

# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

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BMW  
MOTORRAD

100 YEARS

MAKE LIFE A RIDE



**BMW  
MOTORRAD**

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**100 YEARS**

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**MAKE LIFE A RIDE**



From Tony & the entire Morgan and Wacker BMW team:

# THANK YOU

to everyone who attended our BMW 100 Year Celebrations. The event was an absolute success which exceeded even our own expectations, with regards to turnout, dedication, energy and passion. Click below to check out event highlights with photos & videos from the day.



**MORGAN AND WACKER  
BMW**

**51 ROSS STREET, NEWSTEAD | 07 3259 5787**

**EVENT HIGHLIGHTS**



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## This Issue - October 2023

### Contents:-

EDITORIAL . . . . .	4	100TH ANNIVERSARY DINNER . . . . .	38
PRESIDENT'S REPORT. . . . .	4	SOUTH AMERICA PART 7 . . . . .	40
BMWMCQ EVENTS CALENDAR . . . . .	6	SPRING WILL SPRONG . . . . .	50
COMMITTEE REPORTS . . . . .	8	KARUAH RALLY . . . . .	52
REGALIA CATALOGUE . . . . .	16	MILEAGE AWARDS . . . . .	58
100 YEARS OF BMW EVENTS . . . . .	18	A QUICK LAP . . . . .	59
FROM THE PEN OF JANE . . . . .	22	RESTORATION OF AN ICON PT4 . . . . .	63
100 YEARS OF BMW EVENTS . . . . .	22	MORE 100 YEAR PHOTOS . . . . .	68
ALLOY CAM AFRICAN SAFARI . . . . .	26	FOCR . . . . .	70
A DAY AT THE RACES . . . . .	27	THE AIRHEADS . . . . .	75
R IS FOR RENNSPORT . . . . .	30	THE LAST WORD . . . . .	80
THE GREAT CENTRAL ROAD. . . . .	32	BMWMCQ BOOK EXCHANGE. . . . .	81

### Advertisers

TeamMoto -M&W INSIDE COVER  
Caloundra Motorcycles - P.60  
Northside Motorcycles - P.61  
Munich Motorcycles - P.62

Good Wool Store - P.62  
TeamMoto GOLD COAST- P.63  
TeamMoto SPRINGWOOD- BACK COVER

## On The Cover

**The 100 Year Bike Display at Reddacliff Place on Saturday 23 September was a well-attended event with over 100 magnificent BMW machines on display. Even the Ibis was perusing the display!**



BMW Motorcycle Club of Queensland



BMW Clubs International Council



## Club Details

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

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

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

### Geebung RSL Club

323 Newman Road Geebung

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

BMWMCQ AIMS

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

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

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

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

### DISCLAIMER

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

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

WEB SITE

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



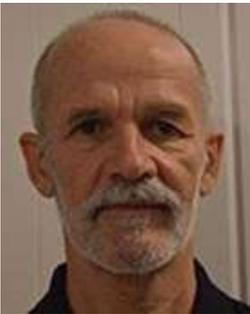
## Cindy & Duncan Bennett

## Editor's Report

It's not every day one turns 100. Normally this suggests being close to the end, but BMW motorcycles and the club are in very fine health and 200 is now within easy reach. We've already written the editorials out to year 200 in advance, including how much we love our BMW VR1400RTes, the virtual 28,000cc boxer cruiser (still 35 hp but with 9,800Nm of torque) and virtual VR1300Gelände Straße, now that actual roads don't exist. Teleporting ourselves across the Simpson Desert on our virtual GSeS wearing only servo thongs and a Bintang singlet will show just how far civilisation has advanced.

Anyway, back to the present, this is certainly a bumper issue given all the fabulous events we've engaged in during September. No point talking about it here because time is of the essence, so to double misquote Shakespeare - "Read on Macduff".

## Duncan & Cindy



## Tony Gray

## President's Report

This would have to be one of the most enjoyable Presidents Reports I have written (and longest). The Club has been on a high this past week after a full calender of events to celebrate the BMW Motorrad Centenary. There were events aplenty with excellent attendances, bikes to be ridden and viewed and friendships to be made or renewed. It is rewarding when plans unfold as envisaged and people take great pride & joy from what has been presented.

Let's wind the clock back to Saturday 16 September. Motorcycle Holdings, the parent company of Morgan & Wacker BMW had taken the opportunity to showcase the three pre-war BMW Motorcycles that Paul Hughes had arranged to be brought up to Brisbane for the Centenary. Paul worked with Trevor Dean from the NSW BMW Motorcycle Touring Club on the Clubs Australia Council. Trevor had very generously offered three Classic BMWs including an original R32 for our centenary bike display. Paul's networking & diplomacy skills managed to not only secure the attendance of the GM of BMW Motorrad Australia but also to win the financial support of BMW so that club funds were not impacted by the staging of the centenary events.

The bikes needed to be housed somewhere safe for a week and Tony Ward the Dealer Principal at M&W offered their safe & secure showroom, which aligned with the Centenary events planned by M&W. As well as these 3 pre-war classics, the club was invited to put on a display of bikes in their showroom showcasing some signature models from the post-war years. Club members also provided bikes for the virtual concourse voting which resulted in recalcitrant OP bike rider and Club Life Member Richard Maher scooping 3rd place award on the ex Tony Cuffe ex Charlie Brown ex written off but reborn R1100GS Dakar tribute bike owned by club member Guy Harding. You can almost see BMWMCQ DNA dripping off this bike.

