

# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

MARCH 2023

Established 1958

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# MODEL YEAR 2022 RUNOUT



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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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### Advertisers

TeamMoto - INSIDE COVER  
Caloundra Motorcycles - P.54  
Northside Motorcycles - P.55  
Munich Motorcycles - P.56

Good Wool Store - P.56  
TeamMoto - P.57  
TeamMoto M&W- BACK COVER

## On The Cover

Jodie's photo of the Maher K bike at a picturesque spot on their Phillip Island MotoGP adventure, more pics inside!



BMW Motorcycle Club  
of Queensland



BMW Clubs  
International Council



## Club Details

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

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

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

### Geebung RSL Club

323 Newman Road Geebung

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

BMWMCQ AIMS

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

1. Improving the opinion of the public towards motorcycling in general and associated members

particularly, by careful, courteous, considerate riding, especially when riding with the Club, and rendering assistance to all road users in difficulty.

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

### DISCLAIMER

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

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

WEB SITE

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



## Duncan & Cindy Bennett & Paul Hughes

## Editor's Report

Well this is it people. As you read these very words, we will be somewhere in South America riding and sacrificing all for the club. Another Pisco Sour? For the glory of the BMWMCQ, we will prevail! Paul didn't write that bit obviously, he's done the hard yards assembling the pieces, rivetting them together, and panel beating the witch's coven into a collage of mixed metaphors.

Was the packing easy? No it wasn't. See Cindy's "Last Word" article on our preppin' to gain a full insight to the horror. My system of a spreadsheet with number of days away and selectable options (eg Cold? - choose from No, Yes, or Very) helps manage the inventory, unless you somehow badly miscalculate the number of days away. Not admitting to doing this, but let's just say the team at the Brut roll-on deodorant factory had to do a bit of overtime to get my order out, and I now won't have the opportunity to change deodorant brands until 2056.

A big thanks to Dave Whale and Paul Hughes for the kind loan of their bikes while Storm Boy has been in transit - much appreciated given how hard it was to get a ride on *The Best in Show*.



### Duncan & Cindy & Paul

*Paul's revenge - always sending me photos of my old R850R now unrecognisably beautiful under the stewardship of James Scheidler. Who knew the rims were a light grey and that the tank was shiny?*



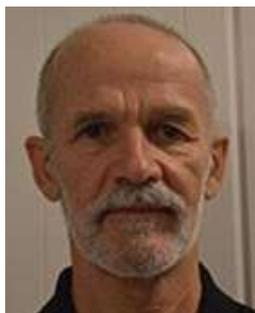
## Submissions for the Next Journal close 25th-ish March



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: Thursday 16th MARCH after AGM**



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

I am writing this report 'In Absentia' enjoying the great roads to be had in New Zealand. Jane, me and the Gray Ghost are four weeks into a six week touring holiday that so far has included a heat wave, cyclone and earthquake. We think we are ready for whatever the next two weeks has in store for us. Motorcycling touring is never boring.

In my absence the club has continued on its merry way under the strong stewardship of your committee very capably led by Paul Hughes. We are all very fortunate to have the services of these people who give their time freely for the benefit of all. A very special duo in this complement are our co-editors Cindy & Duncan. The dynamic duo will have left on their expansive South American tour by the time you read this journal. I am sure you will all join with me in wishing them a very enjoyable, exciting, insightful and safe trip. They have both worked and planned very hard for this trip so deserve the rewards that will come their way.

This journal will be the first to be published with Paul Hughes at the masthead. A very special thanks to Paul for stepping up to this critical role during Cindy & Duncan's absence.

When we left Brisbane in late January motorcycle safety was very much at the front of the Government's thinking & planning and remains so. I have therefore been very observant as to road safety and especially motorcycle road safety while here in NZ. These are my observations alone and generally drawn from country road conditions rather than cities.

Firstly drivers and especially truck drivers are much more courteous than their Australian counterparts. Drivers pull over at the earliest opportunity to let a following vehicle pass. Next is speeding, have not seen any real examples of speeding apart from the 30kph roadworks sections that everyone transits through at 50. Policing is totally different with marked cars the obvious feature and unmarked speed camera vehicles very rare - we have only seen one in over 5,000km. The last feature is the road billboard messaging - directed at riders as well as drivers to lookout for motorcycles. Following is a pic taken at a Pub on a popular motorcycle road.

It is hard to draw comparisons between countries when there are so many variables but from my perspective NZ is doing it better than we are and attitudes contribute a lot to that situation. Stay safe and see you at the AGM on 16 March.

**Tony**

***The famous "Skippers Canyon Road" - did Tony take the Gray Ghost down? Find out on p40!***

## BMWMCQ Club Events for **MARCH 2023**

Date	Start	Event	Details	Contact
<b>Sun 5 March</b>	8:30am	Club Led Ride	Meet Dayboro Bakery for 9am departure to Pomona Hotel	<b>Ride Leader - Richard Price</b>
<b>Sat 11 March</b>	9:00am	Coffee Meet-Up	Sea Salt & Vine Cafe, Scarborough	<b>Events Coordinator</b>
<b>Wed 15 March</b>	9:30am	Mid Week Ride <i>BYO Lunch</i>	Departing Base Camp Coffee, 4 Cook St North Lakes for Mapleton Lillyponds (park)	<b>Ride Leader - Mark Mustchin</b>
<b>Thurs 16 March</b>	7:30pm	Club Annual General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sat 18 March</b>	9:00am	Club Service Day	61-63 St Jude Circuit, Jimboomba	<b>Tool Man Geoff Hamon</b>
<b>Sun 26 March</b>	12:30pm	Monthly Lunch Ride	Maleny Hotel, 6 Bunya St Maleny	<b>Events Coordinator</b>
<b>Tue 28 March</b>	6:00pm	German Club Dinner	German Club, 416 Vulture St, East Brisbane	<b>Events Coordinator</b>
<b>Fri 31 March</b>	7:00pm	BMW Clubs Live Forum	Online via Microsoft Teams - see FaceBook event or contact VP	<b>VP Paul Hughes - Clubs Aust Delegate</b>

## EXTRAORDINARY EVENTS CALENDAR

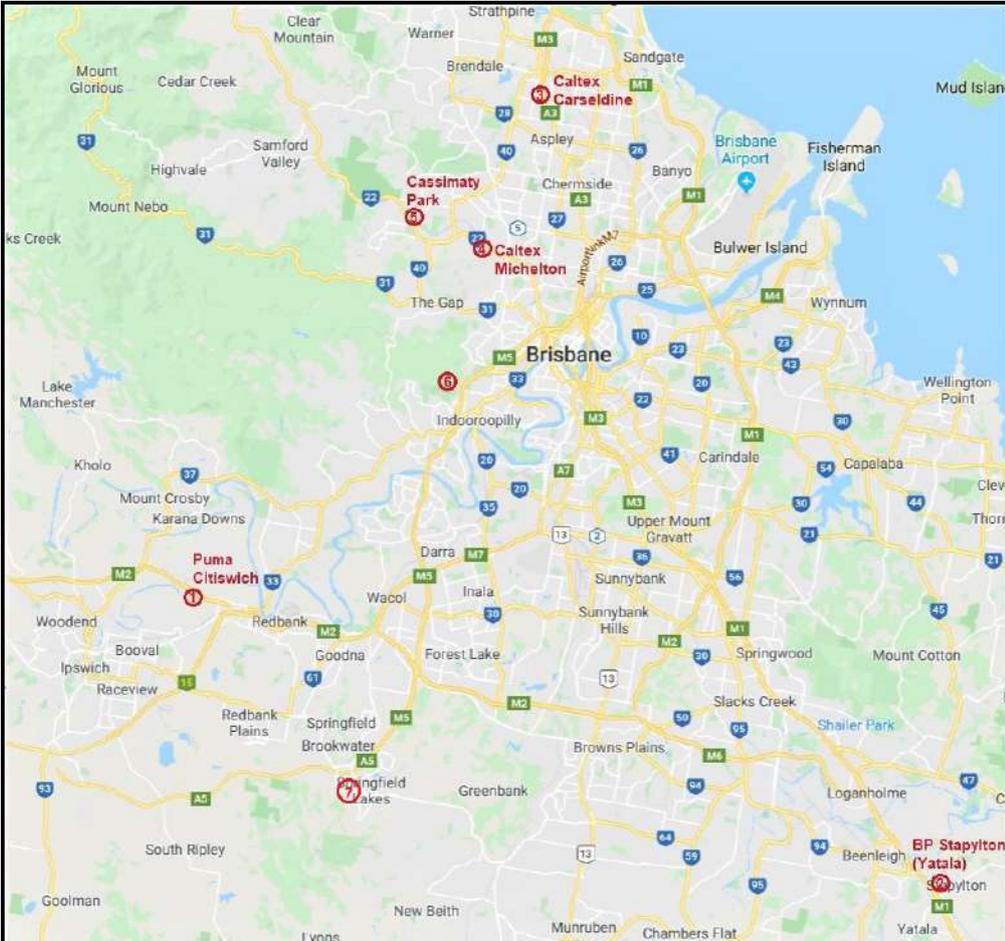
Date	Event	Location	Contact
3 - 5 Mar.	Earle's Fork Gathering	Henty, NSW	<a href="http://bmwtcnsu.org.au">bmwtcnsu.org.au</a>
16 - 20 Aug.	Bike Fest Oz	Tweed & Gold Coast	<a href="http://bikefestoz.com.au">bikefestoz.com.au</a>



## BMWMCQ Club Events for APRIL 2023

Date	Start	Event	Details	Contact
Sun 2 April	9:00am	Club Led Ride	Destination TBA - Ride Leader needed or no ride :(	Ride Leader -???
Thurs 6 April	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Fri 7 - Mon 9		EASTER	EAT CHOCOLATE & RIDE!! or whatever	The Easter Bunny
Sat 15 April	9:00am	Coffee Meet-Up	Little Trees Brew House, Samford	Events Coordinator
Wed 19 April	9:00am	Mid Week Ride <i>BYO Lunch</i>	TBA - Ride Leader Needed!	Ride Leader - ???
Sun 23 April	12:30pm	Monthly Lunch Ride	Maryvale Hotel, 47 Taylor St Maryvale	Events Coordinator
Fri 28 - Sun 30	10:00am	Cane Toad Rally	Mt Perry - see flyer in this Journal	Gary Bennett

## RIDE MEETING LOCATIONS



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 4055
6	Brisbane Lookout	Mt Coot-tha
7	Springfield Central	1 Main St, Southern Cross Cct



**Paul Hughes****Vice President's Report**

**W**ell another year has *rolled* by and the Club seems to be going from strength to strength. We have many activities each month, well mixed examples of led, unled rides and social activities with lots of participation. The Club is based on activity and thrives on it, so once again, get in amongst it and enjoy.

Road safety continues to be in the media through-out last month and I expect that TMR will start announcing some initiatives that will lower the numbers. The Club has been very active in making submissions on various aspects of motorcycle safety and especially the idea of mentoring new and returned riders. We will continue to assist TMR in any way we can that will make motorcycling safer and more enjoyable for all.

The AGM is on Thursday March 16, please note this in your calendars and remember that this month the GM has had the date changed to coincide with the AGM. Don't turn up on the wrong Thursday.

Lastly, whilst I am happy to be the temporary editor, I will be relying on the membership heavily to supply great articles, titbits and photos. Please contribute.

Ride safe

Cheers

Paul



*Thanks Jodie for the pic of bikes at the recent Vintage Motorbike Show, Kilcoy*



## Darryl Gowlett

## Treasurer's Report

G'day everyone,

As I received no complaints from last year's end report I will do similarly this year. Some of you may have complained, but in my usually autocratic style I paid no heed. So, 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.

