

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

NOVEMBER 2022

Established 1958

www.bmwmcq.org.au





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BMW Motorcycle Club
of Queensland



BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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R60/6



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This Issue - NOVEMBER 2022

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 TeamMoto M&W- BACK COVER

On The Cover

Pic of the month from John Eacott - 5 K1600's brave the rain. Two visitors from down south, one other club member had to bail due to loss of rear brake!!



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



Duncan & Cindy Bennett

Editor's Report

The southern continent beckons. No, not this continent, nor the other two. We mean the other one, where everyone speaks Spanish, apart from about half who don't. Perhaps we should have just started with "South America beckons", but we got there in the end.

The first noticeable change will be no adventure motorcycles in the carport.

Around the 24th of this month, with new tyres and a big service and minimal fuel, onto a truck they all go. One exception - the award winning, best in class, best in show R1200C. Every disparaging remark ever made about it is taken back, of course it is the ultimate compromise motorcycle; lane filtering on the way to work, coffee mornings, luncheons, photo shoots, it can and must do it all. James B 007 managed to jump it over a helicopter with a pillion, admittedly that is entry level stuff for anyone tackling "The Bruce" when the Tradies are rolling, but the ridiculous torque and sweet boxer notes should see us through okay.

Duncan & Cindy

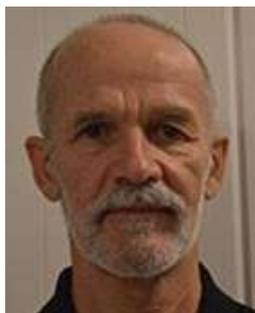


Geoff Hodge - R75/5 Monza Blue snapped at Joe's Diner recently...

Submissions for the Next Journal close 25th-ish November



**VENUE FOR BMWMCQ GENERAL MEETINGS
GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG
MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM
NEXT MEETING: Thursday 1st December**

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

October has been another month of extremes on the weather front with many parts of the country breaking October rainfall records. We certainly live in a very beautiful big wide country but we suffer when Mother Nature turns on the taps or alternatively keeps them tightly closed. Spring traditionally provides the best motorcycling weather and where the motorcycling world turns its eyes downunder for the MotoGP at the ever popular Phillip Island. This year was rather exceptional with the big wet. I made the pilgrimage as did several other club members. You can read about my trip elsewhere in the journal but suffice to say, everyone seemed to have a good time regardless of the weather. Another major event is underway as I write this report in the BMW TS Safari around Tasmania. There are some club members on that event as well and the weather for our most southern state is looking very wet indeed - I hope everyone still manages to have a good time in that most beautiful riding state.

Road Safety is something we should all take very seriously as we are exposed when out on our bikes doing what we love. Motorcycles have a primary advantage over most other road users in their smaller size & maneuverability helping to avoid potential dangers but a secondary disadvantage being at greater risk of harm in the event of an accident. Unfortunately this year motorcycle fatalities and serious injuries are at a very high level (fatalities already 35% higher than the full year average over the past 5 years). These sort of numbers draw the attention of those charged with the responsibility of keeping everyone safe on the road. Many of our members attended the rider safety program run out of Jimboomba SHS earlier this year. That program was developed after focus group meetings organised by TMR drew attention to rider competence as a major factor in motorcycle safety. Several of our members, Paul Hughes & myself included, were invited to attend those focus groups. I was very pleased to see the large attendance by BMWMCQ members at these heavily subsidised events (both from TMR and from our club for eligible members). TMR and their associates are pushing forward with other initiatives gleaned from those focus groups and has initiated a high level round table group that reports direct to the State Transport Minister on road safety. All road users from pedestrians, cyclists, motorcyclists, motorists, heavy transport are represented. It is an honour to the BMWMCQ that we are the only motorcycle club that was invited to this forum. The Qld Motorcycle Council also has a representative. We are clearly seen as a responsible, representative group of motorcyclists. Paul Hughes represented the club at the inaugural meeting of this group last week. Keep an eye out for more safety initiatives as they are rolled out - like the 'check blindspots for motorcycles' signs popping up on highways.

The two sub-committees responsible for organising the BMW Motorrad Centenary club events for 2023 have been hard at work. If you have a bike that you think would be suitable for the display day then get your bikes details into Gary Bennett - check the journal for details. The dinner sub-committee has been assessing various venues to get the right mix for what we are intending to stage as our centenary celebration. Keep Thursday 21 September 2023 free in your diary.

Coming up very quickly is the Club Christmas Dinner at Evans Heads. We still have a lot of people slow to commit to this event so I am asking you to get your payment into Darryl so we can finalise details with the Club. A great time is guaranteed.

Tony.



BMWMCQ Club Events for NOVEMBER 2022

Date	Start	Event	Details	Contact
Thurs 3 Nov.	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sat 5 Nov.	9:00am	Club Service Day	61-63 St Jude Circuit, Jimboomba	Tool Man Geoff
Sun 6 Nov.	7:00am	Club Led Ride	Meet BP Yatala 7:00am destination Eltham Hotel, NSW	Richard Maher - ride leader
Sat 12 Nov.	9:00am	Coffee Meet-Up	Lighthouse Cafe, The Point Cleveland	Events Coordinator Mark
Wed 16 Nov.	9:00am	Mid Week Ride	Meet CJ's Woodford from 9:00am, depart 10:00. Destination Kandanga for lunch	Mark Gilbert - ride leader
Sat 19 Nov.	6:30pm	Sunny Coast Dinner Ride	Dicky Beach Surf Club, Caloundra	Steve Maney - SC Riders
Sun 27 Nov.	12:30pm	Monthly Lunch Ride	Royal Hotel, Kalbar	Events Coordinator Mark
Tues 29 Nov.	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark

EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
17 - 20 November	Walcha Motorcycle Rally	Walcha Showground	See the Club FaceBook events page for link to tickets

A teaser for the upcoming Christmas Party at the Evans Head RSL (can't beat this view) on 10th December - book in now! Full details on page 17 of this Journal.



BMWMCQ Club Events for DECEMBER 2022

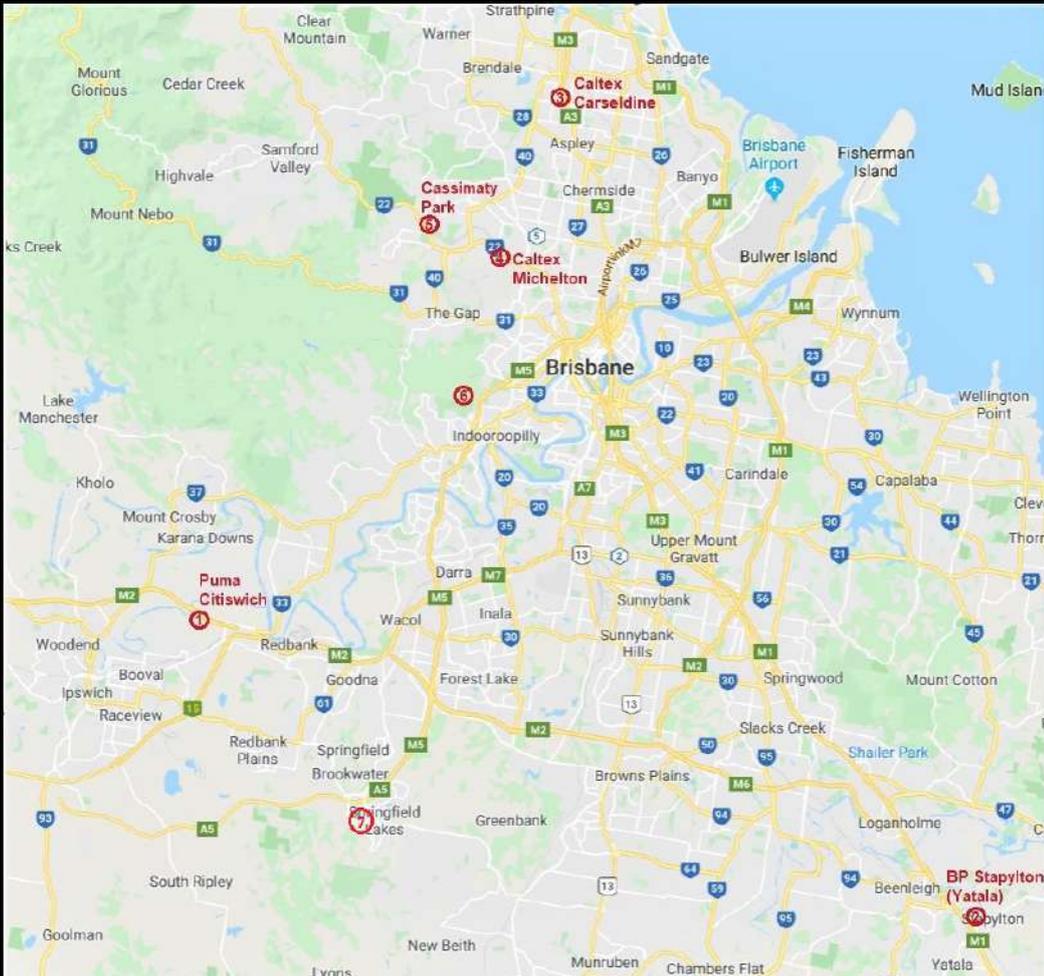
Date	Start	Event	Details	Contact
Thurs 1 Dec.	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 4 Dec.	9:00am	Club Led Ride	Ride Leader needed!	Events Coordinator Mark
Sat 10 Dec.	6:00pm	Christmas Party	Evans Head RSL BOOK NOW - DON'T MISS OUT	VP Paul
Sat 17 Dec.	9:00am	Coffee Meet-Up	Cafe 63, 72 Pickering St Enoggera	Events Coordinator Mark
Wed 21 Dec.	9:00am	Mid Week Ride	Ride Leader needed!	Events Coordinator Mark



Merry Christmas to all!



RIDE MEETING LOCATIONS



1	Puma Citiswich	Cnr Ashburn Rd & Hawkins Cres, Bundamba QLD 4304
2	BP Stapyton (Yatala)	Cnr Pacific Hwy & Stapyton Jacobs Well Rd, Stapyton QLD 4207
3	Caltex Carseldine	1754 Gympie Rd, Carseldine QLD 4034
4	Caltex Mitchelton	550 Samford Rd, Mitchelton QLD 4053
5	Cassimaty Park	1312 Samford Rd, Ferry Grove QLD 4055
6	Brisbane Lookout Mt Coot-tha	
7	Springfield Central	1 Main St, Southern Cross Cct

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

Well we are nearly at the end of the year and of course that leads to the Club's Christmas Party in Evans Head, an easy 2.5 hours down the coast. We have always had a brilliant reception in this town and considering what they have been through this year, we expect the same warm welcome.