## Submissions for the Next Journal close 25th (ish) October



**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 5th October**



**Tony Gray****President's Report - con'd**

The crowd on the day was full of BMWMCQ members who were also enjoying long test rides on a range of current BMW models including the very popular CE-04 electric scooter.

Click forward to Wednesday 20th and a mid week ride with a difference. The club had been invited by Ian Milton of the Qld Early Motorcycle Sports Club to provide bikes for a parade lap to celebrate the BMW Motorrad Centenary during their Qld Historic Road Race championship event. This was very well attended with 22 bikes assembled at Aratula for the ride to Morgan Park Raceway where more club members joined us. It was a very enjoyable day with a first ride on a race track for many which left smiles all around.

Roll over to Thursday 21st and a Centenary Dinner for the ages at the RQYS at Manly Marina with an attendance nudging 100. Special guest and speaker was Andreas Lundgren the GM of Motorrad BMW Group Australia. Bailey Gifford the South Australia BMW Club President & wife Debbie and Trevor Dean & wife Barbara were also our special guests. This was a memorable night orchestrated by Cindy Bennett, Tracy Hepburn, Paul Hughes and decorator extraordinaire, Donna Wiltshire. Among the catalogue of journal covers scrolling across the multiple screens was the smiling face of much loved and deeply missed former journal editor Dave Hepburn. How fitting that Tracy was there carrying on Dave's legacy of commitment and work for the BMWMCQ. The night was also supported by M & W BMW and Coastline BMW who both booked tables.

Friday 22nd and a recovery day for many but not for club life member Richard Maher who organised and led a ride around the Fassifern Valley for many of our Interstate and Intrastate visitors. How fitting that Richard's own GS refused to play ball and would not start. Fortunately Richard always has a choice of OP bikes sitting around and on this day it was an opportunity for Charlie Brown's 1200GS to enjoy some fresh air.

Saturday 23rd clicked over and show day was upon us. That poster image of Trevor's R32 that had graced internet forums, biker coffee shops and BMW showrooms had finally arrived. The one thing we couldn't cover was the weather but God was good to us and we were presented with a magic day with only the very slightest hint of an early shower requiring a soft chamois wipe to keep the bikes pristine. I can say without fear of contradiction that this day displayed the widest range of BMW motorcycles that has ever been staged in this country. At no other time has a 1923 R32 and 2023 CE-04 graced the same platform with well over 100 bikes filling the pages of history during that intervening 100 years. Gary Bennett and Peter Ferguson provided their knowledge, contacts, detective skills and hard work to pull these bikes together. The lead-in to the event and the day itself to me were reminiscent of that popular metaphor of a duck swimming on a pond - all calm above water but feet paddling away below the surface to keep everything running. Special mention to Darryl Gowlett who used his surveying talents to prepare the plans for BCC approval and layout the bike bays with Gary from 6am on the day. Hard working photographer Richard Maher had a very busy day ably supported by Jim Campey and Kym-Marie Bush.

The day would not have worked without the hard working Sue Ferguson, Kate Farrar, Haley Reid & Jane Gray who managed the club table, cloak room and myriad inquiries from the general public. All of the club committee managed, arranged and supervised the bikes so thanks to you all. The bikes were brilliant but this was matched by the people, club members old & new, visitors, on-lookers who mixed, chatted, photographed and enjoyed. What a brilliant day that not only showcased 100 years of BMW Motorcycles but 65 years of the BMWMCQ.

**Tony**

## BMWMCQ Club Events for OCTOBER 2023

Date	Start	Event	Details	Contact
<b>Thur 5 October</b>	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President</b>
<b>Sat 7 October</b>	10:00am	Sunny Coast Brunch Ride	The Barn on Flaxton - 445 Flaxton Dve Flaxton	<b>Steve Maney - SC Riders</b>
<b>Sat 14 October</b>	9:00am	Coffee Meet-up	The Bay, Sandgate - 231 Flinders Pde Sandgate	<b>Events Coordinator</b>
<b>Sat - Sun 14-15 Oct</b>		Camping Week-ender	Cullendore High Country	<b>Gary Bennett, see Facebook for payment</b>
<b>Wed 18 October</b>	9:00 am	Mid Week Ride	The Spit, Lake Somerset - meeting spot Entrance to Bullocky Rest, Forgan Rd Joyner	<b>Ride Leader Mark Mustchin</b>
<b>Sat 21 October</b>	9:00am	Service Day	61-63 Saint Jude Circuit Jimboomba	<b>Tools Officer</b>
<b>Sun 29 October</b>	12:30pm	Club Lunch Ride	Linville Hotel - 34 George St Linville	<b>Events Coordinator</b>
<b>Tue 31 October</b>	6.15 pm	German Club Social	Brisbane German Club dinner 416 Vulture St, Kangaroo Point	<b>Events Coordinator</b>

## EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
9 - 11 February 2024	Karuah River Rally	Karuah River	<a href="https://bmwmccact.org.au/event-5419061">https://bmwmccact.org.au/event-5419061</a>



The 100th Anniversary Display brought out some amazing examples of BMW bikes, like this superb R80 GS