Trading statement as at: **January 31, 2023**

				Year to date	
<b>BoQ Balance as at:</b>	<b>November 28, 2022</b>	<b>\$ 25,693.68</b>		<b>\$ 16,165.68</b>	
<b>Income:</b>					
Membership	\$ 1,200.00		\$ 12,692.00		
Advertising	\$ -		\$ 5,900.00		
Regalia	\$ 40.00		\$ 307.00		
Tools	\$ -		\$ -		
Events Xmas party	\$ 180.00		\$ 8,260.00		
Interest	\$ 8.67		\$ 30.77		
Sundry	\$ -	\$ 1,428.67	\$ 1,641.77	\$ 28,831.54	
		\$ 27,122.35		\$ 44,997.22	
<b>Expenses:</b>					
Administration	\$ 57.60		\$ 3,287.17		
Website	\$ 1,206.39		\$ 5,196.22		
Paypal	\$ 22.90		\$ 200.61		
Regalia	\$ -		\$ 645.00		
Tools	\$ -		\$ 159.00		
Events	\$ 3,746.24		\$ 6,990.71		
Awards	\$ -		\$ 300.00		
Sundry	\$ -		\$ -		
		\$ -	\$ 5,033.13	\$ 6,129.29	\$ 22,908.00
<b>Balance</b>		<b>\$ 22,089.22</b>		<b>\$ 22,089.22</b>	
<b>BoQ balance at:</b>	<b>January 31, 2023</b>	<b>\$ 22,089.22</b>		<b>\$ 22,089.22</b>	
<b>Term deposit:</b>					
Interest	\$ 20,577.44		\$ 20,500.45		
	\$ -	\$ 20,577.44	\$ 76.99	\$ 20,577.44	
<b>Available:</b>		<b>\$ 42,666.66</b>		<b>\$ 42,666.66</b>	
	<b>RFDS donations</b>		<b>\$355.85</b>		<b>\$2,264.12</b>

February has been very quiet. Perhaps the cost of living is starting to bite, or more likely, we haven't done much. We've paid the auditor and received some memberships. The \$1 in events is a generous donation from Greg Gaffney in testing the internet/Paypal system, and will be forwarded to the RFDS with the next instalment. (It's becoming increasingly expensive to be on the Committee nowadays!)

Ciao, **Darryl**





## Trading statement as at: February 19, 2023

BoQ Balance as at: January 31, 2023		\$ 22,089.22	Year to date		\$ 22,089.22
<b>Income:</b>					
Membership	\$ 525.00		\$ 525.00		
Advertising	\$ -		\$ -		
Regalia	\$ -		\$ -		
Tools	\$ -		\$ -		
Events	Test dep \$ 1.00		\$ 1.00		
Interest	\$ -		\$ -		
Sundry	\$ -	\$ 526.00	\$ -	\$ 526.00	
		\$ 22,615.22		\$ 22,615.22	
<b>Expenses:</b>					
Administration	\$ 550.00		\$ 550.00		
Website	\$ 385.00		\$ 385.00		
Paypal	\$ 12.18		\$ 12.18		
Regalia	\$ -		\$ -		
Tools	\$ -		\$ -		
Events	\$ -		\$ -		
Awards	\$ -		\$ -		
Sundry	Rider training \$ 50.00		\$ 50.00		
		\$ -	\$ -		
		\$ 997.18	\$ 997.18		
<b>Balance</b>		\$ 21,618.04		\$ 21,618.04	
<b>BoQ balance at:</b>	<b>February 19, 2023</b>	\$ 21,618.04		\$ 21,618.04	
<b>Term deposit:</b>		\$ 20,577.44	\$ 20,500.45		
Interest		\$ -	\$ 76.99	\$ 20,577.44	
<b>Available:</b>		\$ 42,195.48		\$ 42,195.48	
<b>RFDS donations</b>		\$ -		\$ -	

### Treasurer's Annual Report

The financial certificate completed by Bachman Robinson is included here for everyone to peruse and ask questions later. Much later, as I won't be available for the postponed AGM.

Memberships were similar to last year, at a tad under \$13K, and Paypal was less at \$200. I guess more people paid directly as opposed to that system. 125 fees were received via PayPal, and 112 by direct debit. The only event where we charge admission is the Cane Toad Rally, and our gate takings were just over \$6000 this year, and we raised nearly \$1000 more through the sale of stickers, screen printing, and predominantly the raffle, with the prize being donated by Ron Durkin. Please note that we also raised \$5900 from those vendors advertising in our magazine.

The expenses for the CTR were \$3600, but we donated \$3000 to the Mt Perry Development Board, and of course that \$1000 to the RFDS. In fact, our donations to the RFDS totalled over \$2200 for the year. The photo competition awards came to \$300 for the photo comps, we've had a loss on regalia but still have stock, and similarly with workshop days, as we have a stock of drinks. Once again, our biggest outlay is for the website and all its paraphernalia and add-ons, at over \$5000. Our insurance was \$1025, and we haven't paid our capitation fee to Clubs Australia yet.

Looking at the audit report balance sheet, we had a surplus of \$6000 of which \$5900 came from advertising in the magazine, and the Cane Toad Rally has left \$1000 in the account to provide



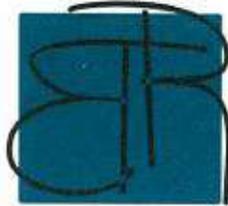
support for the 2023 rally. So, it appears on paper, that whilst we are no longer producing a printed magazine, all that money is being consumed by website costs and the Club is no better off financially.

As previously mentioned, I am not available for the AGM, but I am still prepared to act as treasurer of the Club, and as such, have lodged my application with the Secretary. If somebody else wishes to have a go then put your nomination in and we can commence electioneering.

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 2023. 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.

**BACHMANN ROBINSON**

*R Dinsdale*

.....  
RICHARD DINSDALE - MIPA

February 03 2023



**BMW MOTORCYCLE CLUB OF QUEENSLAND INC  
STATEMENT OF INCOME AND EXPENSES  
FOR THE YEAR ENDED 31ST JANUARY 2023**

	2023	2022
<b>INCOME</b>		
Membership	12692.00	13002.21
Advertising	5900.00	6350.00
Regalia	307.00	27.50
Tools		110.00
Events	8260.00	5926.00
Interest	107.76	164.45
Sundry	1641.77	161.28
	<b>28908.53</b>	<b>25741.44</b>
<b>EXPENSES</b>		
Admin	3287.17	913.65
Website	5196.22	5352.99
Paypal	200.61	222.34
Regalia	645.00	230.54
Tools	159.00	1081.91
Events	6990.71	4363.47
Awards	300.00	2528.50
Sundry		
Club banner	77.00	550.00
Donation	3000.00	2000.00
Insurance	1025.00	961.00
RFDS	1450.32	730.55
Subs - BMW Clubs	0.00	511.00
Rider training rebate	350.00	742.67
Contra	226.97	306.49
	<b>22908.00</b>	<b>20495.11</b>
<b>SURPLUS FOR YEAR</b>	<b>6000.53</b>	<b>5246.33</b>

*If Club rides were being led by this bloke, I don't think we'd be struggling for numbers....*



**BMW MOTORCYCLE CLUB OF QUEENSLAND INC  
BALANCE SHEET  
AS AT 31ST JANUARY 2023**

**RETAINED EARNINGS**

Opening Balance  
Surplus for Year

Closing Balance

REPRESENTED BY:

**CURRENT ASSETS**

BMWMCQ Cheque Account  
BMWMCQ Term Deposit

**CURRENT LIABILITIES**

Liabilities

**NET ASSETS**

	2023	2022
Opening Balance	36666.13	31419.80
Surplus for Year	6000.53	5246.33
Closing Balance	<u>42666.66</u>	<u>36666.13</u>
<b>REPRESENTED BY:</b>		
<b>CURRENT ASSETS</b>		
BMWMCQ Cheque Account	22089.22	16165.68
BMWMCQ Term Deposit	20577.44	20500.45
	<u>42666.66</u>	<u>36666.13</u>
<b>CURRENT LIABILITIES</b>		
Liabilities	0.00	0.00
<b>NET ASSETS</b>	<u>42666.66</u>	<u>36666.13</u>



**Geoff Hodge****Secretary's Report****BMWMCQ Meeting Agenda/Minutes 2 February 2023**

Venue: Geebung RSL

<b>Meeting Opened:</b>	7:33pm
<b>Apologies:</b>	John Allen, Geoff Hodge, Tony & Jane Gray, Steven Johnson, Scott Munro, Chris Lancaster
<b>Minutes of Previous General Meeting:</b>	<b>Accepted:</b> Charlie Brown <b>Seconded:</b> Cindy Bennett
<b>Number of Attendees:</b>	<b>26</b>
<b>New Members (Name &amp; MC):</b>	Nil
<b>Visitors:</b>	Paul Contarini, R1250GS plus an RGV250, RZ500,CB750
<b>Returning Members:</b>	David Reynolds k100's, 650GSD
<b>Treasurer Report:</b>	Books submitted to auditor on 1 <sup>st</sup> February. \$6000 advertising income last year.
<b>Editor Report:</b>	Anything welcome to help Paul, we will be gone by next Journal release.
<b>Tools Report:</b>	Service Day confirmed at Rob Wynne's place 18 March.
<b>Regalia Report:</b>	NTR
<b>Records Report:</b>	Greg stated 270 members total. 6 new in January.
<b>Events Report:</b>	5 Feb F&C ride, starting 3pm Samford 11 Feb Coffee Preece's On the Park Shornecliff Mid-week ride 15 February 18 Feb Sunny Coast Dinner Lunch ride to Tyalgum 26 Feb 28 Feb German club for dinner.
<b>Month Ride: Sunday 5 February 2023</b>	Meeting 2:30 for 3:00pm John Scott Park Samford.
<b>Leader: Duncan Bennett</b>	Heading to Dayboro and over Mt Mee to end up at Seafood Town in Woody Point.
<b>TEC: Cindy Bennett</b>	
<b>Secretary Report:</b>	Nil.
<b>Dealer Liaison Report:</b>	R1250GS recall current. Gearbox input shaft overloads when getting "air" and landing. A couple of accidents, software re-mapping required.  Update on Don's moist shaft, drilling a hole to let the moisture out fixed problem. Leaking air around hole in rim where valve goes through. Gave it a bit of a yank. Acting secretary couldn't write quickly enough to keep up with Don's story, gave up.  Used bikes at M&W.
<b>Vice President Report:</b>	Included in Pres/Clubs Australia/VP reports

<b>Clubs Australia Report:</b>	Melbourne 5/6 March AGM No service manuals anymore. Ministers Round Table Report. Lots a fatalities. Submission ideas: <ol style="list-style-type: none"> <li>1. Subsidise training</li> <li>2. Mentoring system</li> <li>3. High visibility policing rather than cameras.</li> </ol>
<b>President Report:</b>	16 March 2023 AGM, documents in Journal. 2023 BMW 100 year video viewed, general acclaim regarding quality. Awaiting BMW approval.
<b>Other Events/Buy/Sell/Swap:</b>	Nada.
<b>General Business</b>	3D printed plastic spare key boxes available from Scott Munro. Michael John gave report on Scenic Rim roads and 19 March Black Dog ride Beerwah. Berry on Bikes book donated by Charlie Brown Gary Bennett – need a few gaps filled in 100 year bikes. CTR committee planing event, a few registrations already. Frigid Digit cabins and camping.
<b>Closed:</b>	8:19 pm, next meeting after AGM 16th March 2023.



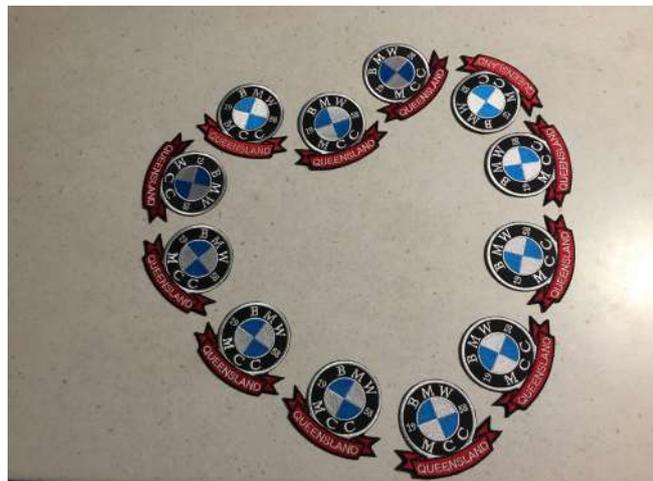
**Donna Wiltshire**    [regalia@bmwmcq.org.au](mailto:regalia@bmwmcq.org.au)    **Regalia Officer's Report**

Hi all,

I've nothing new to regale you with.