Some people make it two nights and arrive on the Friday for a casual pub dinner out on the deck but others just come for the Saturday night function on the veranda at the RSL overlooking the inlet. Great little town that remains unspoiled by over development.

If you're thinking of attending all the details are in this Journal in a full page advertisement. This is the social function of the year so don't miss out. If you haven't paid for the function yet please do so now as we have a cut off very soon. Once numbers are confirmed that will have to be it I am afraid due to catering requirements. I look forward to seeing as many as can possibly make it.

A wet summer they say. Oh well at least it is a WARM wet summer which means riding is still top of the list. Good idea to check the tyre tread now for safety and if you haven't got Gortex then check the old yellow raincoats for waterproofness.

Stay safe out there and ensure your motorbike is in top working order to do so. Maybe come on out to the service day on Saturday 5th Nov. I always pick up some handy tips on Beemers at these events

Ride safe and often everyone.

Paul





Darryl Gowlett

Treasurer's Report

G'day everyone,
If you thought last month was boring this month will not surprise you.

The administration costs were high and all magazine related. \$880 was for our annual subscription to place the Journal on Issuu, for transmitting to the world, and the rest was for an annual subscription to Adobe so we can collate and compile the Journal, so the program doesn't have to reside on one particular, ageing, computer.

I went for a jaunt on the K100RS4v to the postponed due to rain, Ruptured Budgie Rally earlier this month and didn't quite get there. The Mount Lindsay Highway, in all its glory, destroyed my rear shockie. It's still holding oil, but it shortened itself by a couple of inches, which left my son and I stranded in Tenterfield. The wonders of air travel mean that you can only get a bus out of Tenterfield every Wednesday, and there's no car hire. So don't break down in Tenterfield because the RACQ can't get you home. Pack a spare bike.

Enjoy life, you don't know how long you'll have it.

Ciao, Darryl

Trading statement as at: October 26, 2022

BoQ Balance as at:		September 26, 2022	\$ 24,439.59	Year to date		\$ 16,165.68
Income:	Membership	\$ 1,300.00		\$ 10,592.00		
	Advertising	\$ -		\$ 5,900.00		
	Regalia	\$ 20.00		\$ 207.00		
	Tools	\$ -		\$ -		
	Events Xmas party	\$ 225.00		\$ 7,405.00		
	Interest	\$ 2.95		\$ 19.04		
	Sundry RFDS	\$ 45.00	\$ 1,592.95	\$ 1,546.77	\$ 25,669.81	
			\$ 26,032.54		\$ 41,835.49	
Expenses:	Administration	\$ 1,223.07		\$ 3,018.57		
	Website	\$ 385.00		\$ 3,604.83		
	Paypal	\$ 17.85		\$ 161.71		
	Regalia	\$ -		\$ 645.00		
	Tools	\$ -		\$ 159.00		
	Events	\$ -		\$ 3,244.47		
	Awards	\$ -		\$ 300.00		
	Sundry RFDS David Whale	\$ 35.00				
	RFDS Pudding photos	\$ 10.00				
		\$ -	\$ 1,670.92	\$ 6,340.29	\$ 17,473.87	
Balance			\$ 24,361.62		\$ 24,361.62	
BoQ balance at:	October 26, 2022		\$ 24,361.62		\$ 24,361.62	
Term deposit:		\$ 20,577.44		\$ 20,500.45		
Interest		\$ -	\$ 20,577.44	\$ 76.99	\$ 20,577.44	
Available:			\$ 44,939.06		\$ 44,939.06	
RFDS donations			\$45.00		\$1,908.27	

**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes – 6 October 2022**

Venue: Geebung RSL

Meeting Opened:	7:30 pm
Apologies:	Joe Ludwick, Matthew Leitch, Donna Wiltshire, Ross & Jenny Lather, John Allen
Minutes of Previous General Meeting:	Accepted: Charlie Brown Seconded: Gary Bennett
Number of Attendees:	32
New Members (Name & MC):	Len Tunney, R1250GS
Visitors:	The Pudding
Returning Members:	Nil
Treasurer Report:	Expenses for Bearing Puller to add to Tools + Web Site.
Editor Report:	Not much to report, need ride reports for the Ruptured Budgie and B2B19 rides.
Tools Report:	Tools Service day 5 November at Rob Wynne's place. Will again have demo on tyre plugging.
Regalia Report:	Buy more Cloth Badges - 1 for \$6.00 2 for \$ 10.00. As per Regalia page in Journal
Records Report:	Currently 269 financial members. 3 new members past month.
Events Report:	Mid week ride Logan's Inlet. Club Ride to the Shed Cafe at Rathdowney Coffee ride to Samford Sunny coast lunch ride German Club November led ride - Richard Mayer to Eltham Hotel Mid-week November will be Mark M to Kandanga. 19 November Sunny Coast Dinner Ride Dicky Beach Make sure to book for the Christmas Party 10 December at Evans Head.
Secretary Report:	Nothing to report.
Dealer Liaison Report:	Sales on R18 still on. 3-5 year fixed price service on new bikes available.
Clubs Australia Report:	Nothing to report.
Vice Presidents Report:	Nothing to report.

<p>President Report:</p>	<p>Thanks to Don & Kate for a very well planned and run B2B to Glen Innes & Ballina. A lot of work has been put into making this such a success which everyone enjoyed.</p> <p>Christmas Party is coming up quickly and numbers are still low so get your money into Darryl to secure your place at the table.</p> <p>I have been contacted by a senior representative of TMR outlining some major plans for their 'Ride Towards Zero' Program.</p> <p>Two sub-committees working hard towards our twin BMW motorcycle centenary celebrations on 21 Sept 2023 (Dinner) and 23 Sept 2023 (Bike Display). If you have a suitable bike for the display then get details into Gary Bennett. Not all submissions are likely to be accommodated so make sure you have a chance.</p> <p>Mileage Awards are being compiled – if you have achieved one of the mileage milestones with your bike then get the details into Geoff.</p>
<p>General Business</p>	<p>B2B19 Frank Hills reported a great ride. Thanked Don and Kate for the routes chosen and accommodation.</p>
<p>Buy / Swap / Sell</p>	<p>Nil reported.</p>
<p>Closed:</p>	<p>8:30 pm, next meeting 3 November 2022</p>



Donna Wiltshire regalia@bmwmcq.org.au **Regalia Officer's Report**

Hi all,

Let me know if you would like to purchase a Club cloth badge, there are still many available. I recently ironed badges onto motorbike jackets.

Check out the Club's catalogue for Christmas gift ideas.

Thank you to those of you who have been donating into the RFDS tin that I and a few others have rattled at various Club outings. The Royal Flying Doctor Service very much appreciate our Club's continued support.

Another month closer to our Christmas party, I hope to see you there in Evans Head, such a gem of a coastal town which I'm delighted the Club is revisiting.

Kind regards,

Donna

The VP snapped Mark and Donna modelling the Club badges affixed to their jackets, very nice!





Geoff Hamon

Hi from the Tool man.

This month the club will be holding its last service day for the year on the 5th November at Rob Wynn's place. He has kindly let use his awesome facilities all year, for which we are all very grateful.

I would imagine there will be several guys wanting to service their motorcycles after returning from the various rallies, weekenders and long trips that have been undertaken recently.

There will be a sausage sizzle & BBQ supplied at the service day with your choice of drink for \$5 a head.

Hope you have been getting a bit of riding in amongst the weather we have been having.

Enjoy your Tooling around,

Ride Safe

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)

Tools Officer's Report

- 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



**Greg Gaffney****Records Officer's Report**

I have had my car in the panel beaters for the last couple of weeks, so I have been riding rain or shine everywhere. I achieved a nice sunny ride to St Bernard's Hotel Mt Tamborine on Sunday 30th October. I remember the club had a ride to St Bernard's a few years ago. It's always nice going up the mountain.

Cheers Greg.

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

**Welcome to New
Members:**

Graeme Hill, DALBY, K1100RS

Len and Pam Tunney, MALENY, R1250GS

Warren Gill, CRESTMEAD, R1250RS



Yeah OK, we aren't convinced they are BMW's, but Margreth van Aartsen and Nic Lottering's "work" trip to Maui including a hire bike break-out seminar which looked like tough work indeed...



Lady Shirts



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



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



[7LPI](#) - \$33.50
100% polyester
A casual Friday must-have!



[ICE Tee](#) - \$26
Cotton
As worn inside on the International Space Station!

Bloke Shirts



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



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



[7PIP](#) - \$36
100% polyester
King Charles III has brought 3



[ICE Tee](#) - \$26
Cotton
I've had 2 in 7 years, over 500 riding hours each!

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



TOO LATE, GO A T-SHIRT INSTEAD!!
Yeah, you don't need a warm head in QLD now. Unless you're a rapper!

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

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

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





BMW Motorcycle Club of Queensland



Club order form for shirts, bags and hats

Send this form to daniel@goldstarembroidery.com.au 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

October's rides have had their share of wet weather, I remember riding in the rain on the Back to the Bush ride, the club led ride to The Shed Cafe Rathdowney & the mid-week ride to Gardener Falls. Thankfully the rain periods were short or only light so did not cause any real problems. Good wet weather gear makes a dramatic difference to one's comfort level when riding in the wet. Had some good feedback about the routes taken on the Club led ride & the mid-week Ride with members commenting that they had been on roads that they had not ridden before and enjoyed the rides despite the weather.

Richard Maher & Mark Gilbert have stepped up and will be leading rides in November, Richard leading the Club Led Ride to the Eltham Hotel in Northern NSW & Mark leading the mid-week Ride to Kandanga . You can check out the details for the rides on the clubs Facebook Events page or contact the leaders direct or myself if you don't use Facebook.

December will see the Christmas Party held in Evans Head, so if you were considering going but have not committed as yet please do so as soon as possible.

I would like to add a led ride to the December calendar & would appreciate someone volunteering to lead the ride, you get to choose the destination. There will be a mid-week ride led by Paul Hughes and for this one it will be a ride to a venue for lunch rather than a self-catered lunch. The Coffee meet up will be held at Cafe 63 Enoggera (always a popular venue).

Happy & safe riding.

Mark.

Mark and Donna at The Shed for the October Club Ride, RFDS tin handy!





We are going back to Evans Head for this year's Christmas Party!

When: Saturday 10th December 2022

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

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

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

BSB 124030

Acc # 10243020

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

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

Accommodation options:

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

Pricing:

Hotel style room: \$119 per night

1 Bedroom Cabins \$149 per night

2 Bedroom cabins \$189 per night

3 Bedroom cabins \$249 per night

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

Evans Head Pacific Motel (02) 6682 4318

Hotel Illawong (02) 6682 4222



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



100 YEARS of BMW Motorcycles



23rd September 2023

This event 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.