## BMWMCQ Club Events for NOVEMBER 2023

Date	Start	Event	Details	Contact
<b>Thur 2 Nov.</b>	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President</b>
<b>Sat 5 Nov.</b>		Club Led Ride	TBA	<b>Events Coordinator</b>
<b>Sat 11 Nov.</b>	9:00am	Coffee Meet-up	TBA	<b>Events Coordinator</b>
<b>Wed 15 Nov.</b>	9:00 am	Mid Week Ride	<i>TBA - ride leader needed!</i>	<b>Events Coordinator</b>
<b><u>Sat 25 Nov.</u></b>	6:00pm	Sunny Coast Dinner	Banana Bender Pub, 1 Downunder Drive Palmview (old Ettamogah Pub)	<b>Steve Maney - SC Riders</b>
<b>Sun 26 Nov.</b>	12:30pm	Club Lunch Ride	Rathdowney Pub - 73 Collins Street Rathdowney	<b>Events Coordinator</b>
<b>Tue 28 Nov.</b>	6.15 pm	German Club Social	Brisbane German Club dinner 416 Vulture St, Kangaroo Point	<b>Events Coordinator</b>

### **Sunny Coast Dinner Ride – Saturday 25 November**

Join the final Sunny Coast Event for 2023!

A ride led by Steve Maney around the Sunny Coast Hinterland will end up at the Banana Bender Pub (old Ettamogah Pub) for a 6:00pm dinner.

Meeting point will be advised when sufficient interest is shown for the pre-ride via the Facebook event.

Come along for a fun night with friends.





## Paul Hughes

## Vice President's Report

Well all the excitement is over..... or is it... we have the Back to the Bush next weekend and then a full calendar of events for October and November. Something for everyone from camping to weekend aways to coffee meet ups. Can't complain about that.

The 100 Years Celebrations of BMW Motorrad have come and gone. Three events in one week that just went extremely well. Great team work by many members who donated time and their various skills to make the event the best celebration in Australia. We should all be very proud to be a member of such a great club. My personal thanks to all who had input.

Riding weather is starting to get a bit warmer so we should all be out as much as we can enjoying all the events being held. The club is an activity centre and we should soak up as much of that as we can. Please join in.

Living in the scenic rim is definitely a very pleasant change from the hustle and bustle of Brisvegas. Breakfast on the verandah overlooking the valley with no sound of traffic etc is very calming. I now have a "pet" cow and the very first large eastern brown has slithered across the driveway. Very pleasant out here.

Will see you all on the rides where I can.

Ride safe and ride often, cheers.

### Paul



**Above: Skilled hands bringing the R32 up the ramp to the 100th Dinner.**

**Right: "Friends, Romans, Countrymen - lend me your ears"!**





## Ben Nazzari

## Events Officer's Report

Hi Everyone,

Wow what a month Sept has been, 100-year Celebrations are done and dusted, and I have to say I really enjoyed this month not only because of the Mid week ride to Morgan Park Raceway, or the dinner @ Manly Yacht Club and the Massive display of bikes in the city but what stood out for me was how well everyone acted and participated in all events. A big thanks to all the Organisers I would name them all but I'm sure I would forget 1 or 2 and I would never live that down LOL.

It was great to see all members getting along and interacting with the general public. I was so chuffed to have had the opportunity to show my 1150 GS in the display and to be amongst so many pristine examples of BMW motorcycles. Well, it's only a few days to go before Daryl Masterson, Dave Harvey and I head off on our long-awaited journey to Perth. David will be joining us for the first few days then leaving us after Cobar and making his way north through Lightning Ridge up to Roma etc. Daryl and I will be heading out through Broken Hill onto Peterborough then over to Ceduna before the Nullarbor Plain, camping a few nights along the way getting some great pictures and drone footage. We have been planning this trip for a while now and to say I'm anxious to get going would be an understatement.

I have finally sorted the GS out with the final drive seal being sorted after 2 generic ones which were used prior to installing the OEM seal. To add fuel to the fire when the GS was in the 100-year display it was pointed out to me that the rear shock was leaking, TBH I thought Jamie who pointed this out was taking the piss out of me after all the dramas I've had with the FD. Thank you, Jamie, for bringing that to my attention. I would rather it happened here before I left than halfway 2 across the country, Stewart upon finding my dilemma quickly shot into action and introduced me to Graeme Norfolk who kindly told me to go home, take off the leaky shock and bring it to him first thing Monday morning.

I have to say again how chuffed I am at the support and knowledge from fellow members and the lengths some of the club members go to help others in need. This is not the first time this has happened to me and TBH I'm so grateful for the wisdom and knowledge that I will pay it forward in any way I can, this I promise. So, in the next journal I will be covering our travels across the country and I'm sure there will be some funny and hilarious pics to follow, till then take care and stay upright.

Regards Ben.



Daryl's rear end at Morgan Park...



GS's in the city!