Don't hide your affiliation, wear some Club regalia on your T-shirt or jacket.

*Nothing says Valentines Day like a Chicago North Side massacre. Or perhaps more conveniently, some BMWMCQ regalia!*





## Geoff Hamon

Well, here we are another month and probably my last report as Tool Man. The Annual General Meeting is coming up and I hope to hand over the reins to someone more

enthusiastic and qualified than myself. This year has been a very interesting one to say the least, full of learning experiences. Had a couple of excellent rides this month, one being down to Bendemeer for a overnighter, catching up with a few other members going to The Karuah River Rally also, some others who had been playing in the dirt. Having several black beers and great meals.

1,100 km round trip, effortless on the old RS which ran perfectly and averaged 52.6 mpg.

It was an excellent ride accompanied by Gary B. We were fortunate that we didn't come back Sunday it being around 36 degrees in Warwick.

Been having some fun trying to figure out why my K75 seems to rev at 4750rpm at 100kph. Turns out I should have left well enough alone. The German documentation I viewed was a bit misleading. Thanks to new member Dave for loaning me a K75C final drive to test. And thanks to all those on FB and the K forum for their input as well.



## Tools Officer's Report

Well, that's all for now. Keep enjoying your Tooling Around.

**Geoff H.**

### 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 or brought along to the next meeting or Club ride.

### Contact Tools Officer

**Geoff Hamon 0413 334 625**

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



**Greg Gaffney**

**Records Officer's Report**

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

With the current hot weather, we had a couple of welcomed late afternoon rides this month. Duncan & Cindy organised a ride which ended up at Woody Point for Fish & Chips and the other was a Sunny Coast ride ending at Caloundra Powerboat Club. It was a very pleasant evening coming back from Caloundra this time. The last time I rode back from the Powerboat Club was also at night, but it was raining all the way.

New Members:

- Craig Wright, KENMORE, R1200GS
- David Reynolds, DAISY HILL, K75S, F650GS Dakar
- Damian Bugg, PEREGIAN SPRINGS, R1200GS
- Roy & Anna Baumgarth, WOODY POINT, R1200C Montauk
- Tom Keen, THE GAP, R1250GSA
- Glenn Beaton, BELLARA, R1200S

Cheers

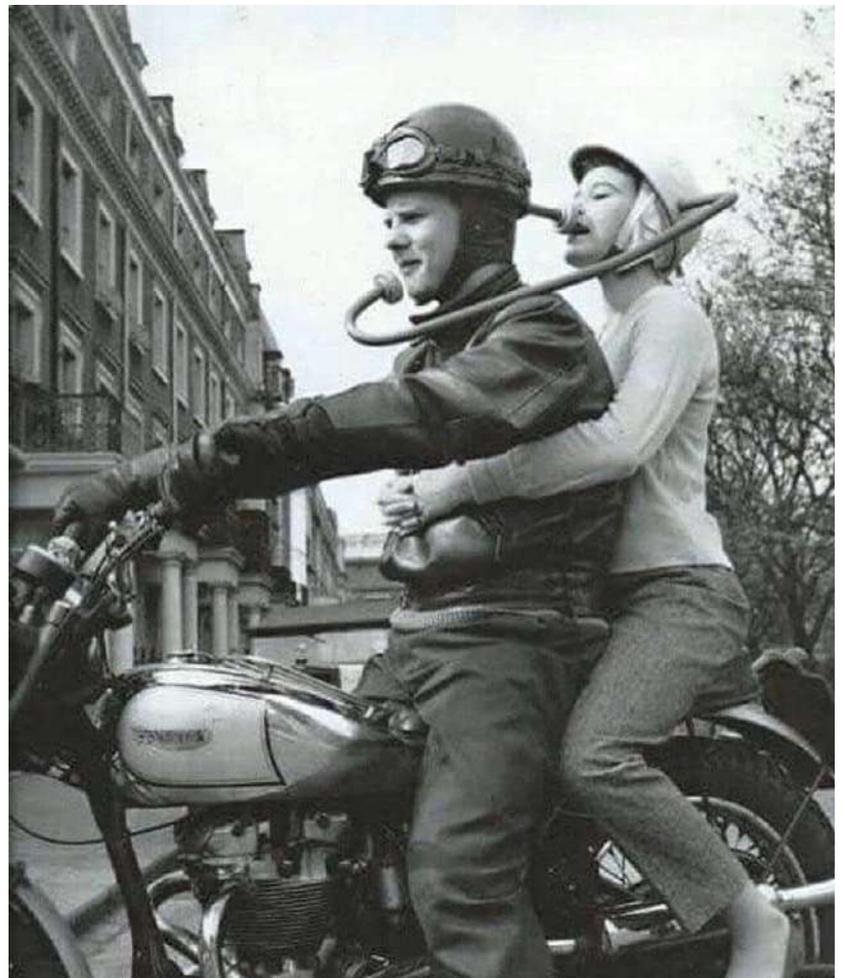
Greg

*Maybe we need a "best caption" comp for pics like this!*

*"Yes Krystal darling, I see the pedestrian - that is why I've stopped."*

*"No I didn't lose all my teeth when you braked suddenly back there, Nigel darling. Only the front ones."*

*Clearly others could do better.....*





**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](mailto:daniel@goldstarembroidery.com.au) or call Daniel on **0403 150 857**

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

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

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

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

### *Shirts/Vests order:*

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

### *Bags order:*

Bag product name	Quantity	Colour
Metro		
Swiss		

### Headwear order:

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

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



**Mark Mustchin****Events Officer's Report**

The March calendar is full so there is plenty of opportunity to socialise & or ride with your club members.

The club led ride & the mid-week ride in April scheduled for Sunday 2nd & Wednesday 19th both require a leader. I posted on the club's Facebook page calling for volunteers to lead them but as yet nobody has responded, hopefully by the end of March someone will.

The Back to the Bush rides are always well attended, and the long weekend in October has proven to be a popular time to run a "Back to the Bush". I have great memories of the last one that Don & Kate ran. One particularly strong memory (not particularly great but nevertheless a memory) was of riding along the Pacific Highway in the rain on our way to Ballina sitting on the limit of 110 kph, hearing a loud roar as a highway patrol car passed me at what must have been close to 200 kph chasing down someone who had passed me doing about 10 k's over the limit. What created great memories were the chosen routes, excellent venues & great company.

If you want to create some great memories of a Back to The Bush ride then think about planning & organising a "Back to the Bush" for the October long weekend.

We (Donna and myself) are off to NZ for 10 days at the beginning of March for a holiday and I will also be away for the 1st two weeks of May riding with Moto Trekkin on the Ridge Rider 3 which starts in Toowoomba & finishes in Townsville, looking forward to some great dirt roads.

Happy & safe riding  
**Mark**



***Thanks to Kate Farrar for the great pic of the final stretch of the Fish & Chips Ride on 5th February, along the Margate foreshore. Read all about it in the Ride Leaders Report on page 46.***



## GRAY GHOST'S NZ TOUR 2023

JEGFeb2023

Gray Ghost sailed eastwards across the Tasman Sea  
And waited in Christchurch for Tony & me  
There we met fellow Aussies, Gloria & Grahame  
Who with their Triumph were doing much the same  
Akaroa & Tekapo with fantastic views  
Around every corner ever-changing hues  
Excellent riding with them for hours & hours  
Then they went on their way & we went on ours  
(Mount Cook) Aoraki standing ever so tall  
Cascading clouds give fleeting glimpses of it all

Lakes Pukaki, Wanaka & Wakatipu  
Never growing tired of the endless view  
Skippers Canyon Jet Boat & Coronet Peak  
Just some Queenstown's many thrills to seek  
Over Crown Range Rd, the highest in the land  
To Cardrona Hotel, the oldest still to stand  
Then to Te Anau & Lake Manapouri  
We sailed through Doubtful Sound in all of its glory  
Bikers local & foreign we met all around  
'Twas raining on our ride back from Milford Sound

We rode to Invercargill with Kiwis Grant & Jane  
And saw the Fastest Indian of Burt Munro fame  
All around the Southland the weather it was hot  
Cool breezes & refreshments always hit the spot  
Out along The Catlins so many turquoise bays  
Then Larnach Castle, Dunedin, for a couple of days  
We dined with Rob & Kym, fellow members of our Club  
It was a royal banquet not your usual pub grub  
Riding across South Island through Cromwell on the lake  
The wind & rain on Haast Pass was a little hard to take

Fox Glacier & Franz Josef then on to Punakaiki  
The Pancake Rocks & sunsets were a sight to see  
Buller Gorge to Nelson & Takaka Hill  
Twisting roads through rainforests really give a thrill  
Okiwi Bay on Marlborough Sound, sand flies everywhere  
Queen Charlotte Sound to Picton, an ice cream while we're there  
A late boarding on the Ferry to Wellington across Cook Strait  
More adventures on North Island, we can hardly wait





BMW Motorcycle Club  
of Queensland



**\*\*\*REMINDER-The AGM is being held on Thursday 16th March 2023 - there will be NO General Meeting on the first Thursday in March due to this\*\*\***

## 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 **16th March 2023**.

The Agenda of the meeting is as follows:

1. Acceptance of the 2022 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 2023 will follow the AGM.

**Geoff Hodge**

**Secretary**

**BMWMCQ**



## BMWMCQ Annual General Meeting Minutes - March 2022

<b>Meeting Date:</b>	10 March 2022. Time: 7:30pm  Attendance: 40
<b>Chairman:</b>	Richard Maher (Life Member)
<b>Apologies:</b>	Mike Stokes, Mal Cremer, Bill Allen, Maggie Rafanowicz, Steve & Mandy Maney, John Eacott.
<b>Minutes of Previous AGM:</b>	<b>Accepted:</b> Paul Hughes  <b>Seconded:</b> Geoff Hodge
<b>Outgoing Presidents Report:</b>	<p>Well what a year it has been – begun in the midst of a Global Pandemic and finishing with a Natural Disaster. How did we find time to get out and ride our bikes with our free living lifestyle seemingly on the verge of collapse? We not only managed to get out and ride our bikes but had a rollicking good time doing it. Our club was founded in 1958 with a passion for BMW Motorcycles shared through riding, bike maintenance, knowledge transfer and social activities. Over time our Constitution has moulded these words and added a few extra niceties along the way but these 4 core values are why we are here. You have all no doubt read my President Report in the current March journal – it’s OK I won’t be asking questions. I singled out four events held during the 21/22 year that epitomise, for me, the strength of the club as it currently stands and honours those ideals penned in 1958. These events in chronological order are the Cane Toad Rally held at Mt Perry in April; the Club Service days held at the home of Rob Wynne throughout the year; the end of year gathering at Lake Samsonvale in December; and finally the Club longevity awards staged in this venue just a few short weeks ago. If the club ‘only’ organised these four events along with our world class journal then I feel that our members would have received ‘bang for their buck’. But the club has organised and staged so much more in the form of events, competitions and subsidies to make our members better and safer riders. It is also a platform on which you can build friendships – many drawn together via this club have been friends for decades. Not a bad group on which to pin your allegiance.</p> <p>It has not all been beer &amp; skittles, no association that brings people together ever will be but it is how we overcome those hurdles that defines us as a club. We have had to be flexible and innovative in how we dealt with the changing landscape that Covid presented and you, our members, have accepted those sometimes tough decisions to cancel/defer or amend events. For that I thank you all. The year is finishing on a very sad note for a local institution and business of well known and loved club member Mark Morrissey.</p>