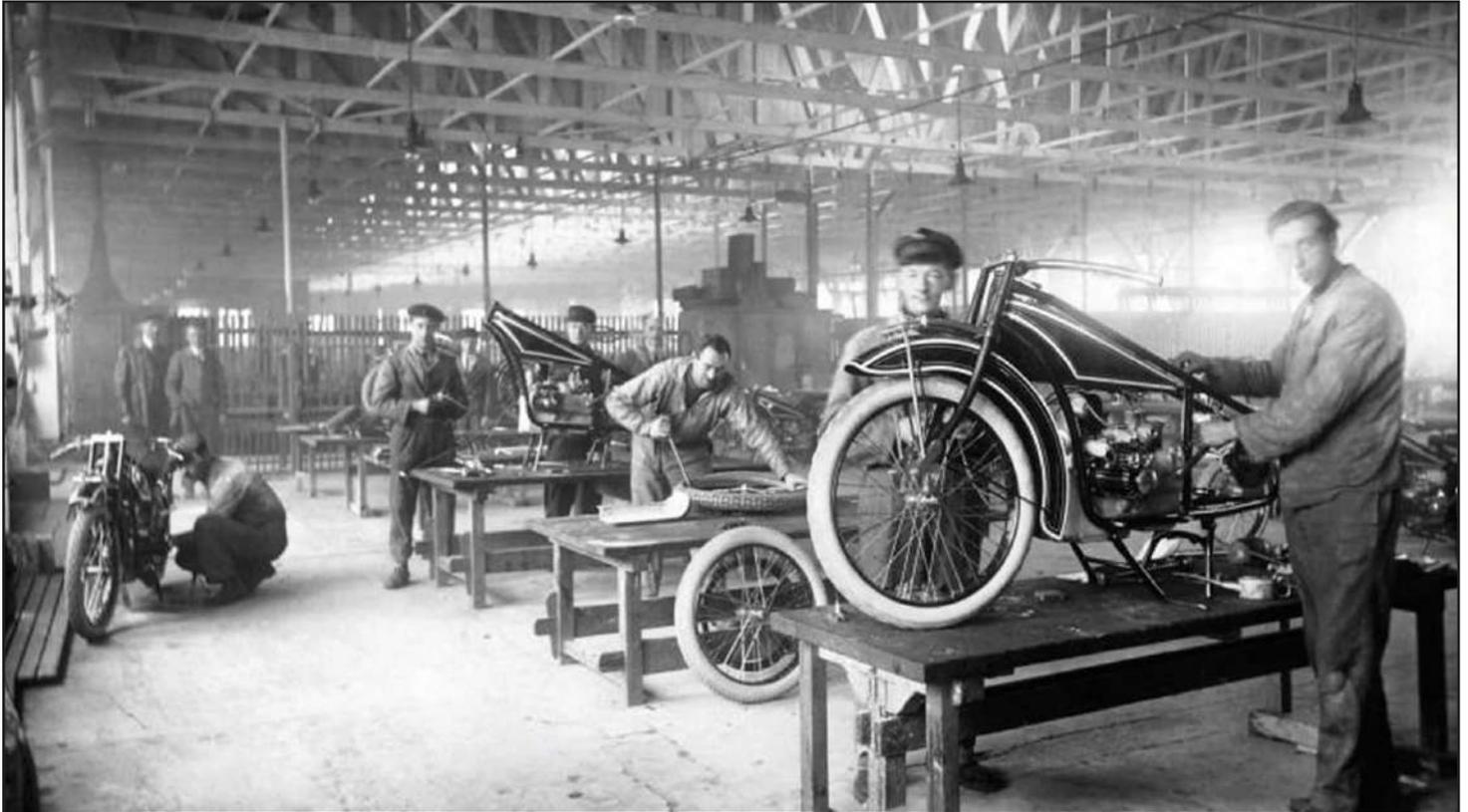
We have a target of one hundred bikes, to display an example of as many different models as possible. A selection process will be undertaken from the applications and consideration will be given to bikes that fit the above criteria as well as bikes with high kilometres or extraordinary travel achievements.

To nominate your bike, send the following details to bmw100@bmwmcq.org.au:

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

A 2005 BMW R1200ST. Even if your ride looks like a Star Wars character, in this case stormtrooper FN-2199 a.k.a TR-8R, nominate it anyway.





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

As described by BMW Motorrad, the engine is the key element.

Breaking with all convention, the BMW motorcycle did not have the geometry of a bicycle. The engine was the centrepiece. Max Friz and his team designed the BMW R 32 completely around the engine.

The highlights: an opposed twin-cylinder engine with cylinders mounted across the frame, a manual gearbox bolted directly to the engine and a shaft-drive powertrain. All these are distinct features of BMW motorcycles with opposed-twin engines to this day.





In another of the popular “introducing” section we shine the spotlight on Ian Forsyth and his partner Lindy who were attendees at the Back to the Bush 19 and other recent events.

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

I grew up on a farm in Cootamundra in NSW and we had farm bikes so road riding was the natural progression.

My first road bike was a Honda CB450 - known as the “black bomber” fitted with Triumph exhausts. Would not mind having one of these back for old times sake.

How long have you had the GS, and is it your first BMW?

I have had my current GS since February Having written two R1200GS's off in 2021. The first 2 accidents in 55 years of riding. I broke my back and right wrist in the last accident in July 2021.

The current GS is my 25th bike with 7 of the previous bikes being BMWs; a 1986 K100RS (wish I still had this one also) and several F650 Dakars, a F650GS Twin, an F800GS and the two previous R1200GSs.

What is your favourite local riding destination?

I was living in Perth for 11 years and had a bike on the east coast for 3 years during this time, 2 of which I had the bike at my cousins at Paradise in Tasmania which was bike heaven after riding in WA.

I believe Lindy you are fairly new to longer distance pillioning – how are you finding it?

This is my first ever experience being a pillion and loving it - going to places I haven't been and meeting the warm & welcoming people in the BMW Club. Lucky Ian inherited a Ladies BMW GS Dry Suit that fitted me!

Lindy kitted out in excellent riding gear on her first pillion ride.



What is a "bucket list" riding destination for you?

Europe would be nice but doubtful I will ever get there, but definitely going back to Tassie.

Do you have any advice or handy tips to share?

My best tip would be - buy good Motorcycle gear. Took me 50 Years to buy a BMW GS Dry Suit, best investment ever.

Even crossed the line and went orange for a while - well a black and silver orange!



The garage before deciding some had to go

Captured at the October Samford coffee experience





This months winner for the Pic of the Month is John Eacott whose pic graces the cover and shows a good example of recent riding weather! Congrats John, a regalia voucher is coming your way...

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

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



Ken Madsen - a wet TS Safari trip to Bruny Island



Paul Currie - a gathering of K bikes.

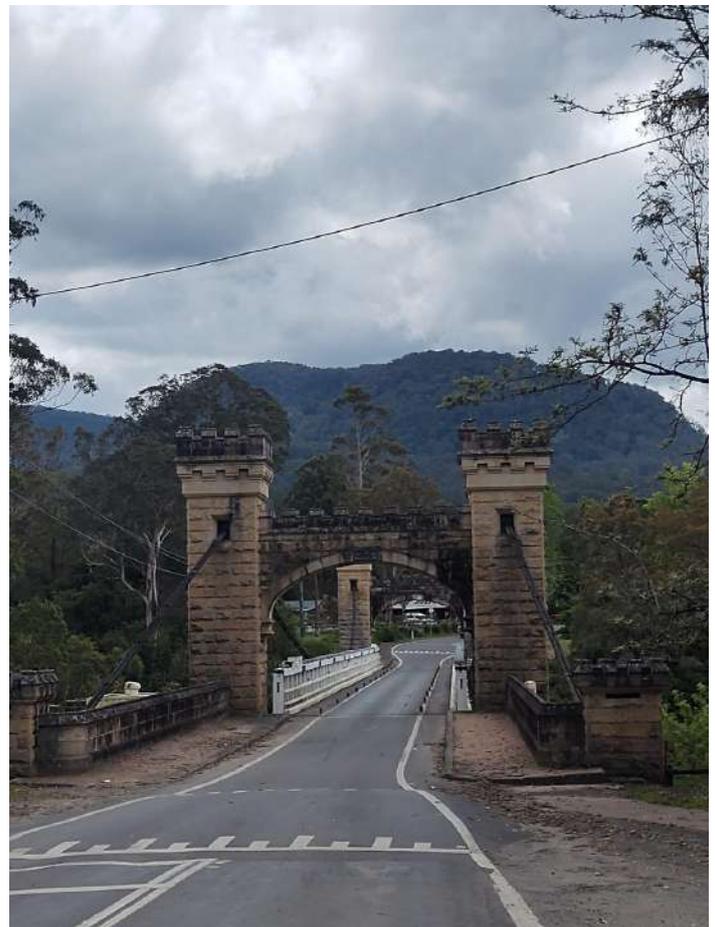


Paul Jacobsen - "BMHuskyW"





Margreth van Aartsen - spectacular riding in Maui, Hawaii



Steve Maney - left and above heading to Moto GP



John Eacott - Five K1600's brave the rain.



Tony Gray - 'The Bluff' south of Tenterfield after the clouds had cleared. Enroute to the Island.



Phil Gresham - travelling the USA, middle of nowhere.





By Duncan Bennett, Member #4171

As always a lot of preparation goes into a B2B, and the outstanding B2B19 was no exception. Don and Kate did all the unimportant work like figuring out where we were going, booking everything from Thai massage venues to luncheon cafes, managing numbers and communications and expectations, and organising the schedule while I free-ranged on Garmin Basecamp from the side lines. My one contribution was letting Don know he'd inadvertently chosen a section of dirt as Google Maps had decided the shortest way between Grafton and Woodburn was via the Whiporie - Bungawalbin Road. It would come to pass that my tiny contribution would literally save lives, but that is a true story without any embellishment for later on....

In accordance with the BMWMCQ constitution section 92 (the bit that was destroyed in the Great Fire of '61) all rides must be offered as both bitumen and mild dirt. OK Cindy and I are doing mild dirt anyway, so a route is planned. The turn-up is usually both predictable and confidence inspiring; Ian Forse, Kim and Gino, and unless they are in Hawaii riding around Maui - Nic and Margreth. Nic and Margreth were riding around Maui so it was just the Fabulous 5 for this B2B.

Bean To? Beaudesay was the common point of departure for the bitumen-ches and us. They were heading south east, we south west. The Carneys Creek and White Swamp Roads had been checked a few weeks earlier, generally far better than any of the pocked bitumen.



Gino and Ian "Border" Forse

We scooted down to Kooreleah, with a brief stop at the border. Whilst on White Swamp Road, I went over a cattle grid and down the hill, noting that Ian pulled over just after the grid. "He's breaking every dirt rider's rule" I thought, assuming he was pulling over to put warm clothing on rather than letting the testosterone generated by dirt work its magic. Not cool. Within half a second of stopping he had the top box open. Gino pulled up behind him - "Don't look Gino!" I thought. But no knitted cardigan came out of the top box, so I decided to turn around.