**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes – 7 September 2023****Venue: Geebung RSL**

<b>Meeting Opened:</b>	7:30 pm
<b>Apologies:</b>	Bill Luyten, Matt Leitch, Don Grimes, Kate Farrar, Peter Ferguson, Steve & Rosi Johnson, Frank Hills, Graham Healey, Paul Maguire, Paul Hughes.
<b>Minutes of Previous General Meeting:</b>	<b>Accepted:</b> Duncan Bennett <b>Seconded:</b> Charlie Brown
<b>Number of Attendees:</b>	<b>39</b>
<b>New Members (Name &amp; MC):</b>	Thet Tun - R1200GSA, R1250GSA, R1200RS, Mark Woods R1100S, Mike Neely R1200 GS Rallye + Norton + Ducati
<b>Visitors:</b>	Nigel Smith (old member making an appearance), Ian Milton.
<b>Returning Members:</b>	Nil
<b>Treasurer Report:</b>	As per Journal
<b>Editor Report:</b>	More photos & articles please.
<b>Tools Report:</b>	Next Service Day will be on 21 October at Rob Wynne's place
<b>Regalia Report:</b>	BMW badges & stickers for sale.
<b>Records Report:</b>	Currently 264 financial members with 9 new members in past month. 25 members up for renewal at date of meeting.
<b>Events Report:</b>	Pitstop cafe meet up. Heritage race meeting at Morgan Park 20 Sept - parade laps for club members & BMW riders around the race track at lunchtime. Depart 9am Aratula Caltex. Commemorative shirts & regalia available for purchase at track. Richard Maher to lead local ride on Friday 22 Sept between the Centenary dinner and Bike Show. K bike rally commemorating 40 years since release of first K100.
<b>Secretary Report:</b>	Nil received
<b>Dealer Liaison Report:</b>	Apology
<b>Clubs Australia Report:</b>	Apology
<b>Vice Presidents Report:</b>	Apology

<p><b>President Report:</b></p>	<p>Centenary Dinner bookings closed with 92 paid. The Centenary Bike Display has 110 entrants currently. Trevor Dean sending 3 bikes R32, R4, R12.</p> <p>M&amp;W to have Centenary event on 16 Sept &amp; has requested 6 display bikes for their showroom on the day.</p> <p>TMR Road Safety to have display at our centenary event concentrating on their Ride to Zero campaign..</p> <p>State Govt has just unveiled Grants for rider safety training. In simple terms \$175/rider available + \$50 contribution from rider to undertake approved rider training. Max 100 candidates from any one organisation. BMWMCQ meets the criteria as an acceptable candidate organisation.</p>
<p><b>General Business:</b></p>	<p>Greg Gaffney has received detail of a 79/80 R100CS available for sale at \$8,000. Interested? Speak to Greg .</p> <p>Ian Milton from the Qld Early Mcycle Sports Club addressed the meeting on their forthcoming Qld Road Race C'ships at Morgan Park &amp; extended an invitation to all members to attend. Free entry to the meeting.</p>
<p><b>Closed:</b></p>	<p>8:25 pm, next meeting 5th October 2023</p>



**Duncan Bennett**      [regalia@bmwmcq.org.au](mailto:regalia@bmwmcq.org.au)      **Regalia Report**

There was a bit of a delay in getting my regalia presentation to the committee communicated this month, something about a celebration, I wasn't really paying much attention. Besides I hadn't quite got Gisele Bündchen or Chris Hemsworth over the line at that point to show the committee the latest in Hort Cat-chewer, both are locked in now. During September we were generally swamped by BMW 100th anniversary regalia and a lot of this will be available to the members, such as the key rings and stickers below, commercials to be decided but it should be good value for some true keepsakes. Again if you want anything, just email.....





## Bill Luyten

Hi again, Great to hear Paul survived what can be described as an almost end of "Make Life a Ride". Get well and back on the horse soon Paul.

## Service Day

The Club will hold a Service Day on Saturday 21st Oct at Rob Wynne's place starting at 0900 - 0930.

Location: 61-63 Saint Jude Circuit, Jimboomba (Just off Mt Lindesay Highway)

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

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

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

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

There are a few club members that can help you run the GS-911 diagnostic tool on your bike to check for any fault codes or reset a service reminder.

See you there!

## Repair Manuals

Two new manuals were recently purchased:  
F800 - Complete coverage of BMW F650, F700 & F800 Twins (06 - 16)

R1200 Liquid- Cooled Twins -

R1200GS\*1170cc\*13 - 16 \*R1200GS

Adv\*1170cc\*13 - 16 \*R1200RT\*1170cc\*14

- 16 \*R1200RS\*1170cc\*15 - 16

\*R1200R\*1170cc\*15 - 16

Various other repair manuals are available to

## Tools Officer's Report

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

### Club Tool Loan:

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

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



*The Rockster at the 100th Display*



## Darryl Gowlett

## Treasurer's Report

G'day Everyone,

What a week that was! Culminating in the bike display in the city. If you missed it make sure you pencil it in for the next one. BMW will be back in the air wing for that one. Congratulations to the organising committees for a great couple of events and doing our Club proud.

I hereby present to you the numbers. Lots of them, for your perusal and enjoyment. If you understand what they mean go to the top of the class and help yourself to the jelly beans. As you can see, most of the expenditure was for the Centenary celebrations and I'll provide a full account of it next month.