	<p>Most of you would be aware that Mark's business, MMM Boxerworks at Windsor, was completely inundated in last week's floods. As well as the business with Marks collection of tools, workshop equipment, books, journals and spare parts were 36 airhead BMWs 3 bikes of other denomination as well as 2 cars. Some of these BMWs were Marks own bikes, some belong to BMWMCQ members as well as other customers. Mark was powerless to evacuate any of the bikes once it became obvious the rising waters were going to inundate the premises. Les Fitzpatrick and Peter Ferguson were the first to raise the alarm and armed with everything &amp; anything that may be required they headed straight to the scene of the disaster as soon as possible on Tuesday morning. Over the ensuing 9 days there has been a constant presence of BMWMCQ members pitching in to lend a hand to a mate, a fellow club member or just someone who needed a lift up. Some of you just met Mark for the first time. What a wonderful advertisement for this club which has no bricks &amp; mortar showpiece but great strength in the people who proudly proclaim membership. The job is far from over but great progress has been made. Have a chat to me afterwards if you have some of yourself to give. To those who have been there, we applaud you all.</p> <p>During the year Wendy &amp; Richard de Groot called 'time' on organising events based on the Sunny Coast. I thank Wendy &amp; Richard for the work they have done over recent years in organising those rides and social gatherings. As one door closed another opened and in came Mandy &amp; Steve Maney to keep the Sunny Coast a vibrant and energetic part of the club. The club has been and continues to be very well served by its 'personal partnerships' that are very energetic throughout the club and guarantee that we are able to offer something for everyone. Lastly I wish to thank the outgoing committee for the tremendous work they have done this past year and for the encouragement and support they have given to this novice President. Some of you have decided to stand down and will not be recontesting your position. I know that those who are elected to the committee for 2022 will have big shoes to fill. Thank you all.</p>
<b>Outgoing Treasurer Report:</b>	Balance of Club's funds is as stated in the March Journal. Audit of accounts has been completed – no issues reported. Club accounts report a \$5,000 increase in revenue this year. Treasurer asked for questions from the floor – none recorded.
<b>Outgoing Secretary Report:</b>	Not a busy year for mail – just the usual monthly Journals from our southern cousins; the odd bank statements; Australia Post renewals and thank you letters from RFDS for the donations. Our pleasure!



<p><b>Outgoing Editors Report:</b></p>	<p>2021/22 reported as a great year for the current editors predominately due to the quantity and quality of material supplied by the members. Photo competition was also seen as a great success. Thanks to the previous committee members for their reports throughout the year. Special mention to Jane Gray, Tony Malone, Richard De Groot, Bob Coleman, &amp; Liesel Samuel for providing great articles on more than one occasion. A thank you also to the new members who provided insights to their rides &amp; experiences (some even ride Triumphs). Big thank you to Tony Gray as a very regular contributor to the Journal.</p>
<p><b>Outgoing Tools Report:</b></p>	<p>Bill Luyton reported four (4) service days in the previous year in which all manner of services were carried out. The Club's 911 worked overtime in diagnosing many members' bikes across the service days. Special thank you to Rob Wynn for opening his workshop for each service day and for purchasing great steaks for the BBQ. A total of \$303.00 raised for RFDS through the sale of steak / sausage sandwiches and drinks. Well done members. Major tool purchases for the year included a hydraulic lift (\$634.78) &amp; work stool (\$69.00).</p>
<p><b>Outgoing Regalia Report:</b></p>	<p>Rosi reported on the major achievements for the year, including the Logo change &amp; iron on badges (bought along on the night for sale). Cost: 1 badge for \$6.00; or 2 for \$10.00. Final sales for the night totalled \$220.00 (which was handed over to the Treasurer to bank).</p>
<p><b>Outgoing Records Report:</b></p>	<p>Greg Gaffney reports 267 financial members as at the date of this AGM, compared to 254 as at last year's AGM. Noted that this figure was mainly due to new memberships as a number of members elected (at this time) to not renew their subscription. Hopefully they will return.</p>
<p><b>Outgoing Events Report:</b></p>	<p>Great year for rides despite COVID restrictions. This coming year has some great events planned, in particular 2 x B2B events; &amp; Xmas in July (Kingaroy). Club led rides will alter slightly – all will be make your own way there or organise your own groups to get to the destination. This idea is implemented to take the pressure off finding ride leaders each month. The issue of members not registering for events remains. Please pre-register via Facebook or through the Committee – don't just turn up and expect a seat.</p>



<b>Outgoing Dealer Liaison Report:</b>	Don reports it was a great year for all the dealers – basically sold more bikes than the previous year. Globally, BMW sales in Australia were up 14.8%, with R Series sales up 50%. UK sales up 27%; & USA sales up 32%. In Australia, the percentage increase equates to 2,500 units sold which included 821 GS bikes sold (up 10%); and the S1000 RR being the most popular sports bike in Australia. Now the bad news, still limited stock – often a 4 – 5 month wait on new bikes. Servicing wait times are still long. Don reported on a number of upgrades across the range of bikes with the big news of a new “M” Series bike arriving soon. R18 currently under promotion Australia wide – Team Moto at Slacks Creek has 7 currently; 2 x K1600’s; & CX 400 Scooters. An open day is to be announced soon.
<b>Outgoing Vice President Report:</b>	Very quiet on the VP front as Tony Gray was in attendance all year.
<b>2022 Committee Nominations:</b>	<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. All nominees were elected as follows:</p> <p><b>President:</b> Tony Gray  <b>Vice President:</b> Paul Hughes  <b>Secretary:</b> Geoff Hodge  <b>Treasurer:</b> Darryl Gowlett  <b>Records:</b> Greg Gaffney  <b>Tools:</b> Geoff Hamon  <b>Regalia:</b> Donna Wiltshire  <b>Events:</b> Mark Mustchin  <b>Editor:</b> Cindy &amp; Duncan Bennett  <b>Dealer Liaison &amp; Advertising:</b> Don Grimes.</p> <p>President congratulated the new Committee.  Notes:  Bill Luyten to assist Geoff Hamon  Gary Bennett to continue role as Club Historian.  Jane Gray to continue role as Club Librarian.</p>
<b>AGM Business</b>	Nil
<b>Closed:</b>	8.45 pm

**Certified as a fair and accurate record:**

**Tony Gray**  
President

**Steven Johnson**  
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 **16 March 2023** and at any adjournment thereof.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



**BMWMCQ Inc.**  
**NOMINATION FORM**



Election of Committee Members

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 proceed at the AGM as per the Club Constitution





# 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.

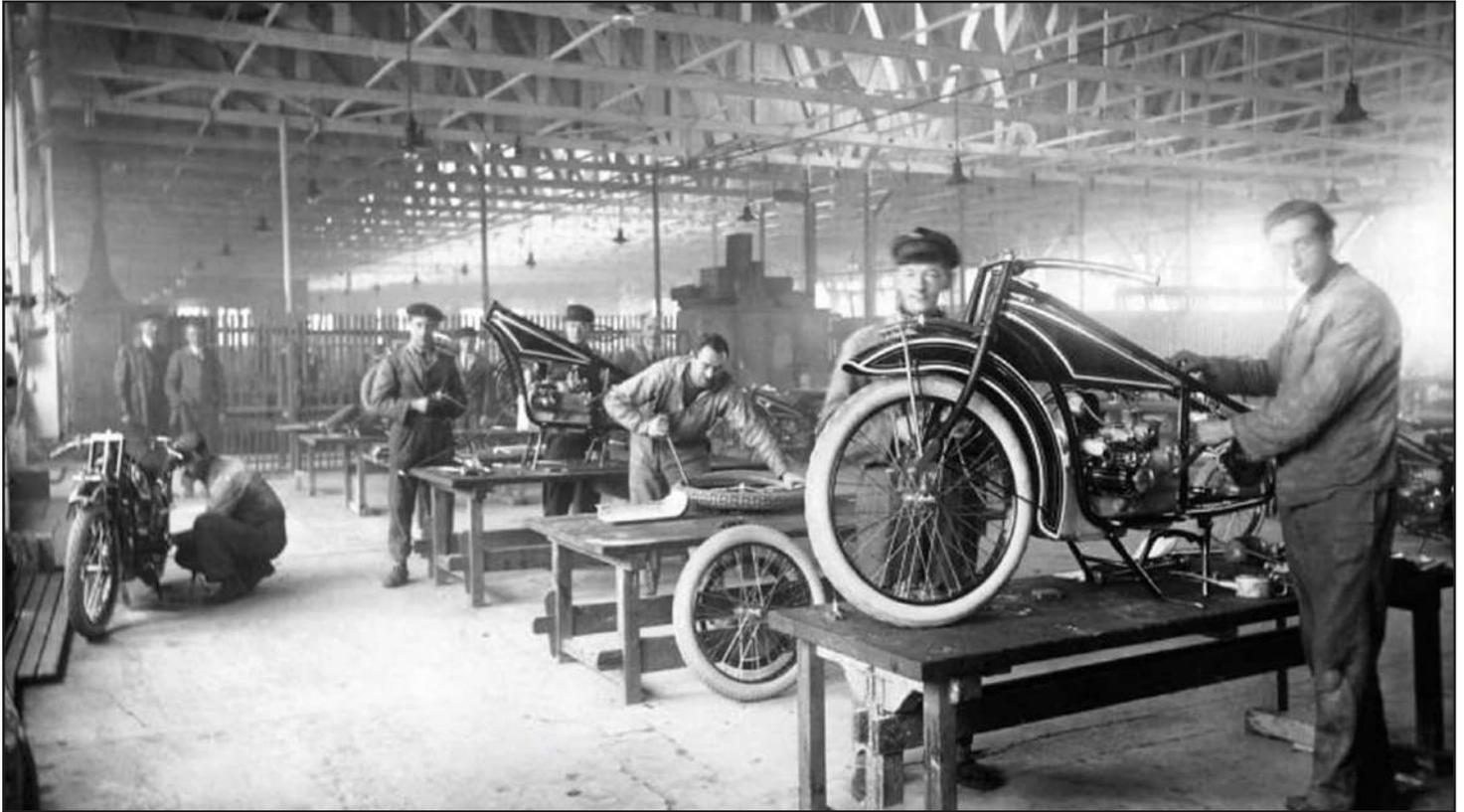
We have a target of one hundred bikes, to display an example of as many different models as possible. A selection process will be undertaken from the applications and consideration will be given to bikes that fit the above criteria as well as bikes with high kilometres or extraordinary travel achievements.

To nominate your bike, send the following details to [bmw100@bmwmcq.org.au](mailto:bmw100@bmwmcq.org.au):

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



*We want one of every BMW! Except this F650CS Scarver which was only produced for 3 years. We don't want this.*



**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>





**\*\*SAVE THE DATE\*\*** There will be a BMWMCQ hosted dinner event to commemorate 100 years of BMW Motorcycles as a warm-up to the Bike Display, to help us celebrate this milestone in style!

**When? Thursday 21st September**

**Where? Royal Queensland Yacht Squadron, Manly**

**Details to follow shortly!**





Here is a report written by Jill Robinson (then Club Records Officer) after the 1995 Karuah River Rally, reproduced from the March '95 Journal. I really feel for the Editor of that era Rick Trenaman as it does look like a lot of the content was typed out manually. We need to interview Rick about those Good 'Ol Days!

### Karuah River Rally

David and I met up with Wil de Gooiyer at Gayles at 5:30 am on Saturday morning and lost no time in getting away.

We had a fairly straight forward run down the New England Highway, only stopping for fuel and food. We were pretty lucky to miss the rain showers we could see in the distance from time to time.

There was one unscheduled stop near the Liddell and Bayswater power stations where we had to wait for an explosion at the colliery. We then continued on to Singleton and Dungog. We could tell we were in the vicinity of a rally by all the bikes lined up outside the pub! After debating which way to go into the rally site, we opted for the one where we had already seen a sign - the western road. As soon as the dirt started - that was the last we saw of Wil for a while. Most of it wasn't too bad, but there were parts where the clay was exposed which looked a bit slippery. We finally arrived all in one piece. Wil wasn't too far behind, complaining about how bad the road was. David was on the K75, towing the trailer, and his only complaint was that I was going too slow on the dirt.