The Puncture Master Class

I think Ian had been stopped around 30 seconds by the time I returned. A flat rear tyre, luckily nothing to do with cardigans. In that time he had the compressor out, had it connected to the rear tyre and on, and was threading a plug through his tyre repair tool. Slowly revolving the tyre (a compliment to BMW 1200GS wheels with single side swingarms here) he found the leak from the air blowing out - the cut not visible to the naked eye - then jammed the reaming tool into it. The compressor kept the tyre fully taut, so Ian had no trouble reaming out the hole and inserting the plug. Tyre repaired, pumped up, and holding air, all in under 5 minutes. Just amazing to watch.

Off the Mt Lindsay Highway and onto the Toolum Road, not exactly Mt Panorama smoothness but OK for travellers interested in the scenery. Some excellent rainforest in there for those who haven't done it. The rain started as we pushed past the Paddys Flat road and

into Urbenville for lunch. The temperature was still a bit challenging, and hints were dropped in the pub that if the dining room fire should accidentally be lit we would not be calling the Rural Fire Service. Excellent meals had, the decision was made to not do Paddys Flat due to the relentless rain, and continue down the Clarence Way instead.



Not many know that Superman retired to run the Bonalbo servo

Onto the Bruxner it was the fun twisties into Tenterfield, the temperature still making no effort to be friendly. Then the rain started, just to add to the riding enjoyment. Never mind, we were soon into the Glen Innes accommodations and ready for the socialising.

And socialise we did - the Great Central Hotel was a winner with the BMWMCQ fitting comfortably around the big table in the bar before moving into the dining room. Bangers and mash with a tidy little red later, it was into the route planning. Having figured out we could probably get back to the motel via the back gate, certainly worth a try, we moved onto where we

were going the next day. The Old Glen Innes Road was shut, so I had developed a Plan B.



There's always one up the back....

The Local caused confusion for the kick-off on Sunday, as in "We're meeting at the Local", many not realising it was a proper noun Local cafe rather than a common noun local something. The local what? Theatre? Kindergarten? Glen Innes Chapter of the BMWMCQ? Luckily most of us assume the local is the pub, and the Local was right next to the pub. Miracles happen.

The Plan B concept wasn't terribly popular with the bitumen bourgeoisie, so it was only Ian and Gino and I forming the loose gravel lumpenproletariat. To avoid any class mix-up, we took off first and appreciated a clear run down the superb Gwydir Highway. Interestingly we'd never ridden this, the Old Glen Innes Road was always the only option. It is truly one of Australia's better roads, with smooth curves and - gasp - cambers sloping to the inside of the corner rather than the traditional sloping away to certain death.

Into the hills, we completely missed the turn-off to the Boundary Falls and just missed the turn-off to Raspberry Lookout. Only a click so we joined a few others for a look at the



magnificent glimpses of views through the mist.



Riders in the mist

Just past the twisty bit further down the range, the 3 man team took off down the Mann River on the Coombadjha Road. A sign at the start unhappily ruined a chunk of Plan B, the Carnham Bridge over the Clarence was out. Never mind, we'll take a trundle anyway as the road runs along the river so it might be nice. It was, the Mann River was going hard and looked absolutely spectacular with the greenery.



Bountiful Baby Heads

We took a right across the decidedly dodgy looking wooden Hanging Rock bridge, heaven only knew how that had survived the flooding. Might as well go across, although there were some thoughts of a potential misjudgement when the view of the other side of the bridge came up close. Adventure riders in the USA often

talk about "baby head" rocks, basically rocks the size of baby heads. Some of these Mann River babies were named "Boof". But we got through, and down the Cangai Road into Jackagerie.

Then up to Whiporie for lunch, a bit north of Grafton. Lunched up, it was onto the Bungawalbin Road. Now this road goes through some scary backwoods country that even Burt Reynolds wouldn't venture into. The dirt started, and it had been sheeted with coarse gravel because it was very wet. But they appeared to have run out of gravel, and an approaching 4WD stopped for a chat. Gino took the message, which was "watch out, there are some nasty slippery muddy corners ahead."

And oh boy there were, with wheel tracks showing some cars had lost it and ended up in the table drain. We successfully paddled our way along the ruts without troubling the laundry service, then as it got good again came across an Africa Twin rider with a pillion and a KTM 790 rider. We swapped scary road stories, the KTM rider told me there were some slippery nasty bits ahead. We didn't even notice those so expected that when they saw the bits we'd talked about, they'd realise they'd been trumped. This was the road that Don had planned to take everyone on, which would have certainly resulted in lives being lost. His.

Ballina was gladly reached, even though it was raining heavily on arrival yet again. That night into the RSL for another excellent social evening, this will truly be a B2B that will take a lot of beating. Well done Don and Kate.



RSL meals delivery robot giving Dave its room number, BW 2. He left with a bottle of wine.



THE LURE OF THE ROAD

JEGOct2022

The lure of the road can be ever so strong
Sometimes you just feel it's where you belong
With essential tools and limited gear
Your adventure begins with high hopes & no fear
Whatever the weather there's fun to be had
Unless everything is drenched when the rain gets too bad
But even that cannot spoil the fun
When having a yarn when the day is done

New roads to ride and places to explore
While favourite ones have you wanting more
The easy chatting with like-minded souls
About great rides from the past or future goals
The friendly waves or an acknowledging nod
Like a warming hug from some "biking god"
Come hell or high-water there's no time to waste
We all have dreams one day we will chase





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.

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

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

Presentations will take place at upcoming meetings – so get your details in!





BMW Motorcycle Club of QLD

Needs your help with the historic and highly successful

CANE TOAD RALLY

After five years back from a ten-year hibernation we learnt from past failings and with a new “vision” the Toad is kicking a lot of goals, going from strength to strength each year with numbers growing and receiving excellent feedback from rally goers.

It became evident at the last rally that the running of the rally is becoming too much for just two or three people. The volunteers that stepped up were a great help, but what we need now is to form a “**Cane Toad Rally Organising Committee**” to help organise and run the event.

The committee, which will meet regularly, (not too often, and mostly by email and telephone), make the necessary decisions, help identify areas that need improvement, and be able to create and implement fresh new ideas to ensure the smooth running of the event and enjoyment of rally goers.

Experience with this sort of activity is not important, as there’s plenty available already within the club, but a willingness to ensure our showcase event maintains its reputation as a definitive rally to attend is all that is required. If you can spare some time and brain power, catch up with us at any event, or email us, and let us know you’re interested. All input is welcome.

Gary Bennett

Darryl Gowlett

canetoadrally@gmail.com



Margreth van Aartsen - riding in Maui (looks fabulous!)



Photo provided by Frank Hills of a custom R1200C trike brought by a friend of former Editor Reg Thompson "1997 R1200C Classic needs a good tidy up but rides well".

Other info sourced reveals that the R1200C was fitted with a trike kit with independant rear end, Landrover diff, rear disc brakes and a handbrake!

Certainly a head-turning unit.

MOTORCYCLISTS on the HIGH SEAS

By Jane Gray, Member # 4300

I was taking a break from touring with Tony on the back of the 'Gray Ghost' by heading to the high seas with lifelong school friend Dianne. We had booked a P&O cruise along the east coast to Melbourne to take in the Melbourne Cup. That was in 2020 and we all know what happened then - yes our sea voyage plan was scuttled by Covid.

Two years later here we are heading through Bass Strait when I recognized a couple of familiar faces from a previous Horizons Unlimited gathering. Yes, none other than Queensland's own intrepid world motorcycle travelers, Peter and Kay Forwood. They also recognised me immediately of course, lol. Their exploits on their Harley Davidson Electra Glide Classic, christened 'The Motorcycle', is the stuff of legends.

'The Motorcycle' has covered over 600,000km with over 500,000km of that life spent visiting every one of the 193 countries recognised by the United Nations and more than 400 non-internationally recognised areas making it the most widely traveled vehicle in the world at the time.

I think they deserve a rest.





By Cameron Coles, Member #4051

Here is Episode 2 of Cameron's MotoVlog on his recent Australia Encompassed trip with Compass Expeditions - Katherine to Uluru.

<https://youtu.be/keXORnujtPo>



Home > Australia & New Zealand Tours > Australia Encompassed

Australia Encompassed

Duration

20 Days

Ride Grade

3

Ride / Rest day

15 / 5

Sealed / Dirt

90% / 10%

Distance

6,400 km / 4,000 mi

For 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



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 Tony Gray, Member #3905

The Australian MotoGP week is always a highlight on my motorcycling calendar. It offers our only chance to see the World's best riders live, provides another reason for a long ride and for me offers the opportunity to catch up with my southern based motorcycling mates. 2022 was also a very special year as Covid had robbed us of the event in 2020 & 21 and this would be our only chance to see Aussie Jack Miller in Team Ducati colours before he switches to Team KTM next year.

Undeterred by the doomsayers in the weather bureau and the severe damage to the road networks our ride plan was put into place. I had a late start out of Brisbane, got to Oxley before putting on the wet gear, took it off again at a coffee stop in Aratula then had an easy ride down the NE Hwy under clear skies to Uralla.



Day 1 and a fine run down the New England Hwy to Uralla

I met up with the boys from Coffs Harbour on Sunday night at the Top Pub. Old riding buddy Ron was on the latest 1260 Vtwin Ducati Multistrada, Peter was on a recently acquired 05 BMW GS1200 and new friend Glenn was similarly mounted on an 05 GS1200. We were to meet Brad on his Ducati Diavel on Tuesday at Crookwell after his ride up from Tuross Heads.



Me, Peter, Ron, Brad, Glenn later in the trip at the Old Port of Sale.

My plan was for a scenic and relaxed 5 day ride getting us to Cowes on Thursday night in time for the first Friday practice sessions.

Monday heralded one of those beautiful crisp New England rides to breakfast at the always delightful Graze cafe in Walcha. The ladies who run that place are ever smiling and friendly and offer great food and coffee. Tummies filled the next leg took us along Thunderbolts to the turnoff to Nowendoc, down Port Stephen's Cutting to a short stop at a very full Chaffey Dam. There we chatted with a group of 3 with very heavy Glaswegian accents. They had been on holiday for 3 weeks with friends in the area and were leaving the next day. They were drawn to my 'North Coast 500' Scotland sticker on the Grey Ghost and couldn't believe that the bike had been to Scotland three times.

We moved on to Nundle for fuel then across to the NE Hwy for a stretch to Muswellbrook before turning west to Denman for lunch. Denman Town Centre has been revitalised with a one-way street and fresh shops and cafes. It is a good spot to stop and judging by the large number of bikes in town, word has got around.



