

My next bike was an ex-army 500cc BSA single cylinder and this was about the time I got my car licence at 16. My memories of that bike are oil leaks and being extremely cantankerous to start. My love affair with the BSA was short and I sold it to a school friend. He rode it for a short while until it caught fire and burnt to the ground.

I had a bit of a break until I started my apprenticeship as a Fitter and Turner and was earning big bucks. In actual fact my first year apprentice wage was \$27 a week, so the saving plan was slow.

A car was the next priority and that was a "4 cylinder boxer" - yep a VW. Much better for the drive in movies than a motorcycle, however I'm sure some would argue otherwise. I had mud tyres on the VW and I took that car everywhere it would go.

Now a motorcycle was needed again and that turned out to be a XL175 Honda trail bike. It was a great bike for on and off road riding and I had that for a few years till guess what? Marriage and kids - there goes the bike! Like a lot of people that put the brake on things for a few years.

The bug started up again and a mate told me about a Ducati that was going cheap. Next thing I know I have purchased a 1983 Ducati Pantah 600.

The only problem was it was in several cardboard boxes. The gearbox had blown up and the owner couldn't easily source any parts so that's how I ended up with it. I like a challenge, so I scoured the world to find the parts. That bike became a full restoration over the next year. It was the first of the belt drive cams after the old bevel drive cams. The bike even after being restored wasn't that reliable. The electrical system was rubbish. A joint venture between Ducati and Nippon Denso of Japan, I eventually sold the bike to a collector.



The next bike was a Triumph America. It was a great bike but thought I needed something a bit bigger so traded it on a new Triumph Thunderbird Storm. It gave me a few issues under warranty so I decided to ditch it.

Onwards then to a KTM 690R Duke. What a little weapon that was but probably not the bike for me so out with that one too.

My brother in law purchased a couple of classic BMW's and started telling me all about them, so that then triggered my interest in older BMW's, so I stated looking around and eventually found a 1974 R90/6.



Louise – how long have you been a pillion and what do you enjoy most about it?

I'm new to being a pillion, apart from when I was young and my brother frightened the life out of me on the back of his bike, so I've been hesitant to hop on the back of Andrew's bikes.

I'm not a convert yet by any means and prefer shorter ride's around the Sunny Coast when it's not too hot, rather than going overnight or longer, but you never know.

Tell us about your classic R90/6, it's a beauty!

This bike was an American import and complete. Although it looked reasonable on the outside it was fairly sick on the inside, so I pulled the bike to bits and rebuilt the engine, gearbox, final drive plus auxiliaries. That took me about 6 months. And that was in 2021. Once it was on the road I was bitten by the BMW bug. I love the simplicity of these older BMW's and how they're built so well. No wonder so many of these old bikes were ridden around the world and on adventures here, there and everywhere, well before adventure bikes appeared.

I believe you have some other bikes in the garage, what are they?

At my first BMW club meet, Paul Hughes said to me "you won't stop with one BMW - you'll need at least two".

Crickey, I think he had me under hypnosis, because the next thing I'm doing is trawling the internet for GS's, when I ran across a guy selling an older 2001 R1150GS that had low kms and in great condition for its age. So I bought that and I'm so happy I did. It runs like a charm and the other thing I like about it is it is still a simple bike. Electronics are minimal - only fuel injection and a couple of other sensors. No ABS.

Because I do everything myself there really isn't anything either of my BMW's can throw at me I can't fix and I love a challenge.



***Any interesting riding trips you can tell us about?***

Most of my tripping has been within a few of hundred kms of Brisbane, so nothing too exciting but I plan on doing more.

Any upcoming rides planned?

I like riding with small groups so certainly will do more with BMWMCQ. I've also joined the VJMC and they are quite active on the Sunny Coast. There is always an interesting assortment of bikes on their rides.

Do you have any advice or handy tips to share?

Well safety is always an important one for me. Don't be a sloppy rider, stay alert, don't take risks. Try to anticipate what could be around the corner or over the hill before you get there and importantly keep your bike well maintained.





A very pleasant mid-week ride was held in February to Wyaralong Dam for lunch after a delicious morning tea in Fernvale at the Fernvale Bakehouse and Patisserie (in the Woolworths complex).



My Tiger ticked over to 70,000km at Rosewood!





A fabulous night was had at the Sunny Coast Riders arvo/evening ride to Caloundra Power Boat Club. Even the rain on the Bruce on the way home couldn't dampen the spirits!