Ciao,  
Darryl

Trading statement as at: **September 27, 2023**

BoQ Balance as at:		August 26, 2023	\$ 31,181.47	Year to date		\$ 22,089.22
<b>Income:</b>	Membership	\$ 1,750.00		\$ 10,200.00		
	Advertising	\$ -		\$ 1,400.00		
	Regalia	\$ -		\$ 100.00		
	Tools	\$ -		\$ -		
	Events 100 yr dinner	\$ 1,320.00		\$ 1,590.00		
	Events 100 yr posters	\$ 270.00		\$ 13,366.00		
	Interest	\$ 3.77		\$ 22.53		
	Sundry	\$ -	\$ 3,343.77	\$ 1,770.10	\$ 28,448.63	
			\$ 34,525.24	\$ 50,537.85		
<b>Expenses:</b>	Administration	\$ -		\$ 1,523.65		
	Website	\$ 385.00		\$ 3,183.31		
	Paypal	\$ 30.45		\$ 157.08		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ 119.00		
	Events 100yr refund	\$ 120.00		\$ 10,681.01		
	100yr Paypal	\$ 27.90		\$ -		
	100yr dinner	\$ 5,820.00				
	100yr paraphernalia	\$ 1,342.90				
	Sundry Insurance	\$ 1,075.00				
	Banners	\$ 70.00				
	RFDS	\$ 315.40	\$ 9,186.65	\$ 7,945.21	\$ 23,609.26	
<b>Balance</b>			\$ 25,338.59	\$ 26,928.59		
<b>BoQ balance at:</b>	<b>September 27, 2023</b>		\$ 25,338.59	\$ 25,338.59		
<b>Term deposit:</b>		\$ 20,876.23		\$ 20,577.44		
Interest		\$ -	\$ 20,876.23	\$ 298.79	\$ 20,876.23	
<b>Available:</b>			\$ 46,214.82	\$ 46,214.82		
	<b>RFDS donations</b> Maggie's bikkie run		\$ 315.40	\$ 1,428.21		





## Greg Gaffney

## Records Officer's Report

It was very rewarding to see the 100 year anniversary events go off so smoothly and it was fun having my bike parked in Reddacliff Place for the second time in five years. I was particularly pleased with the on-line registration and payment system for the dinner. This was something I was apprehensive about however it performed extremely well.

Cheers,

Greg

## Welcome to New Members:

**John Higton, BURPENGARY, R1250GSA**

**Brad Speirs, KING SCRUB, G310GS**

**Greg Cubis, GLENVIEW, R75/5**

**Glenn Garaty, BELLBIRD PARK, R1100S**

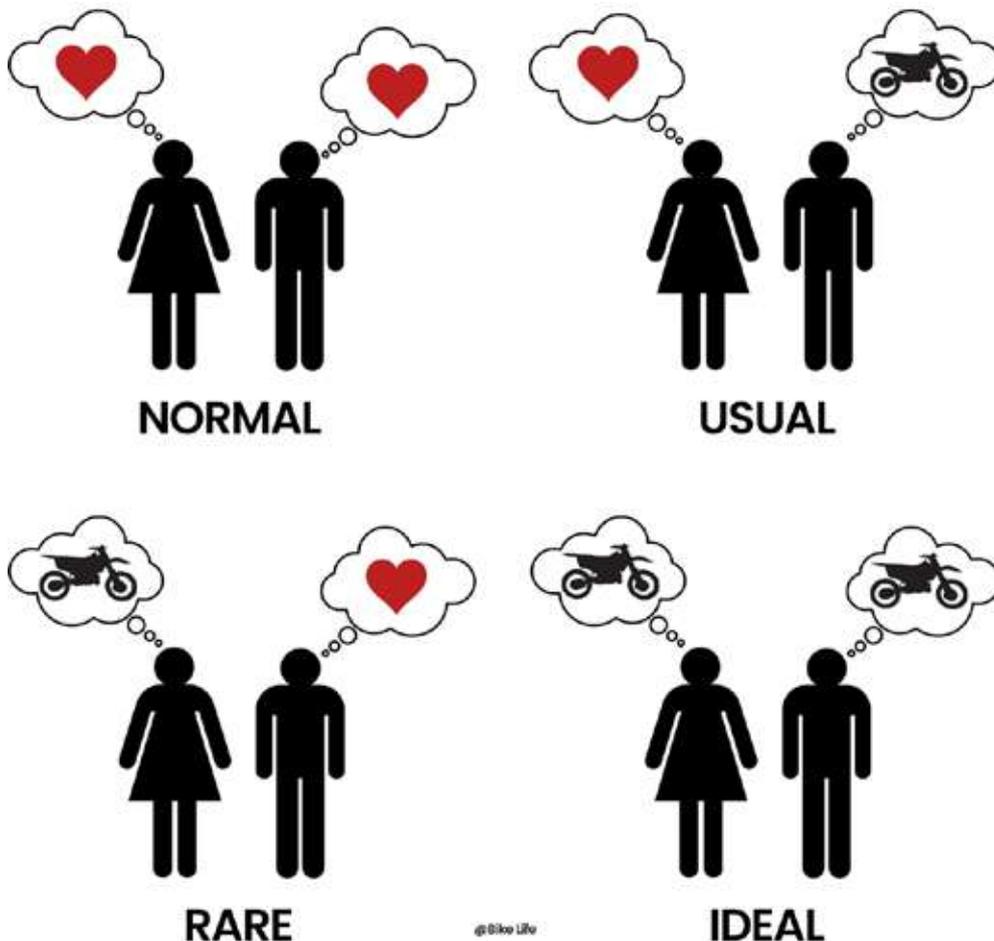
**Mike Neely, UPPER KEDRON, R1200 GS Rallye X**