I was surprised by the large number of rallists. Who said rallys were dying?

On our obligatory tour of the campsite, we found Barry Lines, Megan Barnes and Ken Manteit who had arrived the night before. They had come down along the Walcha to Gloucester road and saved quite a lot of klms - about 200! We also found a fellow with a K75 trail bike! David was most interested - but I found the seat height quite alarming. We recognised a few faces from the Mt Dare trip including Chris McArdle and AJ.

We had a fairly quiet night - hitting the hay early (as usual).

Next morning after we had packed, they finally announced the awards. We managed to score the Oldest Combined Rider and Bike (Wil) and Longest Distance Female (Jill - just sneaking in ahead of Megan). There was a fair turnout (about 15) from the BMW Owners Club of Brisbane and they took out the High Combined Club Mileage.

We decided to bite the bullet and take the shorter of the tracks. Despite the conflicting reports, it was a much better road than the one we came in on. My confidence went up several notches, so when we came to the Gloucester-Stroud turnoff (mostly dirt), we took it.

After gassing up at Gloucester, we took the road to Nowendoc and Walcha. The road lived up to the glowing reports we had heard. Nice swooping corners following a picturesque river to start with where we noticed some great camping areas. Then the road went up ... and up ... and up ... and up. I thought we were going to heaven! David said he saw an old man with a long white beard on the side of the road and thought he had arrived! Not only did we go into the clouds but we came out above them and were still going up. There is probably a great view from up there.

Unfortunately the sealed road stops when you get to the top and the dirt was a bit rough and rocky, but not too bad - at least it is a wide road. There is another smallish patch of seal, then dirt to Nowendoc and a few kays past the turnoff to Walcha. Then the magic begins. The guy on the K75 trailbike sailed past us, so not to be outdone, I had to try to keep up. The seal must be fairly new and with no trucks, it's in excellent condition. No tight corners means you can keep the speed right on. I had to concentrate a bit especially when the conditions deteriorated as we got closer to Walcha, but what a buzz. (I did catch him, by the way.)

We parted company with our friend at the new Armidale by-pass. It had started to rain in earnest by then and didn't stop until we finally made it home. I slept well that night, I can tell you - and so I should after 1687 kms in one weekend.

Jill - R100 GS PD  
*Touring in Style*





*Some pics of the Karuah River Rally, 46th edition held near Dungog NSW from 10th to 12th of February.*

*This event is hosted by the BMW Touring Club of NSW and is always a popular event.*



*A couple of Phil Gresham's pics at Royal Hotel, Dungog and the lads taking a dip - Wild Hogs style? Marco..... Polo.....*



*See Stuart's Karuah River Rally Report (KRRR) on Page 54 of this edition!*

*From Stuart Wade - Following Fred Derf's lead, before you START a journey you have to STOP for a coffee. Joined up with Bernie Weckmann and his 1400 and headed off to KKR through the twisty bits.*



As most of you would know our President and First Lady are currently touring NZ and having a great time by all reports - but on the cover of our March 2015 Journal low and behold is a pic from their 2015 trip!



*Seal of approval...?*

**By Tony Gray, Member #3905**

Jane and I had planned to revisit NZ prior to Covid appearing in our vocabulary and International borders being slammed shut. 2023 is a new year and with NZ again open to (some) countries the time was right. We had last visited in 2014, taking two separate trips to the North Island (May) and South Island (Nov/Dec) on different rental bikes. This time we were shipping the Gray Ghost to add another country to her impressive International Passport.

She had a quick trip to Sydney just after Christmas and was showing 240,548km on her dial when she was strapped into a cradle and loaded into a shipping container for the short trip across the Tasman. The system of securing the bikes into cradles and bolting those into 'bike only' containers that was devised by Dave Milligan of 'Get Routed' is the best and safest system that I have seen. Dave claims that no bike in his care has ever been damaged and he has been doing this for many years.

We were to see her again a few weeks later on 23 January. We had flown AirNZ to Christchurch via Wellington (they have much better schedules to NZ than Qantas) where we were met by a friend of Dave Milligan's, Geoff Lester, who runs the conveniently located Arcadia Motel in Christchurch. Geoff had a few of Dave's clients staying at the Motel and he not only picked us up from the airport but took us in groups out to the shipping agents to collect our bikes the next morning. Geoff is a very keen motorcyclist who is a regular volunteer flag marshal at the IOM TT and Classic TT events. His impressive garage boasts a few BMW's - S1000R, F850GS, K1100RS (low mileage Jap Import) - as well as a 1974 TX 750 Yamaha (low mileage USA import). Needless to say he loves to talk motorcycles.

We left the clothes and extras we bought across on the plane at the Motel so travelled light to pick up the bike as all of our riding gear had been sent with her. Battery reconnected and she fired straight away - I get good service from Motobatt batteries. It was not quite so simple for one of the Victorians who was having hell's own trouble

getting the battery reinstalled in his R1250GS. After getting it sorted I came away scratching my head as to how BMW could make a simple task of installing & securing a battery so complicated.

The next two chores were not going to be pleasant - first to put some fuel in the Grey Ghost who had to travel with very little in the tank - \$2.50/litre for 95 - first time I have ever put over \$40 worth of fuel into a bike tank (we were going to learn that Christchurch fuel was in fact cheaper than most). Next it was off to the VTNZ Office in Christchurch - that is the Govt Transport Office responsible for administering the Vehicle Roadworthy Program as well as driver testing, rego renewals, transfers etc etc. There are three centres in Christchurch with a population just over 405,000 - that equates to one centre/134,000 head of population. Also consider that the frequency of the roadworthy check is determined by the vehicles age - and there are a lot of quite aged vehicles in NZ. Geoff explained that his new bikes do not need to be tested until 3 yo, his K1100 every year and his Yamaha every 6 months.

Needless to say the queue at the centre when we arrived was three lanes across and stretched out into the street. The test was very detailed including a test ride so we felt lucky to escape in just over 2 hours. Needless to say there were forms to be completed and the transfer of \$98 to the Govt for a 6 month temporary rego/3rd party insurance that included the test.



This will be partially refunded for the unused part of the 6 months when we leave the country after completing another form and returning to the VTNZ Office to lodge. I dare say many don't bother. It is hard to comprehend why the Govt doesn't authorize private testing centres in the cities like we have here, the loss in work hours and frustration for the population must be enormous. (We found out later that country towns do have private testing garages).

We spent the rest of the day looking around Christchurch which is undergoing a building boom with some very impressive architecture on display. The scars from the massive earthquakes of 2010 & 2011 are still clear to see but there has been huge improvement over what we observed in 2014. Another part of the city aesthetic that is impressive is their use of wall murals including one of famous local John Britten. It reminded us very much of Glasgow that also has an impressive gallery of city murals. We were itching to get some miles under our wheels and the Banks Peninsula out of Christchurch is an excellent appetizer for what the South Island has to offer. We had joined up with Grahame & Gloria from Evans Head aboard their Triumph Tiger 900 who had also shipped with Dave and were staying at the Arcadia.

pleased I had left our loaded panniers at the Motel. The Banks Peninsula loop road starts at the very small township of Little River and it was coffee time. If you ever pass this way then stop at the Little River Cafe & Store and try one of their home made wholemeal date and citrus scones - the best scone I have ever had the pleasure of devouring. Jane agreed so that is two votes.



The centrepiece of the banks Peninsula apart from the ever winding roads is the very French town of Akaroa. It was settled by the French in the 19th century and keeps its French heritage alive with Rue/street, Patisserie/Bakery dominating its signage. It is also a magnet for French backpackers. It was not as vibrant as when we last visited, another covid victim. If not for the cruise ship that was docked in the deep-water harbour then the streets would have been very sparse indeed. There were plenty of staff wanted posters in the shop windows. This was a trend we were to see often throughout the tourist towns of the South Island.



There is a great lookout at the Summit Rd en route to the Banks peninsula with plenty of switchback turns to keep us on our toes. I was





We ventured out to a place Geoff had recommended for dinner on our last night in Christchurch - the Tannery! Not a very inviting name, a very casual pizza/burger sort of place but with a Milk Stout on Tap that was as good as I have tasted. Marked down for a revisit when we drop the bike back to Christchurch.

First stop on the road was Lake Tekapo along the inland route at the base of the southern alps. This is sparse farming country with highlights being the Rakaia Gorge and Burke's Pass. Desperate for a coffee we stopped at Staveley where the store had a BIG Coffee Cup painted on its roof - just like a mirage in the desert it drew us in.



Two things about Staveley worth noting - all the locals removed their dirty work boots before entering the store (it was timbered floored not carpeted) which we saw as a nice old fashioned courtesy - the second thing of note was an outside ice skating pond that made the area famous. We looked through their book that showed a very impressive frozen lake with great hordes of holiday makers enjoying the ice. The ice used to last for a few months each year but 2015 was the last season as the warming climate has put paid to that activity.



Lake Tekapo is a picture perfect setting but is very much a tourist town. The Mt John Observatory and stone Church of the Good Shepherd attract many tourist buses as do the lake and views to Mt Cook. The weather was being very kind to us and conditions warmer than expected. The 110km return trip to Mt Cook Village is well worth the effort with some great views and a nice flowing road.

There is now an alpine lavender farm en route to add to the colour. Our course continued on through the old Hydro town of Twizel and onto Omarama in an area rich in trout and salmon fishing. It also 'boasts' weathered clay cliffs but after about 10km of a very corrugated poorly maintained dirt road we arrived at a gate with sign advising that we still had a way to go and the cliffs were on private land and there was a fee to view. We decided that our money was better spent on beer so returned to town where we had a beer with Sarah & Mark, Kiwi farmers from the Canterbury Region in town for their son's rowing regatta. They told us we had made a wise decision in turning back as the cliffs were somewhat overrated.



Next day was a riding gem as we were drawn towards the tourist magnet that is Queenstown. On a perfect weather day we crossed the Lindis Pass en route to Wanaka where their award winning pie was given an Aussie test (not bad) while overlooking another beautiful lake. This was just the appetiser as we crossed the Crown Ridge road passing the oldest pub in NZ at Cardrona which was closed for a private function.

The road remains intact but the traffic was heavier and the hot weather put paid to any snow capped peaks although the distant glaciers were still impressive. We managed to pack a lot into our stay in Queenstown with Coronet Peak, a return run over the Crown Range Road to visit the Cardrona Pub and the highlight of a jetboat ride deep down in the canyon on the Shotover River via the famous Skippers Road (see separate story).



We went through the heavy traffic of Queenstown (plenty of new pedestrian malls as well as major roadworks) on our way out to Glenorchy along the banks of Lake Wakatipu. Eight years ago this was recorded as one of my favorite rides with snow on the mountain tops creating a perfect picture.

***END OF PART 1 – Tony and Jane’s adventures on the South Island continue in our next edition.....***





## ***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 kilometers in your ownership, **and must still be in your ownership.**

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

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

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





*Gary Stirling has achieved an impressive feat by clocking up not one, but two milestones on his bikes.*

*On his BMW R100RS which was bought new from Morgan & Wacker in 1984 he has clocked over 350,000 km and that is conservative as the odometer did not work for sometime - however it has been around the clock 3 times!*



*Gary purchase his R100GSPD (Paris/Dakar for those not in the know) in 2004 with a mileage of 31,800km and has now done 192,940 km.*

*An awesome achievement I am sure you will agree - hats off to you Gary!*





*By Tony Gray, Member #3905*

## SKIPPERS CANYON - OTAGO SOUTH ISLAND NZ

The only time I have ventured down the infamous Skippers Canyon Road was in the early seventies with my two brothers and another mate. We were on board an old Ford Cortina that we had hired on the cheap but it was still probably highly illegal to take it down there - every hire company has Skippers Canyon on their banned list these days. So why is this so?