Les using the appropriate PPE at the recent Service Day!



Rob wasn't counting on anyone not noticing the fact that he'd nearly lost the mower in the literal "overflow" parking

DICK'S SERVICE DAY PICS

MARCH 2022



BMW Motorcycle Club of Queensland

37

Thanks to Richard Maher for these artistic Service Day pics, if they don't tempt you to come along to the next one then nothing will....





By Anthony Malone, Member #67

Readers might remember the Events Webpage advertising Saturday 18 December 2021 as the day to meet the Sunshine Coast members in the Mooloolah Valley for a Brunch ride to Café Moolooah, and the following Sunday to meet at the Maryvale Crown Hotel for lunch. To paraphrase Rampagin' Roy Slavin and H.G. Nelson, this was to be a weekend when too much motorcycling was barely enough!

Noting the later gathering time for the Saturday (10:30hrs), I had intended to arrive a little earlier to enjoy breakfast there. However, things did not go according to plan, as I needed to get a few chores done before I left. This meant that even though I enjoyed the ride through Fernvale and around Somerset Dam, I let the Navigator IV guide me after Kilcoy, as it told me that I would arrive at about 10:35.

I followed the guidance almost to Landsborough, turning left onto Old Gympie Road and onto the James Street destination. On arriving I saw that there was a BP service station selling 98 Ultimate, and so one of my concerns was put aside. Parking around the back of our destination I joined my fellows at (about a dozen, including our illustrious leader) and ordered coffee. General discussion followed, during which we spoke of the road I had taken in, with all of its interesting twists and turns and railway level crossings, had probably once been the main Bruce Highway, that had now become, what was effectively, a country road.

Having recently experienced this area on the last Sunshine Coffee Brunch, I had noted its proximity to Hunchy, the place where my late dad had lived after he was born in the Nambour Hospital (an honour Steve's wife shared, as we found during conversation). Having filled my motorcycle, I was free to roam this hinterland area. Hunchy was more modest than I had

expected, and I found the road to the ridge brought me out at Flaxton, a place I remember from my early youth, particularly the gardens, which my mum really enjoyed. My ride home could be a little more adventurous, arrival time no longer being an issue. I descended by the Bellthorpe Road, and was amazed at the heavy traffic I later found on the road to Kilcoy. That is the thing I am finding most unpleasant about people staying near home in SEQ due to Covid-19; the roads which were once an enjoyable ride are now enjoying the status of almost peak-hour traffic! Arriving home, I mowed the grass, steamed my work uniform for the following week, and generally readied myself for the next day for Maryvale.

For many years I have ridden past Maryvale (e.g. riding to Bathurst for the Easter Races from 1978, and many other events), and so I know where it is. Riding in (via Boonah, where I called in to purchase my fresh fruit supplies for the week) there seemed to be nothing to give away the reason why Maryvale came into existence. As it turned out, and with the help of Google, I found that this was the name of a firstly sheep and then cattle station, through which the main highway ran (and that was probably before it was known as the Cunningham Highway, the history referring to Spicer's Gap as the way onto the Darling Downs). It follows that this again was a highway, that had now become a country road.

Mark Mustchin had found us a gem. The 2-story Pub has been around for a long time, and is built of solid timber and stone. The tucker at the Hotel was great, the highlight for me being what I thought was mashed pumpkin (with the other generous serves of vegetables, including mashed potato), which actually turned out to be carrot puree (as described by Chef when I was commenting how good his meals tasted). The menu is extensive, and I would encourage travellers to drop in for a feed, and enjoy a nice meal on the verandah of the hotel. I think that about 20 members attended, with Charlie

Brown having gotten his GS on the road again – great to see.

While we were dining, I noticed a young lady standing on the street outside. She was dressed in off-road riding gear, and I wondered if we were about to be descended upon by a heap of trail bikes. As it turned out, she was the companion of Jim Peters on his 1200 GS with trailer, who also appeared and joined us (but at a separate table). It is a long time since I have seen Jim, and I did not recognize him at first. It was only after inviting them to join us and in conversation that the acquaintance was renewed, and I found out that the young lady was his daughter, and they were having a few days down from Kingaroy (where Jim now lives). We spent some time talking, as others drifted off, and on speaking about music and favourite songs, learned how Jim had just discovered Spotify!

As we parted I rode what must have been the old highway back to the Cunningham, and then took the scenic Cedar Route with the intention of enjoying the Ma Ma Creek Road

after a bit of the New England Highway. While some of this has been reduced to 60kph, the section from the New England is still enjoyable and challenging, with nice cambers and heaps of Armco.