**Alex Rudd, THE DAWN, R1250RT**

**Jarret Clayton, CHERMSIDE SOUTH, R1200LT**

**Nick Garlin, TANAH MERAH, R1250GSA**

**Juju Huang, WEST END**





***See the photo on Page 51 for yet another example of a BMW G450X lying down. This one claimed to be the result of a KTM parking on the back wheel though....***



## Lady Shirts



[2LPS](#) - \$33.50  
65% polyester  
35% cotton



[2LCP](#) - \$34.50  
65% polyester  
35% cotton  
*Comfortable  
and alluring!*



[7LPI](#) - \$35  
100% polyester  
*Only for those in the A  
set!*



[ICE Tee](#) - \$28.50  
Cotton  
*As worn by Cleopatra!*

## Bloke Shirts



[210](#) - \$33.50  
65% polyester  
35% cotton



[2CP](#) - \$35.50  
65% polyester  
35% cotton



[7PIP](#) - \$38  
100% polyester  
*As worn by Toby  
Price's gardener!*



[ICE Tee](#) - \$28.50  
Cotton  
*As worn by Tutankharmun!*

## Gender Neutral Hats & Bags



[AH695](#) - \$18  
Bucket Hat  
Sandwich Design  
(with trim)



[AH715](#) - \$17  
Bucket Hat.  
Not all that  
gender neutral.



[AH230](#) - \$16  
Cotton Cap.  
Cooler than  
a beanie.



[Ladies](#) Vests  
\$56.50



[Non-Ladies](#)  
Vests \$56.50

**B2B essential PPE!**



[Metro](#) - black/charcoal or black/royal -  
\$25.50



[Swiss](#) - \$40.40



[AH742](#) - \$18  
100% Wool  
Beanie



[AH770](#) - \$18  
100% Cotton  
Beanie

**Get one of these on ya bonce!**

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

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

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

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

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

*Shirts/Vests order:*

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

*Bags order:*

Bag product name	Quantity	Colour
Metro		
Swiss		

*Headwear order:*

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

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





*A story in photos by Richard Maher.*





*By Duncan Bennett, Member #4171*

A wealth of new BMW's on display? The opportunity to ride one? Like an 8 year old ( $\pm 50$  years) catching sight of a Zeppelin-sized fairy floss on a stick, of course temptation could be resisted. By resisted, I mean given into immediately. Semantics.

The chosen chariot for moi was the much-maligned F850GSA. The BMWMCQ members choosing the 850 as their ride is still out-stripped by members drifting on the old fantastic off-road workhorse; the F800GS. Why? The answer is simple in the context of our wide brown land - fuel capacity, and weight. And not just in the wide brown land; our ride leader in South America was on an 850GS, and fuel was perpetually a crisis with a range of  $\sim 300$ km while those on R1200/1250GSes, Suzuki V-Stroms, and Triumph Tigers chuffed along happily knowing 400km was a doddle.

As per BMW post-2018 protocols, mid-range adventure bikes have two options; huge fuel capacity or ridiculously small fuel capacity. But the larger 1200/1250 models don't have the same problem. The R1250GSA is supplied full of fuel, and thoughts of re-fuelling this tanker only need to come into play when the 20,000km service is booked. The R1250GS has 20 litres capacity; more than enough in most parts of the world. The 850GSA holds 24 litres, maybe a smidgin too much, but 15 litres in the 850GS means perpetual fuel anxiety.



**Mount Up & Ride**

Unfortunately the same fuel capacity is in the F900GS, coming to a dealer near you soon.

Enough whinging, get on and ride.

The control and electronics are familiar to anyone who has owned and/or ridden a modern GS - a great TFT screen which is easy to see and use, cruise control, quickshift, all the essentials. For a heavy bike (around 220kg dry) it just doesn't feel like it, perhaps because it has good ergonomics for both sitting and standing, with a very small "waist" that makes it easy to move around on.

So off we went, with Cindy getting in front on the CE 04 which has the wheelbase of a B-double. Those of us at the back were trapped at the lights, no dramas except I was mucking about with the modes or something and stalled when they surprisingly went green. Black mark for the GSA there, it couldn't be my fault.

Now dead last except for a scooter, I wasn't having any of that. We worked our way up through Hendra via the

back roads, then finally onto the on-ramp for the M1 where we pulled over to wait for the scooter rider.