Another fine morning at a very full Chaffey Dam

We were headed to Rylstone via the Bylong Valley and the day was still young so plenty of time - or so we thought. The Bylong Road has really suffered from the prolonged wet and it was 'fun' practicing counter steering to dodge the potholes until we came across a council truck part blocking the road. Sorry boys, we have just come from Rylstone and the water is across the road - between knee & hip height, but if you drop a wheel into an unseen pothole you can add another foot to that! Bugger. Our only option was to take the Wollar Road north to Mudgee then come back down the Lue Road to Rylstone. That was fine to Mudgee but we found the Lue Road had also flooded. Double bugger, we would have to take the Castlereagh Hwy down to Ilford and backtrack to Rylstone. The young lady at the servo in Mudgee mentioned the Cudgenong Waters Road by Lake Windamere as a better alternative! Surely any road with Waters in its name would be at risk in this flooded terrain. We got to the turnoff, there was no road barrier so we gave it a go and were rewarded with a delightful twisting road by the shore of the very full lake that took us into the centre of Rylstone. One for the memory bank.

Now Rylstone has 2 pubs, the Globe & The Rylstone. Both have a good reputation among the biking fraternity. Jane and I had stayed at the Globe earlier in the year and I had in my mind that this time I booked the Rylstone so we parked up the bikes in the sheds and proceeded into the bar to get our rooms and a refreshing ale - no sorry, said the delightful lady at the Bar, we already have our bikers booked in for the night but I can fit you in OK - sure you didn't

book at The Globe? Yep that was it, bikes back out of the shed, two doors down the road and into another shed. Our reward at the Globe was that Monday night was burger night - any burger you want for \$12 with chips of course. That was too much to resist so it was the Works Burgers all round. I jest you not, the knife piercing the burger to hold it all together would have made Crocodile Dundee proud. They were huge.



They look similar! Easy mistake. Both are good biker pubs.

Apart from the flooded roads the overhead weather was holding good for us as we continued south through Sofala and onto Bathurst. After Sofala I witnessed one of those situations that makes your gut tighten and you feel like closing your eyes. There was a heavy transport labouring over the rolling hills with a group of 5 Qld registered bikes in its wake. Sitting back a safe distance I picked up enough indicators that this was an inexperienced group. It was all double lined road but there was a section with enough sight line for the 1st rider, 2nd rider and perhaps 3rd rider to pass safely.





The 4th rider went and was in real danger and then the 5th followed like a lemming on a totally blind bend with only divine intervention saving the last two.

We resisted the temptation for a lap of Mt Panorama as the town was still crawling with the aftermath of Sundays 'Great Race' and headed down the much loved Trunkey Rd via Tuena to Crookwell where we picked up Brad at Paul's Cafe in the centre of town. That road is a delight to ride as is the food at Pauls - you never leave there hungry. I had a chat to a few guys from the central coast on K bikes. I mentioned I had a K100 under the house and got an immediate 'want to sell it question'? Yes these bikes are becoming more collectable and the guys said they are snapping up anything available even if only for parts. With Brad now in the company we had to keep a closer watch on fuel as the Diavel has a smaller range than the others. Our last leg for the day was a cruisy ride across to Cootamundra and a catch up with an old mate of Ronnie's and a feed of Chinese at the RSL washed down with a few Olds.

We stopped along the way at Harden-Murrumburrah to observe some freshly painted silo art and stumbled across a beautiful bronze statue to 'Bill the Bastard' Australia's most famous warhorse from WW1 who carried five injured diggers out of the face of enemy fire.



Bill was quite a horse

Wednesday was the most delightful ride day but also offered a portent of what lay ahead of us. We cruised down to Gundagai for breakfast and found the town split by the flooded Murrumbidgee River.



A great statue to Bill - well worth a stop in Harden



We weren't the only bikes in Gundagai

This town has a dark flood history and there was certainly a lot of water on display from the lookout above town. We had to get back out onto the Hume Hwy to get through to South Gundagai and Tumut. The Snowy Mtns Hwy was just continuous road works so we stopped at Blowering Dam viewpoint and wall and returned to Tumut, onto Batlow and Tumbarumba for a mandatory stop at the bakery.



Bikes atop the Blowering Dam Wall

The Jingellic Road to the Murray River border crossing is a pleasant ride but just an appetiser for what awaits on the Victorian side of the Murray. The areas around Batlow & Tumbarumba were devastated in the 2019/20 bushfires where 9 firefighters lost their lives across the country. A memorial to all of those brave firefighters now stands at Jingellic.



Lest we forget the brave firefighters from those horrific fires

The Murray River Road is a delight and gets the adrenalin pumping for the run over Granya Mountain down to the Murray Valley Hwy. It was still dry but under leaden skies but

you couldn't wipe the smiles off our faces.

Our good fortune held to within 40km of our overnight stop at Beechworth when the heavens opened and it rained unabated for the next 24 hours. Beechworth is very much a tourist town famous for its iconic bakery (yes they did get our trade), its many Gold era classic buildings, pubs, cafes and Bridge Road Brewers who do a very nice chocolate Porter. A call out for our hosts at Armour Motor Inn where the young lady took her car out of the carport to made way for our bikes then let other bikes park in the covered entry way. She gave us a free room upgrade as well to make us more comfortable.

Thursday was to be one of those ride days that are better recalled in hindsight than being experienced. I had shunned the option of a ride over Mt Hotham due to the uncertainty of the weather and that proved prophetic as we came across other bikers who had been turned back after Bright due to a landslip. I had planned on some great ride roads through Whitfield, Mansfield, Alexandra, Healesville & Cockatoo all keeping to the east of Melbourne through the Dandenongs. With the heavy rain we decided to shun the more mountainous, twisting roads and instead reset for the Midland Hwy, Bonnie Doon and Yea but still keeping well to Melbourne's east. We got to within 20km of Yea when a very wet but pleasant PO told us the road into Yea had just flooded and he was stopping traffic. Every alternative I offered was also flooded. I assume you are trying to get to Phillip Island he questioned? Well the only option he could offer was to backtrack 100km to Benalla via the Midland Hwy, get on the Hume Hwy to Melbourne but warned that the Hume was starting to go under. Yikes.

We turned around to Yarck (no I had never heard of it either!) trying to warn the lines of bikes still heading south. While considering our options a local offered a potential lifeline. The Yarck Rd over the hills of a nature reserve was a great ride (in the dry) then through some low lying country but offered a much shorter, reasonably direct access to Euroa on the Hume Hwy - if it was still open. In for a penny, in for



a pound goes the old saying so we took the advice. Yes there was plenty of leaf litter and plenty of water (4 small water crossings) but we got through to Euroa unscathed.

So far so good, now for the Hume Hwy. I avoid that road like the plague and for good reason, but in these conditions it was diabolical. It was part flooded and down to one lane in one section, it was full of interstate transports (normal) and their spray reduced visibility to zero when passing, the road edges had broken away in places and I saw 4 or 5 cars that had busted wheels from hitting the severe ruts. That was one big advantage of being on a bike. We could pass the trucks without getting close to the dangerous road edges. The Melbourne traffic on a very wet weekday was as bad as I remember as we turned onto the Western Ring road through the city, under the Yarra via the Burnley Tunnel and onto the Monash Fwy south. We all agreed that was a memorable ride but one we wouldn't seek to repeat. We were pleased to get to Phillip Island as there were question marks back at Yarck if that was going to be possible.

I caught up with my other Melbourne based biker mates (all but one drove to the Island) and had a great time. Phillip Island turned on a top Sunday where we witnessed fantastic close racing as The Island always seems to produce. No wonder it is a rider favorite. We drank too much, waited for ages in bus queues (most parking was restricted), waded through mud and just had a great time. A downside for me is the ever increasing restrictions being placed on the dedicated race goer who is prepared to suffer any privations just to get close to the racing. My favorite viewing place on Turn 11 has been replaced with a Grandstand and adjacent viewing spots are now restricted. This year we went to Siberia which is a top spot as well but I feel that all of these areas will continue to get squeezed as the promoters seek greater income from 'bums on seats'.

As an old bugger I paid \$88 for 3 days of top sport which is great value but I fear in future people like me might be restricted to standing along Gardner Straight which is not for me.

Time will tell.



A clear Saturday practice day at Siberia. Crowds were best in 10 yrs

The nightly news casts were full of flood stories from Melbourne and towns to the north of the State. Our route home was decided - it was the coast road via South Gippsland and Lakes Entrance on Monday night. The food at the Central Hotel was excellent and there I had the 2nd best Seafood Chowder I have ever enjoyed. We had an easy day so did the tourist spots dropping into the Toora Wind Farm and then the Historic Swing Bridge over the La Trobe River at the southern end of the Gippsland Lakes and the Old Port of Sale.



No one said we couldn't park on the bridge

We had a chat to a cyclist at a bakery (where else) in Bairnsdale (great Vanilla Slices).





He had a European accent even though he presented as a Kiwi - he had migrated from the Netherlands 32 years ago. His story was extraordinary: he had departed on his cycling odyssey 47 days and almost 6,000km earlier from the northern most tip of the continent on Cape York and was headed for the aptly named South Point, the southern most point at Wilsons Promontory. Everything he had including camping gear was strapped to his push bike. The 'Terra Australis' is a 6,250km self supported ultra endurance cycling event. Interestingly our new friend had been disqualified for not sticking strictly to the course but had continued whereas every other competitor had withdrawn so he was the last man standing. He had less than 300km to go so I had the utmost admiration for this very hardy guy. He deserves a medal.

Tuesday was again dry for our start onto Orbost for another bakery breakfast before parting company with Brad at Cann River where he continued around the coast to his home at Tuross Heads. For the rest of us it was north on the Monaro Hwy through Bombala to Cooma for lunch at the excellent 'The Lott Cafe'. We carried on the Federal Hwy past Canberra, into Goulbourn and north to Taralga where we stayed at the historic Taralga Hotel.



Taralga Hotel is recommended

Rooms were comfortable, food excellent and undercover parking for the bikes. The skies were still heavy but our luck was holding with the rain.

That luck held on Wednesday north over Black Springs then through Oberon, Bathurst, Sofala and onto Mudgee where we donned the wet weather gear just in time. From there to

our night stop at Bendemeer it was unrelenting rain and very poor pot-holed roads with one more road closure causing a detour to get into Werris Creek. The Bendemeer Hotel was a very warm and welcoming finish to the day with new owner Leanne and her staff making us feel most welcome. Leanne took over the Hotel about 18 months ago and has the place just humming. It has an excellent chef as well as a cafe within the Hotel - there isn't another in Bendemeer.