While I refer to some facts in summary above, you will find full details on Google (and pardon me if I have used any poetic licence). I did not take any photographs, and assume that someone did and you will find them on the Club page. Regrettably if I do not write names down I generally forget them, so I apologise to those I refer to only by description. As it turned out, the weekend was a great one filled with Club memories and camaraderie. These things are, of course, what the great Hugh Yorsten had in mind when he brought us into existence. Such memories, built (as it turns out) riding down country roads.....

So that was my late December weekend, with too much motorcycling never being enough, and the Club experience and former acquaintance teaching me that it is never true that I am Alone.



Cane Toad Rally

22-23 April 2022

This year's Cane Toad Rally (CTR) is only 1½ months away and after the success of last year's event, largely due to its re-location and excellent feedback we are expecting the attendance to be approximately 250. As organisers, our focus for the survival of the CTR into the future was to ensure that organising it each year was to be as simple as possible and we are close to achieving that. Our next challenge is managing the expected numbers at the rally.

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

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

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

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

Gary Bennett #509

www.canetoadrally.com.au

canetoadrally@gmail.com



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

The 28th
**CANE TOAD
RALLY**

Since 1978

WHEN: 22rd, 23th April 2022

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

GPS: -25.132795 151.619289

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

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

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

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

For further Details:

canetoadrally.com.au email: canetoadrally@gmail.com



Proceeds donated to:



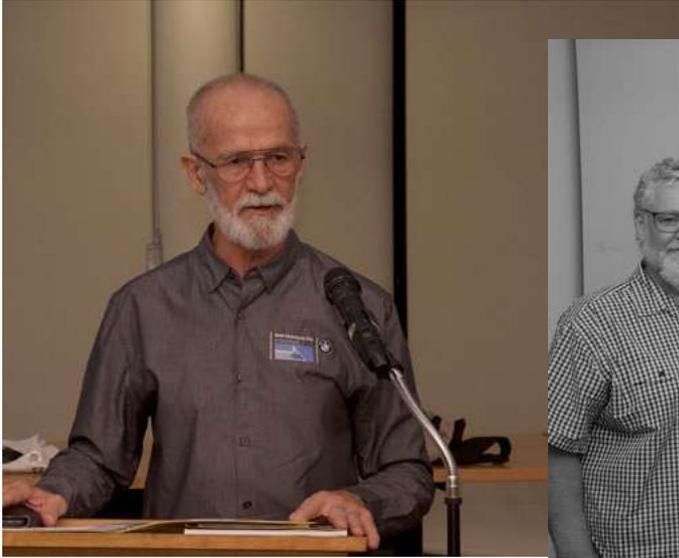
&

Local Mt. Perry
Community
Groups



AWARDS NIGHT PHOTOS

Thanks to Richard Maher for his fine photography skills at this fantastic night!



All 5 Life Members in the one room!

Some Presidents!



By Duncan Bennett, Member #4171

The BMWMCQ, or BMWMCC Queensland if you want to align with the logo on the banner, hasn't been much for awards since we've been in the club. Stories abound of some memorable award winners, including the "Weak as Piss" award given to a senior member for organising a led ride and then not turning up because it was threatening to rain. Can't remember who it was and I can't be bothered going back through the Journals, but you won't have to be stuck on a boat on the Nile with Hercule Poirot to find out.

No-one had ever suggested we should go full Hollywood and hand out awards to raise the box-office or membership subscription take, but recognising the people who have made the BMWMCQ what it is today was a natural. A huge wrap must go to the Professor Emeritus of Records, Dr Admiral General Sir Greg Gaffney, for sorting out joining dates. Unfortunately membership numbers aren't aligned terribly well as you can see in the list in the next few pages - Cindy and I have been members for not quite 7 years yet have a lower number than people with more than double our tenure.

So on the 17th February, we collectively clustered in the Geebung RSL to recognise all those who have achieved over 10 continuous years with the club. So what does even 10 years mean, let alone the bigger numbers? Let's just say you are eligible for a Seniors Go Card because you don't work 35 hours a week due to motorcycling commitments, and you are 60. 10 years represents 16.6% of your entire life, and 98.3% of your life from when you became able to purchase and maintain a BMW motorcycle with a comfortable seat. We look on the plus 20's with awe, so run out of superlatives when we get up into the 30's, 40's, and - gasping for oxygen at these heights - 50's. Cannot imagine how committed to the BMW brand and the BMWMCQ these members are.