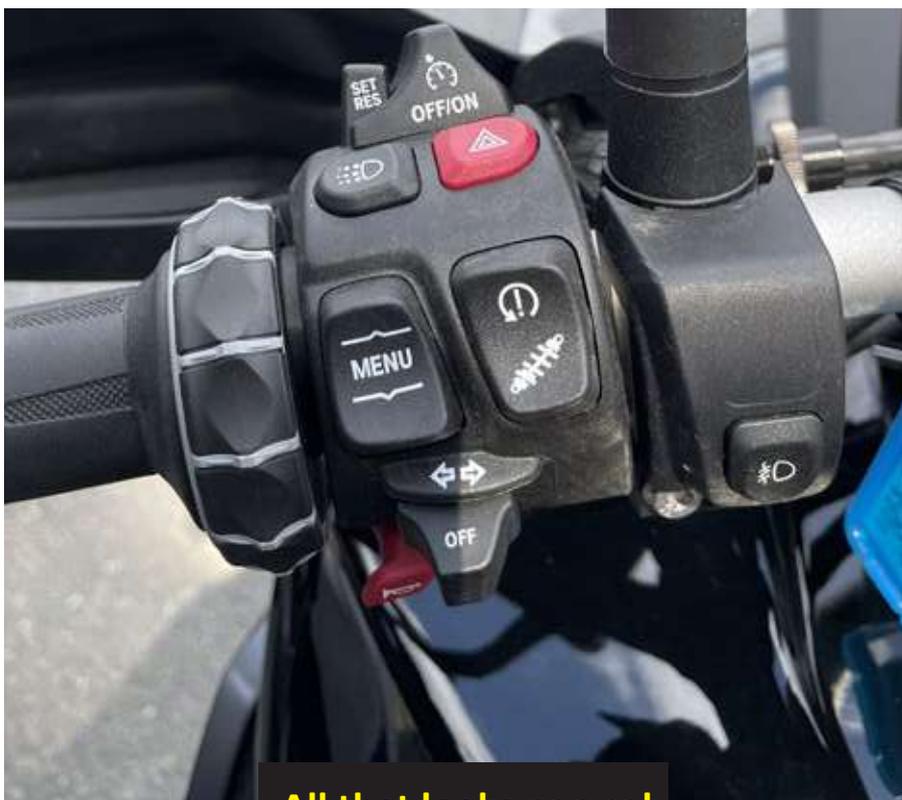
As it turned out, our test ride leader knew where the destination was, Nudgee Beach, but as he'd only been taken on a quick recce run that morning it was a miracle we'd gotten as far as we had. Some consultation and guesswork - don't we get off at the big servo? Oh thank heavens, yes!

Some mucking about with the modes on the run up the freeway, and BMW make this a joy compared with a marque which I dearly love but won't name. Apparently rules in the country of origin make it illegal to take off ABS and traction control while moving, that's all that I've been able to work out. Changing modes on the GSes is just so easy, as is the suspension settings, almost no distraction when hoofing along at 100kmh in the usual randomly weaving M1 mess.

Dynamic mode is a favourite of mine on BMW test rides, heavy throttle activation and launching into the back of a scooter just adds to the experientialist learning, i.e. don't do that again.

At Nudgee Beach, no sign of the CE 04 so we old petrol people naturally assumed the RACQ was trying to do a road-side re-charge somewhere back near M&W. A brief discussion on the pros and cons of the various bikes, and we were back to M&W where the CE 04 was safe and charged, they'd just gone somewhere else.

So the key points? It is a very,very nice bike to ride. The 850GSA just seems light even though it isn't, and the mod cons and the 21" front would make it pretty formidable off the beaten track. BMW are trying to recover ground lost to its competitors in the white-hot mid weight adventure market with the release of the 900GS and 900GSA, but although the GS comes in at around 200kg dry it only has 14.5 litres of fuel so not even 300km, and the GSA is the same weight as the 800GSA, i.e. around 220kg dry to carry 3 litres more fuel than the KTM 890 Adventure R (190 kegs dry) and the Triumph Tiger 900 Rally Pro (200 kegs dry). They'll get there eventually.



All that looks normal



# CELEBRATING 100 YEARS

JEGSept2023

It all started back in 1923  
When Max Friz wondered, “Could it really be?”

Designing the 1st motorcycle for BMW

He gave it the title, R32

With its boxer engine & shaft drive as well  
He was onto “something” he could just tell

It’s been 100 years since that historic feat  
And still the boxer engine is pretty hard to beat  
Recognition of this milestone had to be just right  
An exhibit of BMW motorcycles - oh what a sight!

100 great machines spanning 100 years  
Trevor’s R32 almost bringing some to tears

To celebrate the occasion there was a gala dinner  
All who attended said it was a winner  
Andreas from BMW Motorrad was our special guest  
Of our celebratory efforts he was most impressed  
Organisers & exhibitors we thank you one & all  
BMWMCQ really stepped up to the call

*By Tony Gray, Member #3905*

There is an old saying that a journey of 1,000 miles must start with a first step. That seems like a perfect introduction to this story of 15 months duration that culminated in the Club's celebration of the centenary of BMW Motorrad.

The 2022 Club Committee at its June meeting embraced the idea of putting on a celebration event for the Centenary the following year. The idea was for two events being a sit down dinner and a bike display. Sub-committees were formed where we looked to harness expertise from the wider club but having committee representation and accountability. The dinner sub-committee comprised Cindy Bennett, Tracy Hepburn, Paul Hughes while the Bike Show sub-committee comprised Peter Ferguson, Gary Bennett, Tony Gray. Here I will concentrate on the Bike Display at Reddacliff Place on 21 September 2023.

There are many very experienced, talented and dedicated people in the club who I could have invited to fill these roles but Peter & Gary proved to be excellent choices. No CVs were sought and no interviews conducted. Both men to their credit immediately accepted the invitation but sometime down the track there must have been

'what have I put myself in for' questions. They offer a combined 63 years of club membership, Gary is a life member and Peter a three time President, they network extremely well, have a great knowledge and ownership of different R, K & G model BMWs. Gary is the club historian and organiser of the Cane Toad Rally (together with Darryl) and Peter displayed his organisational skills when the club pulled together to help recover MMM Boxerworks after the 2022 floods.