First a bit of history. The Skippers Canyon road forks off the Coronet Peak road just outside of Queenstown. It was built by hand (with a little help from explosives) back in the 1880's for the sole purpose of extracting gold from the Shotover River deep in the canyon floor. The story goes that workers (mostly Chinese) were lowered over the side of the cliff in wicker baskets on ropes and they hacked away at the canyon wall until there was a wide enough ledge to work from and keep extending the platform. If the ropes frayed (not uncommon) then the poor worker plunged to his death. The job didn't come with a superannuation plan.

These days there are still a few hardy souls who try their hand at prospecting in the river but the canyon has given over to the adventure junkies, be that for jet boating, mountain biking, 4WD or dare I say it - motorcycling. Yes the brave or lunatic outer fringe of the powered two wheel brigade take their motorcycles down the road. History does not record the first adventurer to

complete the feat but it was possibly some local on his way home on his Francis Barnett who took a wrong turn after taking on a skinful at the Cardrona Pub.

Once he started the descent the feeble brakes on the FB would have been incapable of stopping him before he hit the valley floor. How or if he got out is not recorded on any brass plaque.



OK now you all want to know if the Gray Ghost has added this infamous road (surely up there with Death Road Bolivia?) to her impressive CV.....ah NO! I had considered the option, ventured along the first section, weighed up the risks, looked at the cost of being driven down the road which included a jet boat ride as reward and also recalled that the Gates of Mordor from Lord of the Rings was along this road then I decided that 'Precious' should stay precious and return to Australia unscathed.





So what is the road like? Well it is single track, corrugated with unsecured edges that plunge hundreds of feet to certain death if you make an error. The stony gravel is very loose but if you had a lightweight bike with knobs on then it would be a treat. In wet weather, forget it.

We really enjoyed the trip down and the Jetboat ride through the steep canyon walls was an absolute adrenalin rush - the guy owns the boats but is an complete nutter - just the type of driver you want to get the heart pumping. It was the most fun we had have off the bike in NZ. Give it a go sometime.





## 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.

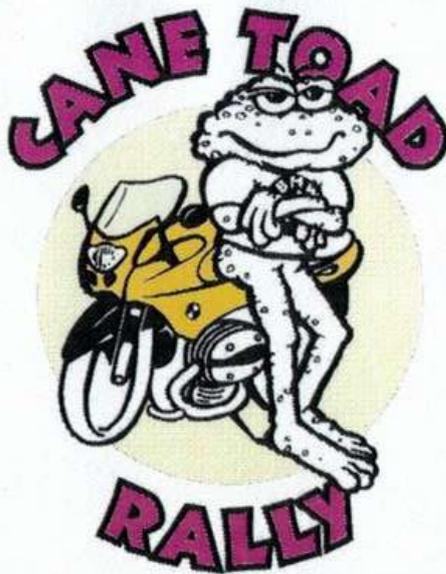
These are the simple rules to qualify for a subsidy:

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**





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

The 29<sup>th</sup>

# CANE TOAD RALLY

Since 1978

**WHEN:** 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup> April 2023

**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 23,  
saves time when arriving at the rally, just 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.

**Self-guided Bike Tours of local area** on Saturday.  
**Light Entertainment** on Friday and Saturday nights around campfires.

**Screen printing** of the "Cane Toad Logo" **onto your T-Shirt** done on site for \$2.  
There will be the traditional **Rum Hunt, Gymkhana and usual Awards**.

For further Details:

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



Proceeds donated to:



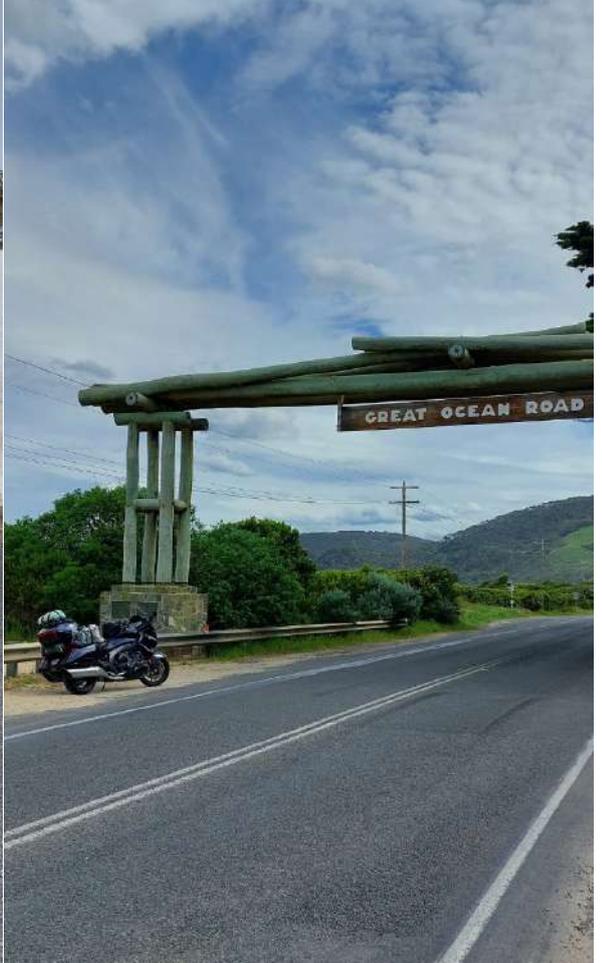
&

Local Mt. Perry  
Community  
Groups

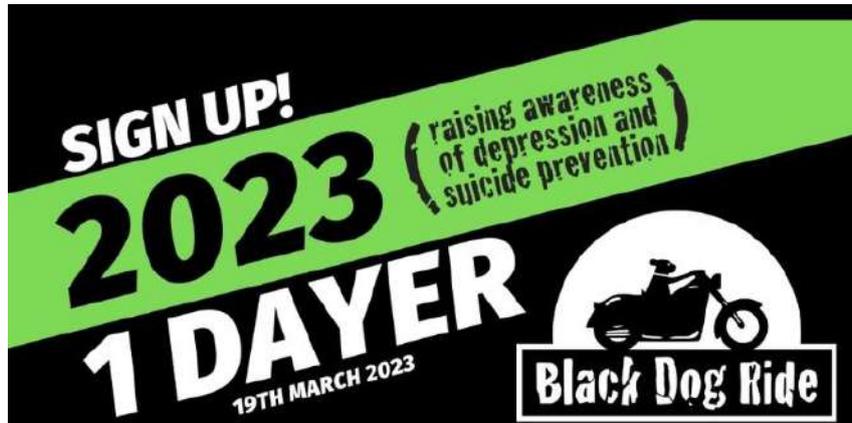


**By Jodie Maher, Member #4533**

**Enjoy some photos of Jodie and Martin's trip to the Moto-GP and Great Ocean Road in October 2022.**



Thank you to Michael John who spoke about the Black Dog Ride at the last General Meeting, below are the details for the upcoming Sunny Coast event.



## Event description

Black Dog Ride's iconic annual 1 Dayer aims to start a national conversation about depression and suicide prevention. Help us get the country talking and join your local 1 Dayer on 19th March 2023.

8 Australians take their lives every single day, that's one Aussie every 3 hours losing their life to the black dog.

On the third Sunday of March, Black Dog Ride is uniting under one banner with one voice on one single day to amplify a national message of hope, awareness and prevention. Let's get the conversation started, register for the Black Dog Ride 1 Dayer 2023 today!

## COVID 19 Arrangements

Please note that all participants will need to comply with state based COVID related instructions (hand sanitisation, social distancing, etc.)

If this 1 Dayer has to be cancelled due to COVID or related restrictions, all participants will receive a full refund.

## Sunshine Coast - QLD - 1 Dayer 2023 Details:

**7:00am** Check-in & registrations at Beerwah Sportsground, 32 Sportsground Dr, Beerwah QLD 4519.

**Breakfast** will be available

**9:00am** Rider Briefing and Stands Up for a scenic loop through the beautiful Sunshine Coast Hinterland.

**Lunch** Returning to the Beerwah Sportsground for lunch, raffles and a guest speaker.

BDR merchandise on sale throughout the ride.

**1 Dayer 2023 Coordinators:** Sandra Helkin & Donna Griffin  
e: [sunshinecoast@blackdogride.org.au](mailto:sunshinecoast@blackdogride.org.au)



## By Duncan Bennett, Member #4171

The Effin' C 23 (Fish & Chips 2023) was ride No.5 of the series, there had been a bit of a hiatus during the Covid, perhaps not so much due to the Covid but more the lack of ride leader motivation. Which gets me thinking about the best excuses Covid's been used for - I think the one we saw in some NSW town cafe who claimed there were no rosemary and rock salt focaccias because of Covid wins the prize.

This year's Effin' effort was nearly a repeat of Effin' C No.4, but without any navigational assistance whatsoever – the GPS and phone mountings are in South America. The meeting place was a novelty – it was meant to be Samford's John Scott Park but Scotty was a bit exposed and hot, so a fair crowd developed in the Long Yard Larder shade instead.



### *I'll just be brief.... And I was*

After a very sub-standard and brief briefing to the 17 riders which failed to mention anything important such as where we were going and who Tail End Chaz was, away we went. The reason for the Samford meeting place became obvious at the first turn onto Bygotts Road – doing it from the Ferny Grove end means a corner marker's certain death. Quickly proving we weren't Bygotts by getting onto Mailmans, it was through the bush onto Bunya and Eatons Crossing Roads. The temperature while moving was a lot better than expected, and certainly up over Clear Mountain it was pleasant.

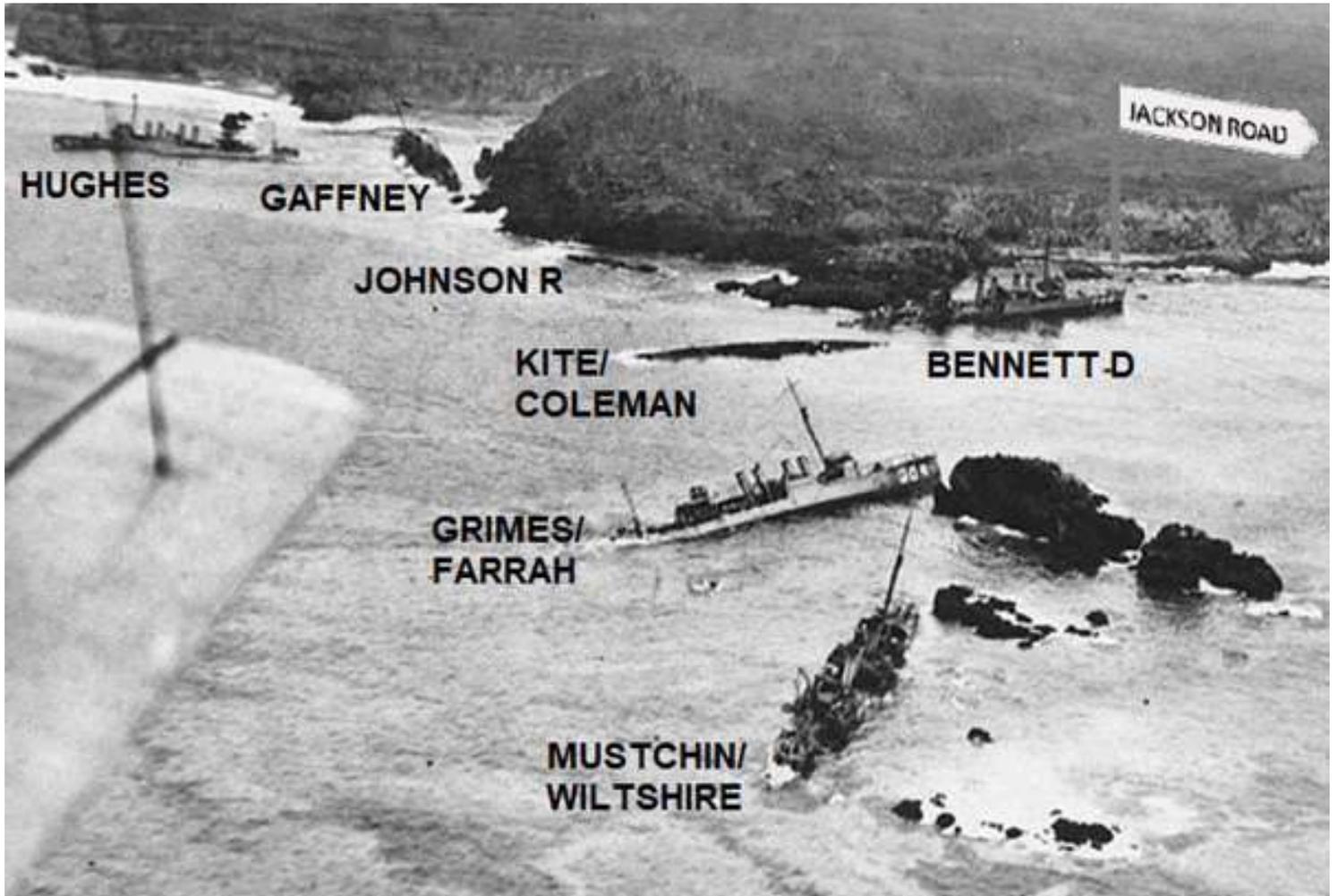


### *The line-up*

Down around the dams, Dayboro was the first and last stopping point for refreshments, including Cindy's Anzac biscuits to tide us over before the anticipated Effin' C carbo overload. Up to Mt Mee where the weather was even more pleasant, then down the Campbells Pocket Road where someone who shall remain nameless, let's call her Johnson R, was right up the ride leader's business having a ball through the narrow twisties.