The night was a huge success, and without naming names most of the credit for how smoothly the evening ran must go to the 2021 President. Certain committee members - I still won't name names but his last name rhymes with senate - believed handing the microphone over to the life members would see many more members become eligible for awards on the night, including all those who had joined in 2021. But the speeches were superb and showed exactly how they had become life members; commitment to service, putting the club and members before all else, and a bloody good sense of humour.

The event inspired us to double down in our efforts to serve the club and retain our membership. I'm still aiming for 50 year membership and look forward to receiving it in 2065 from the BMWMCQ President, Davo Fosters, who is currently 9 years old. I'll be 101 and riding a BMW e-Aerial GS, which is battery powered and flies over roads both dirt and bitumen, just like a mobility scooter but super expensive.

Maybe we should have joined earlier.....





Member Number	First Name	Last Name	Joined	Years	Life Member	President and Years	Committee
1486	Anthony	Gillett	1967	55		1969	
268	Ian	Elliott	1972	50			
24	Noel	Sopeer	1975	47			
88	Iain	Nye	1976	46			
4135	Peter	Allen	1977	45		1983, 85, 91	
757	James	Campey	1978	44			
395	Bill	Hinchcliff	1978	44			
101	Ron	Durkin	1980	42			
53	Darryl	Gowlett	1983	39		1988, 89, 93	
104	Michael	Stokes	1983	39			
108	Rick	Trenaman	1983	39			
410	Charlie	Brown	1984	38		2000	
114	Niels	Holm	1985	37		1992	
86	Andrew	McLeod	1985	37			
844	Gary	Stirling	1985	37			
62	Peter	Ferguson	1985	37		1990, 95, 96	
67	Anthony	Malone	1985	37		1994, 97, 98, 99	
697	John	Allan	1986	36			
90	Dave	Osborne	1986	36			
274	Geoff	Hamon	1986	36			
127	Greg	Dunne	1988	34			
585	Rob	Wynne	1989	33			
243	Chris	Robertson	1992	30			
236	Graham	Healey	1993	29			
339	Rodney	Reeves	1994	28			
276	Graham	Hennessy	1994	28			
2077	Jane	Hennessy	1994	28			
344	Murray	Joel	1995	27			
474	Richard	Maher	1995	27		2001,02,10,11,14,17	
358	Murray	Brown	1996	26			
460	Phil	Gresham	1997	25			
484	Viki	Skerman	1997	25			
483	Paul	Skerman	1997	25			
979	Rod	Baker	1998	24			
509	Gary	Bennett	1998	24			
712	Bill	Allen	2000	22			
725	William	Luyten	2001	21			
711	Graham	Ball	2001	21			
726	Rick	Gard	2001	21			
781	Margaret	Rafanowicz	2002	20			
769	Richard	de Groot	2002	20			
770	Wendy	de Groot	2002	20			
1206	Dieter	Harm	2003	19			
1035	Christopher	Honan	2003	19			
908	Justin	Hardy	2003	19			
1138	Malcolm	Cremer	2004	18		2009	

AWARDS RECIPIENTS

MARCH 2022



BMW Motorcycle Club
of Queensland

45

Member Number	First Name	Last Name	Joined	Years	Life Member	President and Years	Committee
975	Ian	Sayce	2004	18			
1024	James	Gibson	2004	18			
1992	Ross	Gascoine	2004	18			
1634	Wayne	Anderson	2004	18			
1635	Lorraine	Anderson	2004	18			
	Maree	Madden	2005	17			
1409	Keith	Baker	2005	17			
1645	Barbara	Lindbergs	2005	17			
1609	Nicholas	Hese	2006	16			
1606	Mark	Gilbert	2006	16		2012, 13	
4040	Ian	Kite	2006	16			
1956	Les	Fitzpatrick	2007	15			
1652	Geoffrey	Hodge	2007	15			
1718	Glenn	Dionysius	2007	15			
3436	Frank	Hills	2007	15		2015	
1737	Brett	Winstone	2007	15			
1839	Rick	Burns	2007	15			
2028	Peter	Todd	2008	14			
2080	Graham	Eyre	2008	14			
3663	Mervyn	Bone	2008	14			
220	Patrick	Leo	2008	14			
851	Bruce	Avery	2009	13			
1778	John	McGuinn	2009	13			
3126	Paul	Hughes	2009	13		2016, 18, 19, 20	
3524	Geoff	Foster	2009	13			
1861	Scott	Foote	2009	13			
793	Terry	Allen	2009	13			
3719	Warwick	Hunter	2009	13			
1933	Rainer	Waldmann	2009	13			
3533	James	Mundell	2009	13			
1340	Garry	Hilton	2009	13			
4023	Cees	Den Hertog	2009	13			
3455	Ken	Verrall	2009	13			
3753	Lelie	Zammit	2009	13			
4300	Jane	Gray	2009	13			
3905	Tony	Gray	2009	13		2021	
1073	Kevin	Blakemore	2010	12			
4406	Bob	Coleman	2010	12			
3984	Craig	Brennan	2010	12			
4016	David	McKeown	2010	12			
4072	Robert	McNeill	2011	11			
4068	Mario	Grossi	2011	11			
1523	Robert	Armbruster	2011	11			
4125	Warren	Gilchrist	2012	10			
4118	Greg	Claessen	2012	10			
4082	John	McCormack	2012	10			