A very wet Bendemeer Hotel Yard. The creek kept rising

I bid my farewell to the other boys on Thursday morning and I accepted that a boring run up the NE Hwy was my best option in the conditions. Going over the high places at Black Mountain, Guyra, Ben Lomond & Glencoe I was in thick cloud and heavy rain with very poor visibility. Tenterfield was clearer and I actually saw a bit of blue sky in Warwick before re-entering cloud and more heavy rain at the top of the range. The rain had abated by the time I got to Brisbane's outskirts so arrived home dry after 4,400kms on a trip that will not be forgotten for a very long time to come.

There was a sad aspect to this trip in the very large number of wombats we saw as roadkill. I have travelled these roads for very many years and the number of dead wombats was way in excess of what would normally be expected - my only thought on the cause is that their burrows were flooded and they were on the move, unfortunately into the traffic.



By Merv Bone, Member #3663



The boys at Armidale stop. Very wet.

WALL TO WALL RIDE



Merv at Gunnedah

Merv and quite a few other members recently travelled to Canberra for the Police Remembrance Wall to Wall ride. A very popular ride which attracts a huge amount of riders as you can see.



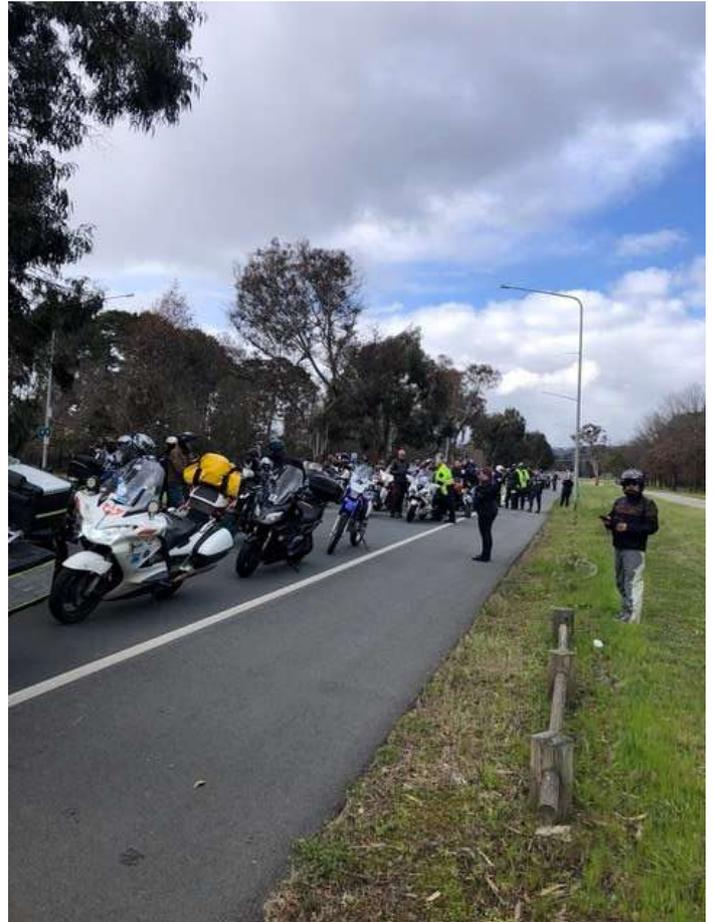
Ian Sayce at EPIC (Exhibition Park in Canberra)

Merv riding into Bathurst





Waiting next to 2 BMW Police bikes



Waiting on the Federal Hwy one direction and as many the other direction



Merv's birthday cake!



Pioneer Lookout, on Thunderbolts Way



Words By Tony Malone, Member #67

Pics thanks to Moto Guzzi page and Bruce Gaskin

The Moto Guzzi Club of Queensland holds its annual rally at Mingoola, in (what is actually) the bed of the Mole River (which is one of the rivers on the Border of New South Wales and Queensland). This year it was to be held on the weekend around 14 May 2022, but due to flooding was postponed to (what turned out to be) the Public Holiday weekend for October. This being a rally popular with our Club (being relatively proximate to Brisbane), and some riders at my work planning to attend, I went along.

As it turned out, the weather was not happy with the postponement, and made sure that it came along!

To pause for a moment, taking part in the Off Centre at Adel's Grove this year on a FIFO basis (and I might write about that later) I met up with Dominic McKinnon (an old friend of our Club) and he mentioned Rhonda McCarthy who is another old friend (last machine her R80) who might like the opportunity to have a few rides as a pillion. Rhonda lives in Warwick, and as the last time I spoke to her was at the Budgie a couple of years ago, I thought that I would offer to take her along if she liked.



I rode up late Saturday morning and met Rhonda at her place. The weather forecast was for some rain, but it seemed patchy and did not seem too threatening. I took my R1200RT (not the Option 719 1250RT) as being familiar with

ANOTHER BUDGIE RUPTURED

the site one needs to negotiate rocks and sand, and in my later years I have found that taking chances often meets with poor outcomes, and I do not want to fall over again!

I needed to pack light, and as it was a fully catered rally there was no need for cooking equipment or food. It was a tent and some chairs and other camping essentials, with one pannier to be left free for Rhonda's gear. Luckily with her previous touring experience, she knew how to pack light as well.



We decided to lunch at Vincenzo's Café Bar & Deli at Thulimbah on the New England Highway just before Stanthorpe, which would give ample time to reach the rally to witness the afternoon events. It was at this time that the patchy showers turned into heavier rain, and I hoped that the weather would ease. The plan was to go into Stanthorpe taking the road towards Texas, tuning onto the Bruxner Highway for Mingoola. As it turned out, the weather did not ease and really poured down, making my choice of wearing a dark tinted visor (and not carrying a clear spare) a bad one in the circumstance.



The road was slippery, and there were a lot of ex-wallabies on the road. I was not enjoying the ride!

Arriving at the site I stopped at the reception tent, as I wanted to make sure that the road in was passable. As it turned out, the track looked difficult, and the rain did not look like it was going to ease. Good camping sites were rare. Rhonda had paid the entry fee, and obtained our badges. After speaking with a few mates (including Major Ron, a bearded Andy Henzell up from Tasmania, and Charlie Brown, all of whom Rhonda knew from old times) we decided that there were better things to do than setting up a tent in the rain, with little chance of it easing by morning making it a wet departure, and that the best plan was to use the remaining daylight and return to Warwick. Dinner at the Condamine Sporting Club followed, with a warm bed in Rhonda's spare room.



Waking the next morning warm and dry, there was still a little rain but it seemed to be clearing. Delaying my departure, I decided that the best way back was down the Head Road from Killarney. That plan was dashed with a sign reading that the road was closed. I had sufficient fuel, and decided to take the Mt. Lindsay with the plan to reach Boonah that way. As it turned out, the NSW Government is doing a lot of work on the road, and there was some fresh road base at 40kph, with a few sections of unsealed roadworks (which even though wet, gave sufficient traction). In any event riding a little more slowly was fine, as the scenery in this part of the country is magnificent (as I should say it was for the whole of the ride; the Border area is very scenic).

I decided that being about 1pm Queensland time (NSW starting its daylight saving on this weekend) that I might lunch in Woodenbong. Riding in I saw an R100GS, which turned out to be Jurgen's (he was taking a bit of a ride for the weekend by himself, and having a great time). I had lunch at the roadside café, and continued on turning into Mt. Alford to ride around Moogerah Dam to refuel at Aratula. As it turned out, my ride to here had missed the rain, although some of the roads were wet, meaning that I had avoided showers).



I decided that as I had been on unsealed roads it was not going to make the cleaning job worse by taking the road through Rosevale then Rosewood (6.3 kilometres of which is unsealed, but generally a good road. On reflection I think that the locals like to keep it unsealed, as it is a very scenic route and if it were not for the dirt, it might be more popular).



Arriving home in the light, I had enough time to finish a few chores. I will wash the motorcycle later, noting that there was a public holiday on Monday to let me sleep in. Like Jurgen, I find that travelling is most enjoyable when I am Alone.



A very pleasant ride to The Shed, Rathdowney for the monthly Club led Ride.



And a couple of B2B pics...Dave Whale above and a group of punters at Ballina





The monthly lunch ride to St Bernards Hotel at Tamborine was a great outing on a sunny warm riding day, a 5 degree temperature drop was appreciated on ascending to our lunch venue.





By Michael John, Member #4432

MotoGP 2022, Phillip Island; my ticket was confirmed shortly after they became available. I'd traded the old 2014 R1200RT for a current model R1250RT in June (Morgan and Wacker), and was looking forward to a two-week break – course plotted & accommodation all booked.

Of course, for some Club members this trip would seem little above a 'walk in the park', but for myself, a weekend rider, it was big. And pleasingly, first four days went easily; sunny skies, not too many road works, though country sodden with one significant length of water across the road (entry into Dubbo).



Castlereagh River, Gilgandra

Thus, with weather still holding, I embarked from Jindabyne to tackle The Barry Way & The Alpine Way; a 'must do' gravel/clay road (< 150 km) for all GS riders which twists down the throat of two national parks with much spectacular scenery and some hairy snaking up/down mountainsides. This marks my journey's uneventful first section.

Now, some 90 mins into The Barry Way, with a few near misses by frisky grey wallabies who, startled, jumped from undergrowth only to swerve & scramble away, I happened to bounce rather substantially negotiating a deepish culvert, with the result that my backpack, supposedly yocked secure to back rack, popped out. Yipes

and rats. Well, no problemo ... However, side stand onto clay road after significant recent rain, you can picture the inevitable outcome.

Ed - apologies for interrupting Michael, but The Barry Way on an R1250RT? We have done it once in the dry on adventure motorcycles with good tyres, and considered ourselves just super duper awesome at the time. We are humbled.



Coffee, Gilgandra

Fortunately, some 10 minutes later, I was aided to right the RT by two riders who happened along. The remainder of the going was taken additionally cautiously, yes I admit I was a bit rattled, however, all good and challenging fun. But, at the next Servo, on-route now to Lakes Entrance, oil on left boot; my left cylinder was weeping. With about 400 mls of top-up oil on board, half subsequently used overnighting at Phillips Island, and then diverting across into



Coming into Dubbo

Melbourne; BMW Assist/Melbourne BMW Kingsway Way.