### *Anzac'ed up and ready to roll*



### *The imagined result of the Ride Leader attempting a U-turn on Campbells Pocket Road*

The plan had been to turn down the recently fully bitumened Jackson Road in the hope that we'd introduce the membership to an excellent new track suitable for all bikes, but some bugger had stolen the sign so by the time I'd realised it was Jackson Road it was too late. U-turns are an acceptable feature of BMWMCQ rides, but not on Campbells Pocket Road, the last group that tried a U-turn here were never heard from again. Damn it, onto West Lindsay Road while knowing a lot of people behind knew that I'd missed it and would post comments in their LedRideAdvisor review.

Onto Old North Road through the river crossing and south-east following the ranges through Rocksberg and Moorina and Gary Burpin'. Then the dreaded D-Bay transition, 278 sets of lights later, with an average 0.67 second green time designed to split traffic up into small groups, and we hit the furthest east possible without running over fish. Down the esplanade, somehow riding at 30kmh I found myself all

alone which is never good as a ride leader, but it was because everyone else was jammed up in traffic rather than another navigational disaster.



### *23kmh Don? Not in a Cow School Zone!*

There were no more corners, so I discarded my responsibilities as ride leader like an unimportant O-Ring which would later be realised to be slightly more important than extremely important, and pulled up at Woody



Point's Seafood Town. This place is excellent at handling big crowds, so our 20-odd didn't really stress the situation until the inevitable argument started between the Potato Scallop hopelessly wrong dogmatics and the Potato Cake righteous and correct intelligensia.

As per all recent BMWMCQ events, there then followed photography sessions to get a certain purply-maroonish boxer driven unit into the best position in the setting light regardless of how many innocent lives were sacrificed.

Many thanks to those who attended the ride and didn't later mention the Jackson Road navigational mistake because clearly even Matthew Flinders would have done the same, and those who turned up to help consume deep fried potato slices that clearly have no relation to scallops. We are already looking forward to Effin' C VI.



**F**or those that may be interested in shipping their bike to Europe in 2023 to participate in the BMW 100th Anniversary events, below is some information sourced by the Clubs Australia rep of the NSW Club. If you are keen to do this please email Steve on: [president@bmwtcnsw.org.au](mailto:president@bmwtcnsw.org.au)



## AUSTRALIA - UK/EU - AUSTRALIA NORTHERN SUMMER TOURING - 2023

The team here at Bikes Abroad are very pleased to release our schedules and pricing for the next European Summer (2023), just as many of you might be starting to make your plans for next year.

**Firstly**, an indication of the schedules are as follows;

NS2023	To	Loading	Departure	Arrival	Service
Melbourne	London	02/03/2023	10/03/2023	30/04/2023	APL Phoenix - Direct (currently)
Sydney		01/03/2023	08/03/2023	30/04/2023	APL Phoenix - Direct (currently)
Brisbane		06/03/2023	10/03/2023	02/05/2023	ST Orange - Direct (currently)
Fremantle*		10/03/2023	18/03/2023	23/04/2023	APL Phoenix - Direct (currently)

Whilst you may note the intended arrival in early May, these dates have been included as indicative only and our primary goal is to have all vehicles available for collection in London in the first week of June. In fact, we're allowing what we believe is sufficient contingency for delays encountered in shipping/transit.

**Secondly**, pricing is set at AU\$2700 each way and will include all of the following, in each direction;

1. Reival at our nominated load station for each booking.
2. All container transport to/from our load station.
3. All container loading/unloading charges at our load stations.
4. Customs clearance & handling in each direction.
5. Charges associated with the processing of any Carnet De Passage (CdP) documents as required.
6. Terminal & documentation charges payable in each direction (*subject to any regulatory type documents we're unable to complete on your behalf – refer to C110 requirement mentioned below*).
7. International freight in each direction.
8. Storage charges for up to four weeks in London (*additional charges may apply beyond that – refer to below*).
9. Quarantine Inspection & Attendance Fees on the return/arrival into Australia (*additional charges will apply if your vehicle fails its inspection – referred to below*).
10. Vehicle Import Permit on the return/arrival into Australia (*you'll still need to create a profile within the Rover system to enable us to lodge your application for you*).



**By Julian Davis, Member #4636**

I'd arranged to travel to see my family for Christmas 2022, but after my Dr caught a melanoma on my right elbow, I was banned from riding for a few weeks.

Fast forward to Australia Day weekend 2023 and I opted for a day off to make it a long weekend and head to Kiama to see my Mum, and the best Lemon Meringue pie in the world (somewhat biased).

As a means to an end, I took the M1 all the way to Kiama on the 26th January, just shy of 1,110kms. My trusty 2008 R1200GSA (known as Mag) just ate up the kilometers. The temperature certainly warmed up and it wasn't long before it hit over 40° on the road. On all my long trips, the hydration pack was heavily utilised. 4 litres over the course of the day were easily consumed.



As I approached Newcastle, you could see the clouds building. Thought I'd be able to get past it before it hit. Just out of Berowra, north of Sydney, the heavens opened, fat rain and small hail. It was a welcome relief as it was so hot, so didn't bother with the wet weather gear.

Through the Northconnex tunnel, I was greeted with a belt of hot air and steamy roads. It didn't take long to dry out. After a quick visit to a mate to wish him a Happy Birthday, I was back on the M7 headed to Kiama via Picton Road. Again, the clouds closed in and by the top of the range the

temperature had dropped to 15°. This time the rain was horizontal. Nearing my destination, I just rode it out.

On arriving at my Mum's, dinner was laid on and then came the Lemon Meringue Pie. The soul (and stomach) was now satisfied.

Friday was a short ride around the Illawarra. Whilst I lived there some 20 years ago, I am continually amazed at the development occurring.

Saturday and it was time to head back to Brisbane, the long way. Riding up through the back of Jamberoo and then up Macquarie Pass. Such an awesome road, although some will treat it as a racetrack. Up through the back of the Southern Highlands, trees disappearing in the mist. As I headed further west, it was through to Mulgoa and Old Bathurst Road to meet up with the Great Western Hwy.

By the time I'd arrived in Lithgow, it had started to warm up again. I was set to meet up with a mate in Mudgee around lunch time and not being in a hurry, I enjoyed the Castlereagh Hwy around Lake Windamere.



After some electrolytes (got to 42° road temp), it was onto Coolah for a different form of hydration before heading to Gunnedah for the evening.

An early start to avoid some of the heat in the day and after visiting the local silo art, we were riding into a gorgeous sunrise. The colours of the western plains are simply sensational at that time of the morning.

On to Tamworth for a bite to eat and bid our farewells as I head North via the New England and my mate heads South.

An easy ride into Tenterfield for fuel and coffee before heading to Stanthorpe and Warwick. I was fortunate to not have a great deal of traffic over Cunningham's Gap and enjoyed the lazy corners. Quick stop at Yamanto for 1 litre of hydrolytes and onto home.

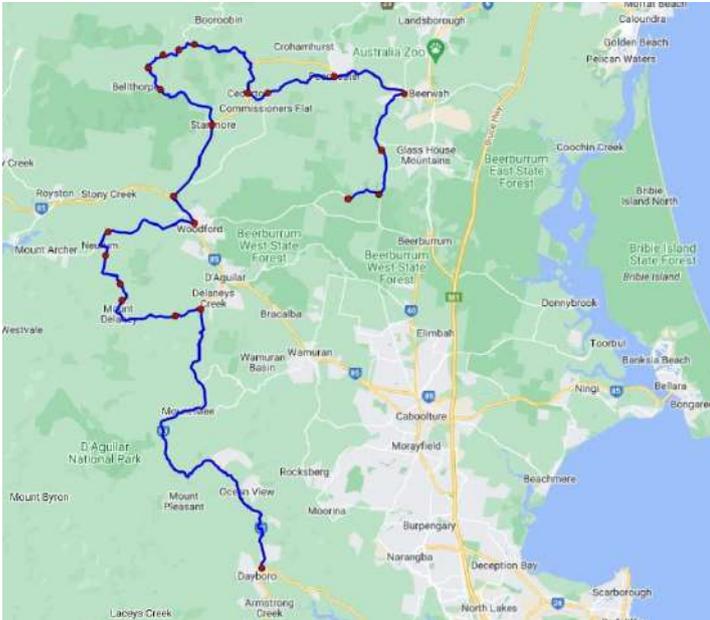
All in all, 2,430kms over 27 hours of riding. Mag didn't miss a beat providing another soul cleansing ride.

Stay Upright.





*The February mid-week ride was very capably led by Michael Ahlberg and tail-ended by Ann. Around 10 bikes rode on some scenic Sunshine Coast Hinterland roads over the 150km in ideal weather conditions - unlike the previous few days. A BYO lunch was enjoyed at the Glasshouse Mountains Lookout where a curious goanna joined in the fun. Thank you Michael and Ann!*



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 that 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](mailto:gbennett777@gmail.com)





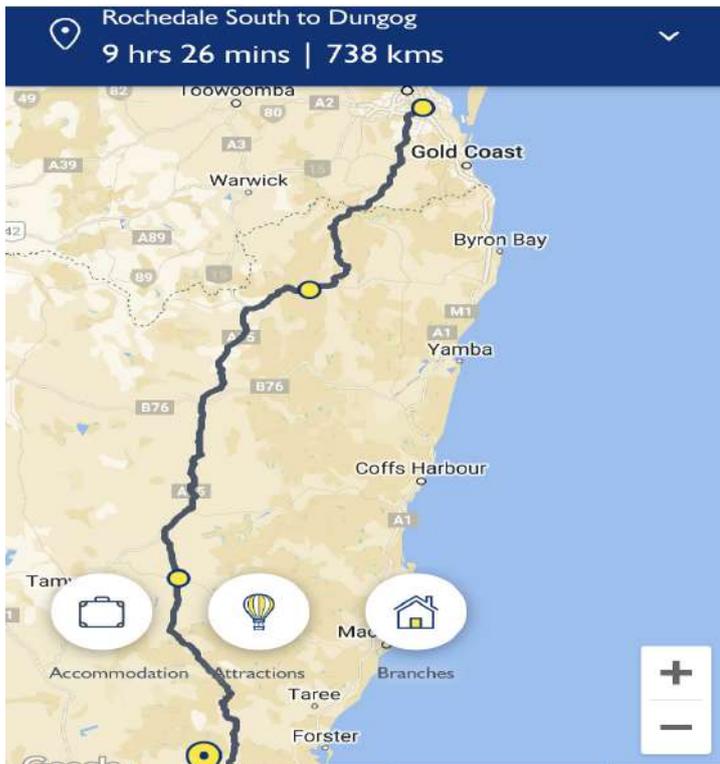
By *Stuart Wade, Member #4449*

## 46th Karuah River Rally 2023

As a newbie to motorcycle touring and having been in the BMW club for only a short while, the only events I have attended to date have been various Cane Toad rallies and short club rides. Now that my outfit is getting sorted, I thought it would be good to venture further afield.