AWARDS NIGHT PHOTOS







AWARDS NIGHT PHOTOS







By Tony Gray, Member #3905

If you have watched the Movie Toy Story (hands up those with Grandkids) you would have seen what happens to the toys when the humans have left. A whole new world opens up and the toys take on a life of their own. New toys come to join the toy-box and old broken toys are put out to pasture. I have a theory that the same thing happens to tools in the workshop.



Internet motorcycle workshop forums are full of tales of missing 10mm spanners – any decent DIY bike tinkerer will have several 10mm socket and combination spanners in their kit as they know they will have gone missing just as they are to be pressed into service. Does this caption look all too familiar to you?

Well I am here to tell you that you are not alone; the same thing happens at those finely tuned and well managed events - the Club Service Days.

Now the club has a very comprehensive tool kit that has been assembled over a long number of years. There are many fine examples of tools of the tinkerers art for the older R and K bikes and a lot more electronic witch doctory for their more modern variants. Keeping tabs on these tools at service days was made easier when Toolman Bill purchased a very comprehensive Force brand toolkit. This Force brand provides a good quality range of hand tools sold through the Trade Tools network. The beauty of this kit is that every tool has its own space in the plastic moulded case – if one is missing we will know it immediately.

Alas when it came time to pack up after the last service day of 2021 an 8mm combination spanner had gone AWOL. Could it have been spanner-napped, fallen into one of those black holes where left footed socks go, or possibly decided to go on Christmas holidays with someone else's private tool collection that had been out playing at the Service Day?



Our service day host Rob Wynne was not deterred and after a comprehensive search involving volunteers of the Jimboomba SES, the 8mm combination spanner was found on a perch in the far reaches of the workshop. The perpetrator of this heinous act outed himself having signed a non-disclosure agreement beforehand and has been banished to the BBQ at future service days. The spanner was well cared for by Rob and given 5 star accommodation until it was able to be reunited with its fellow playmates at the February Service day.

Just like in Toy Story this story had a happy ending. Rob Wynne returns the 8mm to its rightful home with its 'combination' siblings. Come along to the next Club Service day – there is something going on for everyone. Just use your imagination.





By Tony Gray, Member #3905

One of the many attractions to riding motorcycles when I was a young fellow was the attraction my bike & me received from the fairer sex. At the other end of life's scale it is good to know that our Grandkids think it is 'cool' that their 'Grandies' ride a motorbike. And so it was that I found myself taking eldest Granddaughter Ashley for a ride on Rex the Kwaka up Mt Glorious on a quiet Tuesday for a coffee and sandwich.



The ripped jeans were not a result of my riding

Ashley is a very attractive six feet tall part-time model as well as a qualified lawyer. We are rightly proud of her and of course I was quite chuffed with the envious looks from the assembled mass of bikers at the Café when she removed her helmet and shook the long locks free. As we sat at an outside table waiting for our order I admired an immaculate 1955 Triumph Speed Twin. These post war 500cc twin cylinder models were light and handsome – one of the better looking Triumphs IMHO. The owner of the bike also thought so as I was soon to find out.

A young lady of similar vintage to Ashley wandered over towards the Trumpy and asked Ashley if she would mind taking a picture of her and Grandpa on the bike. 'Grandpa' and I started up a conversation about the bikes as the two girls chatted about whatever twenty something year old young ladies chat about. This is the story as told to me.