Fire crew, Canberra

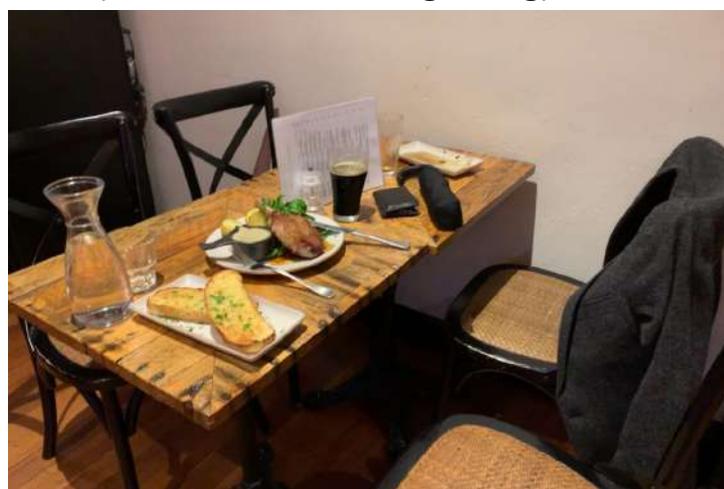
I watched the cracker Australian MotoGP from my room, Pullman Albert Park, and the great people at BMW Kingsway Way had me back on the road Monday afternoon, sans left side cylinder cover (bent bolts). So concludes the middle of my little tale.

Out again from Lakes Entrance next day at dawn, I can joyfully attest to the scenic, sweeping Monaro Highway to Cooma, top ride. Though, after Canberra & arriving Dubbo, the rain hit, and rather persistently. My rainsuit zipped plus an earlier double spray of waterproofing on gloves and boots, I was later diverted

from course to Moree (road cut) to attempt the crossing from Gunnedah 80 kms to Tamworth.

Ongoing rain, and the multiple slow-speed fording at low spots felt dicey, say 8/10 cm across the road on 1/2 occasions, plus an unthinking 4WD who entered from his end after I was committed, and sent me a nice bow wave from his chunky tyres.

More fun and all good; by 5.00 pm I'd reached Tenterfield, and may I heartily recommend to you the Boutique Commercial Hotel for great steaks and their local brewed stout (3 schooners had me glowing).



Celebration in Tenterfield

That's my weekend rider pocket adventure, ... it feels a bit surreal today back at home; touring on a bike is such an absorbing different world.

In Lakes Entrance after the Barry/Alpine Way





By Michael John, Member #4432

First birds; dawn/ready,
southwest for Moree, Dubbo, endless horizon,
present, constant dream-like present,
white cockies scatter, twist, bank.

Orange sky bodes well,
snow yesterday though road clear
Snowy Mountains bold,
knotty, stunted, white bark gums
catch gold rays teasing mist wisps.

Radar loop, rain suit,
low grey cloud shrouds sodden fields,
large hot chocolate please!
final foothills, final climb,
parts grey veil, patches of blue.

Day 5 Cody to Alpine Wyoming via Yellowstone Park

To get through Yellowstone NP before the tourist crowds I left very early, I was at their version of the Grand Canyon by 8am. It had been misty mist and cold but now a cloudless day, lucky I had my merino thermals on with heated grips and seat. Artist Point is one of the easiest access points to view the amazing falls, with a large carpark that would have been full a few hours later it was only a short walk. I met with a lovely couple there, schoolteachers as it was school holidays. I took their photo with their camera and they took mine with my iPhone. I drove on to the Grand Prismatic Springs another of the must see stops, fancier version of Rotorua. I didn't stop, the car park was full and I would return one day with my wife Caroline. Some of the roads had been damaged a few months earlier by huge rainstorms, closing Yellowstone for five days. Deep but narrow holes in the direction of travel could do damage or injury especially to a bike rider, roads in the US so far had been amazing until now.



I stopped at Old Faithful, if you know anything about Yellowstone NP then it was worth a stop. By now it was 9.30 and Hamilton Store was still serving breakfast, ok but not worth a photo, compared to the previous day in Cody. Google had told me that the best place the watch

OF was the balcony of the Old Faithful Inn. A magnificent multi story timber building constructed in 1904. I arrived, parking near the entrance just as the eruption was finishing. I had a 90-minute wait until the next, wander around some of the geothermal area, I went back to the Inn. The large viewing deck is partly shaded so I sat down and waited with a drinkable barista coffee, was it worth the wait check out the photo?



The crowds then descended on the Inn, I escaped after buying some t-shirts for the grandchildren. Riding south was slow as the park speed limit was 45mph it took an hour to leave the park. On the way I noticed that the cruise control would not set, then I realised most of the info on the screen wasn't visible. The indicators and lights wouldn't work either. Jackson the nearest town was 97 miles away, so I didn't risk stopping and restarting the bike, just in case didn't restart.





The Grand Tetons going south are spectacular, still snow covered, that kept my mind off the problem. Arriving at the Bull Moose Lodge Alpine Junction, that night's stop it was safe to turn the bike off. After checking in with fingers crossed, I restarted the bike, everything was back to normal, phew. I had requested a ground floor room but got the top third floor up four sets of stairs. In front of the ground floor was seven Harley TriGlides and a Streetglide, there were only eight rooms to a floor. After a few beers chatting with a friendly local and a buffalo burger, it was off to bed.



Day 6 Alpine Junction to Pleasant Grove Utah

The previous day at the servo after gassing up I asked where the tyre pump was "we don't have one all the locals have one at home" was the answer. For some reason my Rocky Creek pump didn't want to start, so at the first servo I called in to pump up the tyres. Of course, it was a pay to pump, what it managed to do was completely

deflate the front tyre! I tried my pump again it worked, tyres pumped next breakfast two and a half hours away. To avoid the highways, I choose a route through the Uinta-Wasatch-Cache National Forest, great twistys and much cooler too. I booked into my motel then visited a trade friend and his wife, they run a very successful photo lab in Pleasant Grove Ut. They do a lot of business with the LDR or Mormon community. Apparently only close family go to the church wedding then 4-500 go to the reception, that's a lot of invites and matching envelopes. Cory wanted me to go single trail riding, he has a 250 KTM and could borrow another for me. In the winter he rides the 250 KTM in deep snow! He even offered electric trials bikes; he has a cabin not that far away in the 10,000-foot-high range behind the town. But after six days on the road I didn't take up the offer of single trails. What he didn't say was that he also had a tricked up 4-seater Can Am, maybe next time. Dinner was at Bam Bams BBQ, the brisket and ribs were excellent, no beer though. For the winter he converts the KTM for snow, naturally he has a Dodge Ram truck as his means of transport.



Day 7 Pleasant Grove to Marble Canyon Arizona

For the first not an early start since leaving Las Vegas, travelling only an hour south to Nephi Utah. Calling on another photo trade friend, she runs an amazing large photo business, not your usual photo lab. Apart from the usual photos services they run large digital presses for plain paper printing. The T-shirt printing area was



larger than our Taringa photo lab! Her husband was an interesting guy, a local police sergeant, they too were part of the LDR community. The subject of polygamy came up as it does for most when thinking about the Mormons. Apparently, a nearby small town I had passed was known for Polygamy, it was tolerated unless the wrong thing was done. One wrongdoer had just been jailed for life.

it could have been 1822 not 2022, except for the neon beer sign in the bar window. It may have been a 2 star motel but the rooms were at least 4 star and the staff, only one Navajo lady, were 5 star. I showered and was soon settled at the bar having my first hazy IPA, they had a selection of eight. After a couple I asked, what's on the menu for dinner tonight? Politely I was told I had missed dinner by eight years, however there was a selection of chips and nuts. Resigned to that, a couple of guys walked in for a beer. I found out later they were employees and also guides on the Colorado River. With yet another beer I sat outside with them watching an amazing sunset as huge black clouds with sheet lightning came from the direct of the North Rim Grand Canyon. They debated if it would be safe to travel five miles down the road to a restaurant. Hopping into a somewhat dubious old Jeep we went off to dinner. Amazing food, great company and better still a large jug of hazy IPA, what could be better?



Leaving Nephi I stayed on the two lanes, always my preferred way in the US. A mixture of twisties and straight roads but with incredible landscapes all around. My destination was Lee's Ferry Lodge at the Vermilion Cliffs, Arizona, blink and you miss it. Pulling up at 4pm there was just a bar with four rooms either side. Set just off the highway,





Day 8 Marble Canyon to Seligman Arizona

Up early again first stop was fuel in Page, I finally found a gas station turning right at a roundabout instead of straight ahead, where the gas stations were. Note to myself, use your GPS it's right in front of you! I have been through Page twice before but never stopped at Horseshoe bend, usually coming or going to Monument Valley. Just didn't know it was there, today it costs \$5 just to park, then then a 15-minute hike. I left my helmet on the bike, regretting it as I walked, it certainly was worth the walk with over 15k reviews on Google maps. A couple of photos and a brisk walk back hill uphill, the helmet was still there. I rode to breakfast to the Cameron Trading Post an hour away. That morning I had the sensation of a wet crutch and leg, it hadn't been raining. Thinking the top on my jacket Camelbak was leaking, I checked and rode on.

Cameron Trading Post is huge but being early wasn't too busy, but so much tourist tack. The dining room is huge and quite fancy, but the



prices were not. An omelette with green chilli cheese sauce and almost drinkable coffee was ordered. On my way out I bought some tack and water for my Camelbak. Filling it I soon realised that the problem was the missing valve and tap. Remembering I had a spare valve, it been in two previous jackets, problem fixed!



Next stop was Grandview Point in the Grand Canyon NP, this was my sixth visit to the park but only the second time on the eastern entrance. The road is usually covered in a metre or more of snow in February. Arriving at the location I discovered at the only way in was by shuttle bus, in winter there are no shuttle buses and much reduced crowds. Constant drizzle as I entered the park, I rode on without putting a foot down. I had my season pass instead of a \$30 single entry so nothing lost. Ash Fork is on Route 66 but I



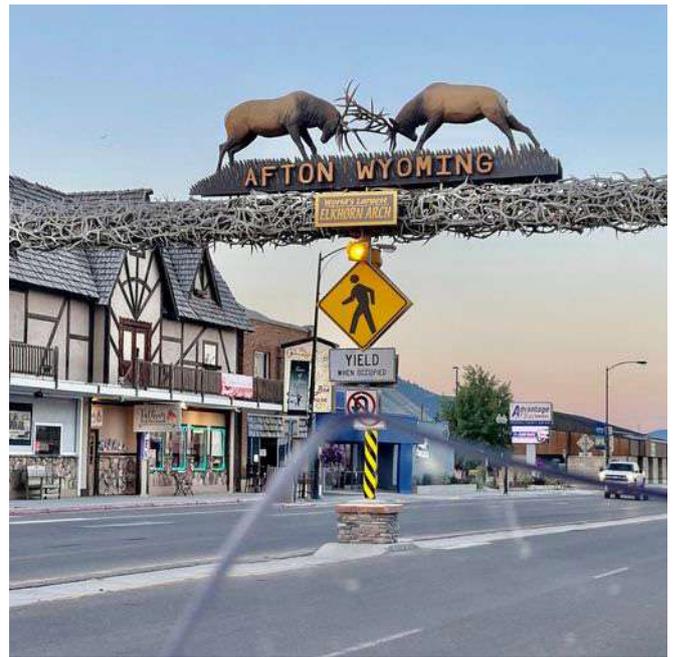
was seeing a huge storm brewing in the west. It was my fifth visit to the Ranch House Café first, stopping there in the mid 90's as my mate's wife wanted a coffee. Back then parking outside in our two-door sedan, we were the only vehicle not a pickup truck. Also the only males not wearing



feedlot caps you could hear them think, "you are not from these parts are you?". The boys had a 5am breakfast at the casino buffet so it was only fair we stopped as my mate's wife wanted a coffee she hadn't joined us at the buffet. Even so we had to have a bowl of chilli and chips, as you do. I was into a surprise on earlier visits it looked like a genuine 50's US diner, only because it had never been renovated, part of the charm. The new owners during the Covid shut down had given it a "nice" modern look. I ordered a salad and while drinking top ups of iced tea watched as a violent storm hit, the RT was safely parked out of the wind and rain.