The BMWTC NSW host the Karuah River Rally at the Frying Pan Creek campground in the Chichester State Forest about 31 km north of Dungog. This was the 46th event and was held from 11th to 13th February 2023.

Because of personal commitments, I travelled to the rally on the Friday after meeting up with another sidecar buddy, Bernie, and started the journey with a coffee stop at the local coffee shop. Bernie was on a GSX 1400 outfit and he had travelled from Yeppoon to attend this rally. We would be meeting up with other sidecars at the rally.



Because of our like of twisty roads, we chose to travel to the rally via Rathdowney, Woodenbong, Drake, and Tenterfield before overnight camping at Walcha caravan park, before a short run to

# KARUAH RIVER RALLY 2023

Dungog the next morning via Gloucester. The roads near Mount Barney were in the process of roadworks and so we experienced some delays. Sections that had been completed to road base were a lot of fun for the sidecars. Unfortunately there were also sections of new tar and gravel which caused a mess on the outfits.



When we got into New South Wales, the country roads had been significantly patched. We came across a service vehicle that looked like its main task was the repair of potholes. The vehicle had a tube coming over the cab that deposited hot mix into each pothole, nostalgically reminding me of Snorky from the Banana Splits! These repairs didn't seem to be compacted and so formed lots of pimples on the road surface which created lots of steering shudder going around bends. The remainder of the trip to Walcha was uneventful as road conditions improved when we got to the major roads. I particularly like the road from Drake to Tenterfield as the flowing curves are very enjoyable on the sidecar.

We had favourable weather for the majority of the trip to Walcha, but as luck would have it, it started to rain as we pulled up at the Caravan Park and it continued to rain while we set up camp.

The advantage of sidecars is that we can carry a lot of equipment and once deployed, we remain very comfortable.

# KARUAH RIVER RALLY 2023

MARCH 2023



BMW Motorcycle Club  
of Queensland

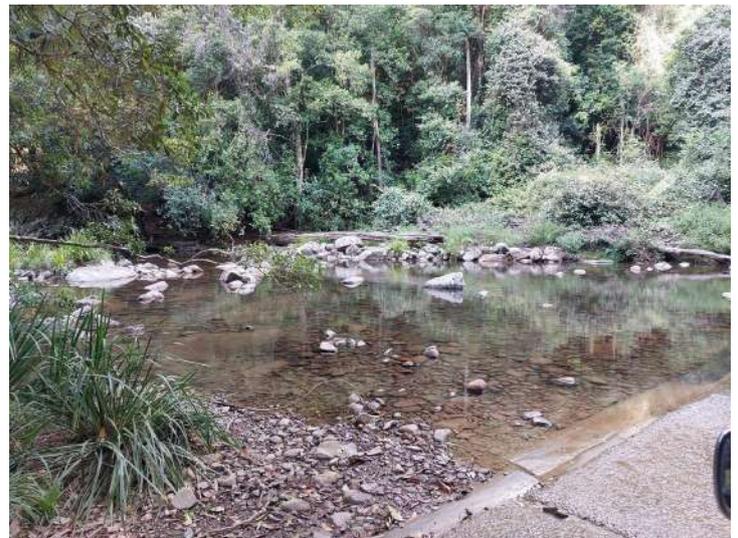
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Saturday morning began with a very heavy fog that soaked everything again so we had a late start as we tried to shed some of the moisture off the covers and wait for improved visibility for the trip to the rally. When the fog cleared, we had a really pleasant ride into Gloucester, where Bernie and I visited the Drifta Camping store to check out all the good stuff. The trip onto Dungog was uneventful, although the dreaded patching of secondary roads was uncomfortable.

We did a few laps of Dungog and took in all the different bikes parked outside the cafes. We called in at one of the cafes and got directions to the rally site.



The site is about 31 kms north of town and has about 14 km of dirt road. There were pink arrow markers at key points to help with access. The dirt road leading into the site is frequently used by logging trucks and is nice and wide and fairly well maintained which is a lot of fun on a sidecar. Just before the site there is the Telegherry River causeway.



The rally site is on a long alluvial section adjacent to the river. It is well treed and there is good grass cover. The two other outfits that we were camping with had arrived earlier and they had reserved an area for us.



The Hexa tarp and gazebo tend to occupy a bit of real estate. The campground had a number of permanent toilet structures spaced throughout the area as well as numerous rubbish bins. The organisers had also supplied loads of hardwood firewood at campsites.

The creek runs along the length of the campground. The creek was flowing and offered several rock pools which were used by rally goers to cool off. There were also waterfalls.

At the Cane Toad rally, the organisers offered





## KARUAH RIVER RALLY 2023

various group activities such as slow races for entertaining the attendees. There was nothing offered at this KRR. The main activity was to visit other camp sites and discuss bikes etc.

Our group received many visitors to discuss sidecars and we also had visits from BMWMCQ members. My new passenger seating arrangement was popular and it did a few joy rides.



The only organised activity was the award presentations and this was attended by everyone present. Not sure of the numbers. Our group took out longest distance female (Deb from Bundaberg) and Bernie took out longest distance sidecar (Yeppoon).

There was a variety of vehicles present at the rally with the majority being GS BMWs of various models. There were 10 sidecars attending. There was also

a lot of adventure style single cylinder trail bikes. No night time entertainment was provided with most of the campers mingling around campfires.

Sunday morning came and most people had a leisurely pack up. Bernie and I had to get back to Brisbane that day for family commitments so we headed to the highway for a quick return. The weather was really hot and the riding was not enjoyable. Given that, the engine temperature remained normal for the trip despite pushing the outfit. Of course, the riders had to make frequent stops in the journey to ensure we stayed hydrated.

A lot of the highway is concrete and the surface is ribbed. I have a flat profile front tyre on the outfit and it was badly affected by these grooves, causing the front end to move around. I got home late afternoon and parked up the outfit, it looked the part with all the dust and mud from the trip.

The outfit performed really well and the whole rally was very enjoyable. Before I went, I was told that the site could be very fickle with very high temperatures or being wet under foot. Which I why a lot of attendees had chosen to stay in Dungog. This was my first KRR and apart from the bit of rain at Walcha, the weather was good and the camping on site was comfortable. I would love to attend later events, but I would allow more travel time.

Rushing back to Brisbane in one day was hard work.



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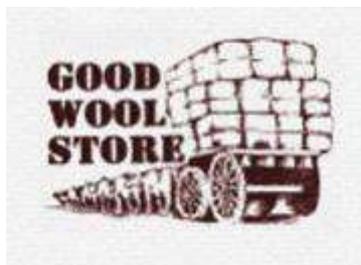
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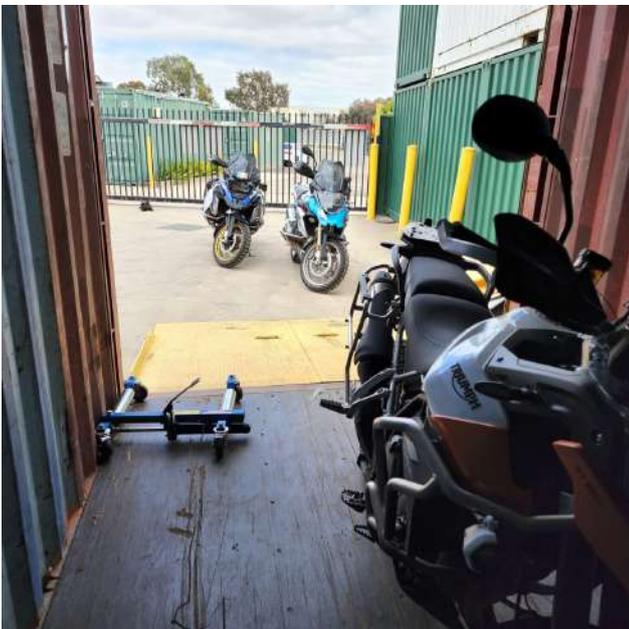
## ULTIMATE PREPPING!

*By Cindy Bennett, Member #4170*

Compass Expeditions "Ultimate South America" our second major overseas adventure motorcycle expedition has finally arrived, and you would assume we had learned a bit about preparing ourselves, the bikes and what (and what not!) to pack from our Cairo to Cape Town expedition in 2017. Well, partly true I guess...

Our preparations started in March 2022 when the opportunity to fast forward this trip from 2024 to 2023 came up due to Compass not running the Road of Bones (London to Magadan) for obvious reasons - thanks Vladimir.

The big ticket items of new bikes were ticked off mid last year so the list moved onto the smaller stuff. Of course there were lists made. I have a comprehensive packing list that I modify for our longer trips on the bikes. A great advantage of going with Compass is the bags are carried in the support vehicle and only a top box with day use items is needed on the bike. We each have 2 x 100 litre duffle bags and all items both riding and non-riding attire must fit into these, which I find helps to bring some discipline to the packing process. The topbox of the bike can be loaded up with gear prior to shipping so I put in my riding boots and riding pants which would take up a fair bit of room in the duffle bag. Duncan nicely carried all the bike spares in his.



A definite plus of this trip compared to our 80 day African trip is that we are both on the same type of bike which reduces the spares inventory needed.

Speaking of bike shipping – they left in late November via truck to Melbourne and were then packed into a container for their trip to Santiago. We ran them both down to minimal fuel levels and made sure they were as clean-ish as we could get them in preparation for export. We need a Carnet de Passage for each bike, which were a lot easier to obtain this time through the AAA. The 2017 RACQ Carnet experience was lengthy and confusing. A Carnet is not really needed for entry into the South American countries, but makes the import back into Australia much smoother. The only visa needed was a Chile entry visa, a new requirement since Covid and took about 4 weeks with a Federal Police clearance to ensure our good character.

Given that most of the 8 countries to be visited are Spanish speaking we are taking some steps to learn the basics of the language. These days this can be done via apps, Youtube videos and podcasts to listen to when driving. I even downloaded an e-book that promises to "teach you Spanish while you sleep". No Problemo!



The climate will vary wildly between cool Patagonian nippiness and Colombian humidity, so a full range of clothing articles will be required. I strongly favour the merino wool infused items for the comfort in both heat and cool, in fact a couple of my T-shirts from the 2017 Africa trip are still pristine in condition. Shows that paying the extra amount pays dividends for long-lasting wear. Of course we will take our BMWMCQ branded attire, a great conversation starter!

We've found that a big overseas trip remains a remote concept until the bikes are loaded on a truck. Their disappearance is the equivalent of The Hunt for the Wilderpeople's "Shit just got real". Then it quickly becomes about the trivial yet somehow all consuming stuff – how is Duncan going to maintain the remnants of his hair for 4 months without looking like an aging hippy, should he start the mullet now? Does my preferred Colgate product exist in South America? Will every small town have a Triumph dealership? What is the back-up if I get a hole in my gloves? And don't get me started on the conundrum of how many cans of dry shampoo should be packed to mitigate the helmet hair issues.

"A journey of a thousand miles begins with a single step" said the Chinese Taoist Laozi, who obviously never did a motorbike expedition. Our journey of 25,000 kilometres started with a single mouse click on the BOOK NOW button.

*Pic at right - a taste of what we can expect (thanks to Compass tour gallery)*



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A Motorcycle Courier in the Great War	Captain W.H.L. Watson
Australia Motorcycle Atlas With 200 Top Rides (6 <sup>th</sup> Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
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