I didn't get the owner's name so for the sake of the exercise let's just call him 'Old Mate'. I complimented Old Mate on the quality of the restoration he had obviously undertaken – not at all, he chided me pointing to the 5,600 miles on the odometer. That is genuine, and on a 67 year old bike. He had always fancied a 1955 Speed Twin. That model still carried the pre-unit engine (where the gearbox was separate to the engine), telescopic front forks and a swingarm rear



suspension. That was a very sophisticated setup for the day and as I said earlier, a very attractive package. Old Mate had searched unsuccessfully for years in Australia for a quality example. During a holiday in the USA he visited a bike riding mate in Wisconsin. Now Wisconsin is one of those mid-west States bordering the Great Lakes and the Canadian border. Year round bike riding would be a fairy tale so their bikes may only get ridden for a few months a year. Maybe this would provide a possibility for Old Mate to find a good low mileage example.

There had been a Triumph Dealer in the town but with the collapse of the British Motorcycle Empire in the 1970's the dealership had converted to a Dodge car dealership. In hope rather than expectation Old Mate paid them a visit with his American friend and was told that 'Grandpa' had been the keen motorcyclist and Triumph dealer. He was still around and dropped in a couple of times a week to annoy his grandkids. Next day Old Mate caught up with Grandpa who had an amazing memory recalling that he had sold six Speed Twins in 1955. He not only had a very good memory but a great file archive as he was able to have one of the staff retrieve the sales book from that year. Not fearing any privacy laws he happily copied the names and addresses of the six buyers, two of the bikes having been purchased on the same day.

Remember that this was a mid-west farming community so families traditionally kept on their patch for generations. Two of the six surnames and addresses still matched up in the phone book. The first call drew a blank with the present owner saying that the bike had belonged to his Grandpa who had passed and the bike had been sold decades earlier. The second call was far more productive with the old gentleman who answered asking how Old Mate knew he still had the Triumph. There was an initial reluctance to even let him have a look at the bike but he eventually relented to Aussie charm. The bike Old Mate saw fulfilled all of his dreams. It had very low mileage, had been kept and turned over meticulously but not ridden since 1955! The story that attached to the bike was that the owner had purchased the bike on the same day as his best mate. Sadly that friend had died in an accident on his Speed Twin only a few months later. The owner's mother had made him swear he would put the bike away and that no one would ride it again while she was alive – maybe she thought Triumphs were possessed! Mum at that time was in her late nineties and showing no signs of wanting to leave this mortal coil. There was no way the owner and bike would be separated.

Old mate returned to Australia but had an agreement with his American friend to touch base with the owner every month to check if he had changed his mind. Several months later he got the news that Mum had passed away and the owner agreed to sell. A deal was consummated and the Triumph travelled to Australia. So one man's determination had been rewarded – this was a true Triumph for the ages. Keep an eye out for if you are up Mt Glorious but don't waste your time making a purchase offer; it definitely is not up for sale.

Ed - Tony tried to photoshop an airhead into the photo, but we Triumph people don't tolerate that.



Looking back at the March 2002 Gallery on our wonderful Club website and there are several photos (reproduced below) of the Awards Night held that year - scan the crowd for some familiar faces!



Photos below from the Smart Rider training day (see VP's column page 8 for the spiel)!



Steve showing less experienced riders where not to wear their helmet. Unless it's hailing.





BMW Motorcycle Owners Club (Gold Coast) Inc.



NATIONAL MOTORRAD RALLY KOORALBYN

10 - 13 June 2022

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

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

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

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

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





**BMW
MOTORRAD**

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



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

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

Registration includes:

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

2. Contact Kooralbyn Resort directly to get the special deal

TO BOOK ACCOMMODATION:

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

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

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

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

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





MORE AWARDS NIGHT PHOTOS



By Tony Gray, Member #3905

It is a sad fact of life that everything will eventually fail – including your bikes battery. Batteries also have the habit of following Murphy's Law and failing at the worst possible time.

Recently Jane and I were heading off to Woodford to meet Steve Maney and other club members for the evening Sunshine Coast Hinterland ride to culminate with dinner at Caloundra. We were very much looking forward to this ride so the Grey Ghost was packed and ready to go. She had been moved out to the street while we locked the house and then Murphy struck – a press of the 'start your engine' button elicited a zilch response. She was not going anywhere. A quick consideration of options and a decision made to surgically remove Rex the Kwaka's battery and do a transplant into the Grey Ghost (fortunately they carry identical batteries). Off we went and had a great ride and dinner.