Seligman Arizona is on part of the Route 66, a quirky small town where everything is "Historic" of course I was staying at the Historic Route 66 motel. I couldn't get in until 3pm, no matter what, so I parked the RT and went into the Roadkill Café. With a great bar, a beer - it was 3pm after all, it's 5 o'clock somewhere sings Jimmy Buffett. All rooms had signs on the doors with famous people that had slept there. That night ribs at the bar with my new friend John, who was looking at real estate that day.

Day 8 Seligman – Las Vegas



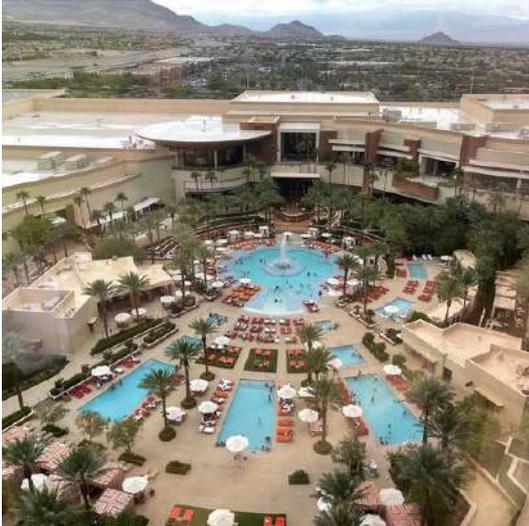
The Roadkill Café wasn't open until eight, so I checked and rode across the road to Westside Lilo's yet another historic place. An excellent breakfast I could survive through until dinner late that night. Destination was the Red Rock Casino in west Las Vegas off the strip. I decided to stay on Route 66, at least until Kingman where it wound off to LA.

Along the way there were recreations of Burma Shave signs. An American brand of brushless shaving cream famous for it's advertising gimmick of posting humourist rhyming poems on small sequential highway roadside signs. I rode on just waiting for the last sign with the punchline, there were a number of sets of these signs. My





only stop was the Hackberry General Store it still has the original 50's pumps and is now a tourist site. After a U turn, I had headed off west to LA instead of Las Vegas. I didn't stop not even at the Hoover Dam, travelling over an amazing very high bridge, that I had watched being built over a ten-year period. The huge Lake Mead water level is so low that bodies in 44 gallon drums have showed up, boating is now almost impossible.



Dodging rainstorms arrived at midday at the casino, my conference stop for the next four nights. I had an early check in, but when I went to pay, I had a problem. I have three credit cards, two packed in the panniers somewhere and one in my phone case wallet, it wasn't there! At breakfast when checking my emails, Merv Bone had requested a T shirt. Walking across the road to the Roadkill Café to oblige, I left my card in the POS slot when paying! Emptying out the panniers in the sidewalk of the casino, I found them. Later calling and having the missing card cut up. I'm still to replace it and no one else has used it, being my business card it's the one with the most credit and the most Qantas points.

My suite was huge, I could have fit some rooms I had stayed in three or four times. I pulled all of my stuff out of my fitted panier and top box bags then settled down for a "nana nap", tired after 5000k on the road. The RT was safely parked, by me, in valet parking next to the lift to the casino check in. I removed my Givi tank bag magnetic ring, replacing the original bolts, took off the GPS mount and my boxing kangaroo stickers. I had

arranged to meet 20 of my US friends, including some from Australia in the Yardhouse bar joined to the outside of the casino. It has 200 beers on tap but a poor selection of hazy IPA's.

Day 9 Returning the Bike

I returned the bike during the convention lunch break, all I needed to do was fill it up and take it back 7 miles away. Stopping to fill up for the last time the gas cap would not open, I must have done something wrong. After a slight panic I remembered BMW does provide tools, one of the three did the job.

It was a great trip, with fantastic scenery and smooth twisty roads with little traffic on them that seemed never to stop. No cheap pubs to stay in like Oz, but motel costs weren't too expensive. Love to do it again maybe up the west coast and into Canada, if only there wasn't that large section of boring roads in the middle.

With an Uber back to the hotel the convention continued for the afternoon sessions it was back to work. Lots learnt, plenty of fun had it was soon back on a plane to LA. With a 7-hour stopover helped by the Alliance Club. Food wasn't as good as Qantas, but the shower was. The outside deck looking over the planes was excellent, I didn't have to share it with too many others. All flights were on time, not like a mate on Qantas with 16 hours delay, with Air New Zealand I highly recommend the Premium Economy.

Next year 2023

The conference has moved after many years, since 2009 for me, from Vegas to Fort Worth. Great direct flight out of Sydney to Dallas/Fort Worth but there in July perhaps not. No BMW's to rent and riding a Harley in the 42°C heat? Instead a ride around the South Island of New Zealand is booked. This time with a cousin renting Vstrom 650's, the twisties there too go on and very little traffic, can't wait, March weather should be good.



The November 2012 Journal cover shot was from Dave Pidcock unbelievably on a hired R1200GS on a work trip, near Campoforogna about 100km north-east of Rome. A bottle of Cab Sav with a light lunch, and all on the work card. Poor old Office Expenses cost-code gets a hammering once more....



Brylcreem or Vaseline Sir?

By Tony Gray, Member #3905

We have all heard the Valvoline advert - Oils ain't oils! But what about grease?

There is probably no more talked about subject on the R1200 series of BMW's than the final drive and rear splines. If you ride one of these bikes and were to believe the soothsayers who troll the various internet forums, then you are in imminent danger of a FD collapse or a seized rear spline either of which will cast you into damnation. *Ed - as described in Genesis 19, and visited by members on a couple of occasions, Damnation is that town between Sodom and Goomeri.*

It is now common knowledge that early service advice from BMW was astray in regard to the optimum volume of oil for the final drive (now reduced to 180ml) and that the oil does need to be changed - a drain plug for the FD was not installed until the 2008 model GS. My own experience saw a blown seal and collapsed bearing in the Final Drive at 140,000km when it was running with the then recommended 230ml of oil. So use the correct oil, in the correct volume, change regularly (I do every 20,000km at the same time as the gearbox oil), look out for any fine metal or rubber in the waste oil and you should be able to ride without the prospect of impending doom.



Now let's turn to the rear spline. There are many recent examples of R1200's (club members among them) where BMW has had to remedy a 'rusted on' drive shaft because of a lack of grease where the rear spline and drive shaft connect. Someone has stuffed up on the production line perhaps? This would be an expensive exercise if you had to pay out of your own pocket. Greasing the rear spline/drive shaft is a simple enough exercise for any reasonably competent DIY

mechanic. There are plenty of good Youtube videos on the subject. This one from the boys at BM Motorcycles at Ringwood Victoria explains the problem:

[The Final Drive Chronicles](#)

The exercise is complicated however by the endless folklore associated with the type of grease required. Do you really need something that has been extracted from the bone marrow of the rare Mongolian mountain goat, mixed with special additives developed by Tibetan Monks high in the Himalaya? Ah the short answer is no, just pop into Repco or your preferred auto store and get some Australian made Penrite Moly grease that will do the job just fine.

I have just done mine at its 20,000km service interval before I headed off to Phillip Island earlier this month. The old grease was cleaned out before new was added. I am very happy with the wear. This drive shaft was rebuilt with new universal joints 80,000km ago and had done 235,000km at this point and this FD had done 135,000km (95,000km in my bike).



The usual rider applies to this advice that this is my experience and you need to make your own call if servicing your bike.



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

Smart Rider Adademy have a Motorcycle First Aid course running - use your training subsidy for this worthwhile training:

<https://smartrideracademy.com/>

Motorcycle Crash Scene Management and First Aid

The Motorcycle Crash Scene Management and First Aid course teaches the skills and knowledge required to perform life saving CPR and to provide first aid, life support and the management of casualties.

The course is designed with motorcyclists in mind, and goes beyond a standard CPR or First Aid course by providing additional information and practical skills specific to motorcycle incidents.

Participants will receive the nationally recognised HLTAID009 (CPR) and HLTAID011 (First Aid) qualifications on completing the course.

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

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



Above are a before and after pic of a relay that Mark has treated with a great Aussie product Pennezine, which was used with success in the rescue of the bikes at Boxerworks during the floods in Feb/March this year. To read more, follow the excellent and educational MMM Boxerworks FaceBook page!



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



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Seeking Recommendations....

Cindy Bennett, Member #4170

It is a very common post on any moto FaceBook page or forum, “seeking recommendations on a new adventure helmet/riding jacket/tyres/etc etc etc”.

As Franklin D Roosevelt wisely said “there are as many opinions as experts”, and it can be an exercise in frustration opening this can of worms unless you are very specific on what you are looking for. It can certainly be useful for a new model/style of product on the market to have that first hand experience from a user – but poster beware all opinions are not created equally.

Would I take feedback on 70/30 tyres from a person who only rode on bitumen, well no. Same with riding gear - while I enjoy giving my opinion as much as any other keyboard warrior, it is very important to remember that we are all very individual in our shapes, sizes, riding styles and how often and far we ride. Targeting the correct group to seek advice is also very wise, the best advice I have gained on riding gear is from women’s riding groups such as the East Coast Female Riders which has a staggering 6,000 members. I found my excellent riding dungarees through a discussion on this group!

On the Adventure Rider sites there is often a call out to see if someone has ridden a particular road/track and asking about the condition, always interesting that someone will post about riding that road a year ago – hello it might not even be there...

As a shortlisting method, it can definitely be a useful tool, however nothing will beat the good old-fashioned “in person trying on” which I have found by trial and error ordering boots online and then having to return them.

So my final opinion on asking for opinions, target the group of “experts” you are asking and be specific, take opinions/recommendations with a grain of salt and the best advice - borrow any kit and bikes you can to test them out before buying!

***The person at right has got 57 comments and about a third are relevant or helpful....
PS I did not post this, I love my high Forma’s!***





The pudding with an excited Editor ably assisted by an ex-Pres! And the hand of another...

The lovely view at The Shed, Rathdowney - enhanced by the BM's of course...



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