The glass matt battery that had failed was only 7 months old so some analysis was required. The club has a digital battery tester that performs several important functions. It will measure the voltage, CCA (Cold Cranking Amps) and the internal resistance of the battery. It will also do a load test with the engine running that will give an indication if the bikes charging system is working.

In this case the 300cca rated battery was only showing 105cca which was not enough power to turn the motor over. The battery was returned and replaced by the supplier without question. Here is a picture of the battery tester connected to a healthy battery. The internal resistance of the battery is an indicator of the health of the battery – the high internal resistance will cause a voltage drop. Ask at the next service day to have your battery checked – it may just save you from Mr Murphy!



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

And a couple of photos from the recent Smart Rider training course:



John Boggon nailing a U-turn inside the cones

Cindy being shown how to corner on one wheel during a getaway. Or make a slow speed U-turn. We learned both.



MMM's BMW BOXERWORKS

2/ 158 EDMONDSTONE STREET WILSTON.

Ph: 0439242139

EMAIL : btcwinds@tpg.com.au



We only work on Air cooled BMW motorcycles

We can make your Airhead go anywhere you want to. We give advice.

We offer 12 months warranty on all work. We provide photographic records of all work we do.

10% discount for all BMW club members.

<https://www.mmmsbmwboxerworks.com.au/>

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

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

Since the 22nd of December the MMM's Boxerworks page has been down, it is now back up again and we at the Boxerworks are happy to help you with your Airhead boxer twins.....

We have a vast range of teck help posts and movies and of course our customer service and backup is second to none....



Our 5 star Google rating means a lot to us because it is our customers that create it and our customer service and 12 month warranty that keep it.... We are always busy but we are always happy to help and chat.....



- Service on all makes & models
- Insurance repairs
- Tyres



Zac 0423 889 698
Corey 0432 330 150

1/10 Newing Way, Caloundra QLD 4551
info@caloundramotorcyclecentre.com.au



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



Royal Flying Doctor Service
The furthest corner. The finest care.



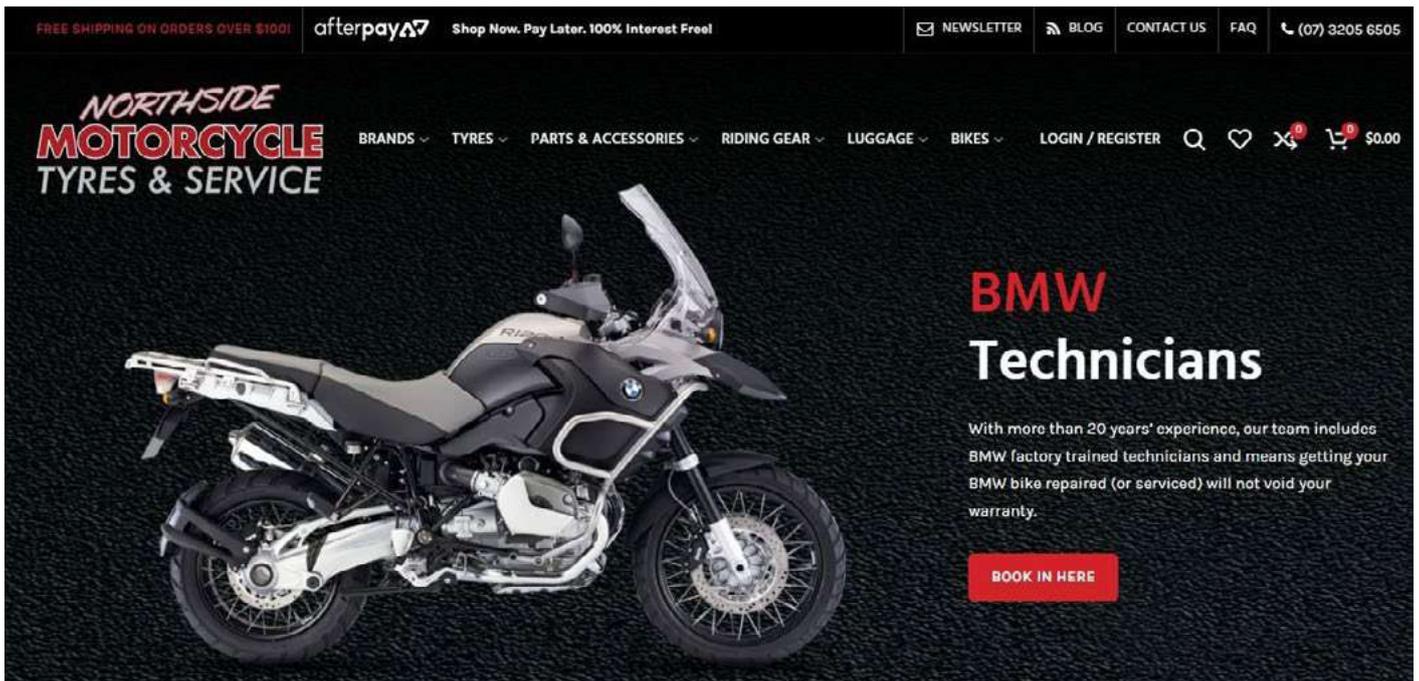
**Australian Red Cross
BLOOD SERVICE**

Save lives together



WHATEVER WALK OF LIFE
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MAKE LIFE A RIDE

Let's go Asia!

Cindy Bennett, Member #4170

Our 2023 riding schedule is so far wide open, with a need to sandwich a 2 to 3 week ride in between a Ride to the Rock (Uluru '22) starting end of April this year and the big one in 2024 of 100 days riding around South America. So thanks to some recent inbox delights from motorcycle tour companies on their upcoming offerings I think Asia is the go. Fairly close, exotic and adventurous enough if we choose correctly.

Yes, I know it's a big continent so we do need to narrow down exactly which section to ride!

My riding experience in Asia is limited to scooter riding in Bali with friend Hera who owns accommodation venues around Kuta and was an experienced guide. This was not as scary as I would have thought – and the mantra just worry about what is in front of you is sage advice indeed.



With both of us having been to Asia on non-riding (mostly work related) trips previously, we have used this intel along with others experiences to make a short list.

So far Thailand, especially the highlands around Chang Mai seems a good option for a kick off point and led tours from there go from a short 3 days to over 2 weeks. A longer one through Thailand, Laos and Burma (borders permitting) would be ideal.

However Vietnam can't be dismissed, as I am a big fan of the cuisine and I am sure we all remember the fun Top Gear episode where they rode scooters along the length of the country.

It certainly pays to look at the fine print when researching tours. The price between companies is often quoted in their home country currency – for instance Globbusters is in British Pounds, Edelweiss in Euros and most of the others in US Dollars. So converting and aligning to a daily rate and looking closely at what is included in relation to meals, any tourist attraction entries and fuel are some things to keep in mind. We always appreciate an included breakfast and lunch but prefer to do our own thing for the evening meal. Makes for a more flexible and interesting culinary exploration.

Per day prices for this type of trip range from \$385 to \$623 per day (per person) including bike, accommodation, fuel, breakfast & lunch and insurances, then adding on airfares, evening meals and incidentals.

And what about the bikes, well we don't want to be on scooters or at the other extreme a huge adventure bike. So with some judicious googling I discovered TBB Motorcycle Tours who run some very interesting trips out of Chang Mai and utilise the Suzuki V-Strom 650 and for the shorter of us the Honda CB500X. Both very capable dual sport bikes. Their 11 day 'Four Countries Loop' tour looks ideal, and goes to Duncan's must see destination of Phonsavan in Laos. The description of the trip sounds tempting with one of the days riding through 4 National Parks. And they are nicely at the low end of my daily rate calculator!

They do supply gear, but I think taking our own gear is preferable with something along the lines of the Cape York ride attire which would keep us cool and protected.

I have registered our interest and awaiting dates from the very helpful Jeff of TBB Motorcycle Tours – likely early February 2023 – so if you feel like an Asian sojourn next year look them up and book on, the more the merrier!

Highlights Include:

- Chiang Mai – The Rose of the North
- Chiang Rai and the stunning White Temple
- A walk across the border into Burma (Tachilek) to see the sights and local market
- Riding through the mountains of Laos
- Experience the hospitality of the local hill tribes
- Ride up to the Laos/Chinese border at Boten (formerly a “casino town”)
- Visit the Unesco World Heritage site of Luang Prabang
- The road from Luang Prabang to Vientiane is one of the best in S.E. Asia
- Experience the vibrant capital city of Vientiane
- Ride 200km along the banks of the Mekong
- Ride through four Thai national parks in one day
- Beers at sunset overlooking the Mekong!



The Four Countries Loop Tour



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Australia Motorcycle Atlas With 200 Top Rides (6 th Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
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