Two potential sites were considered for the event - Southbank where the Club had staged its 50th anniversary show in 2008 and Reddacliff Place where the Ducati Owners Club of Qld had staged their 40th anniversary show in 2017. The options were quickly reduced to one when Southbank advised they were already booked - 15 months in advance. Our focus turned to Reddacliff Place which is controlled by the BCC. Notwithstanding all of the boxes that needed to be ticked to get the required approvals, dealing with the responsible people at the BCC was smooth and seamless.

There is a picture that shows the faces of three innocents as we sat down over a coffee in Samford almost exactly 12 months out from the event date. Promotion, bike criteria and selection, logistics - the list was long. I was



reminded of a saying from Les Fitzpatrick when we had stared down the barrel of a mountain of work to rebuild the flood devastated Boxerworks - How do you eat an Elephant; a bite at a time. That day we started nibbling. We set ourselves a goal of 100 bikes for the centenary with a focus on variety, signature models and the lived experience of BMW ownership. The year 2023 was also the 40th anniversary of the release of the K model and the 50th anniversary of the release of the mighty R90s. Both of these anniversaries were to be recognised with a suitable bike display.

We had to win the hearts & minds of not only BMWMCQ members but of the wider BMW community. Our vision for the event was grand but we needed others to embrace that vision. We knocked on the doors of the various clubs, social groups and Facebook communities but the flow of bikes was initially a trickle. Peter approached Steve Austin of ABC radio (a Moto Guzzi riding motorcycle tragic) and he gave us air time initially to promote the event and encourage owners to nominate their bike and then one week out from the event to encourage the public to roll up. Paul Hughes secured us the Holy Grail of an original R32 from Trevor Dean's Sydney based collection. This bike had been a showpiece bike at the 'Art of the Motorcycle' display at GOMA in 2020/21. It is impossible to downplay the importance of this bike to the display. It gave us that distinct signature model that was to be our main building block. Trevor's generosity was ultimately extended to include an R4 and R12, all beautifully presented.

My very talented D-in-L Camilla produced the poster design of the R32 that was distributed to dealerships, coffee shops and across internet forums. Slowly but surely the trickle started to flow. We had also taken a change in direction. Initial promotion had called the event a concours - all shiny, polished and chasing awards. That was not our intent. The event wording had a subtle but significant change to 'Bike Show'. We wanted to display BMWs and their owners, how they were used, the adventures they had been on and the scars they may have earned along the way. There were no awards apart from

the satisfaction of displaying and being able to discuss your pride & joy with an admiring public.

A lot of detective work was required as a snippet of information led to a rock being turned over and a previously unknown model exposed. This was the exciting part of the exercise as we discussed the what, who and where. There could be no better example of this than the extremely rare Rennsport race engine. Gary had got a sniff of this engine and pursued it - we were not confident that we had it secured until the actual day. This is the only Rennsport engine in Australia according to owner Neale Gentner who bought it down from Nambour. A BMW guru in the form of Mark Morrissey had never seen one - they are as rare as rocking horse poo. See side story on the history of this engine.



### ***The Brains Trust***

We gave a very relieved sigh when the number of registered bikes passed 100. The list of bikes included 8 pre-war models and every decade thereafter. We had the alphabet of R, K, F, G, S models as well as sidecars, race & custom bikes. No one was excluded. Gary did a brilliant job recording every bike's details on A5 sheets that he printed, laminated, guillotined, eye punched

& attached bands to secure to the bikes LHS grip or mirror - a mammoth job. The attached image shows the example for Bike #61 - my R60/6. Darryl Gowlett produced a digital layout plan that the BCC said was the best they had received. The morning of the event saw a very early start for Gary & Darryl as they laid out and numbered the bike positions in chalk on the pavement.

**100 YEARS**  
of  
**BMW MOTORCYCLES**

**BIKE**  
**061**

Model	R60/6
Year	1976
Total Km's	36,000
Longest Trip	Uluru and Kakadu

**BIKE HISTORY / STORIES**

The R60/6 was the last BMW R series bike fitted with a front drum brake. The R75/6 and R90/6 of the same model year came fitted with a front disc brake as did the next and last model, the R60/7.

This bike was purchased new from Morgan & Wacker BMW in 1976 by a Collinsville farmer. It spent the first 10 years of its life with occasional trips between Collinsville and his other property in Armidale. When sold after 10 years, the bike was still fitted with its original tyres. A fellow farmer and friend of the original owner purchased the bike and she spent the next 30 years in a hay shed in Armidale. She had one long trip to Uluru & Kakadu and one trip to the Adelaide GP. She spent most of her life just being rolled over. She was purchased in 2017 and was restored. The bike started and ran smoothly despite being inundated with mud wasp nests in the air box, brake drums and starter motor housing. Apart from all bearings and seals that had perished with age and inactivity she remained very reliable. She retains the patina of age but is a reliable, relaxed ride.

BMW Motorcycle Club of Queensland

coincided with the NRL & ARL preliminary finals being staged in Brisbane later that night so the city was abuzz with people. It was impossible to estimate how many people passed through the show but it would have been in the thousands.

The written accolades after the event from the BCC, Trevor Dean, Tony Ward of M&W, TMR and others reinforced what we had witnessed and were told on the day - this was a brilliant display that enhanced the marque as well as the club. All of the hard work was worth it. Hard not to thank everyone without risk of missing out or offending someone so my apologies in advance if that is the case, it was not intended.



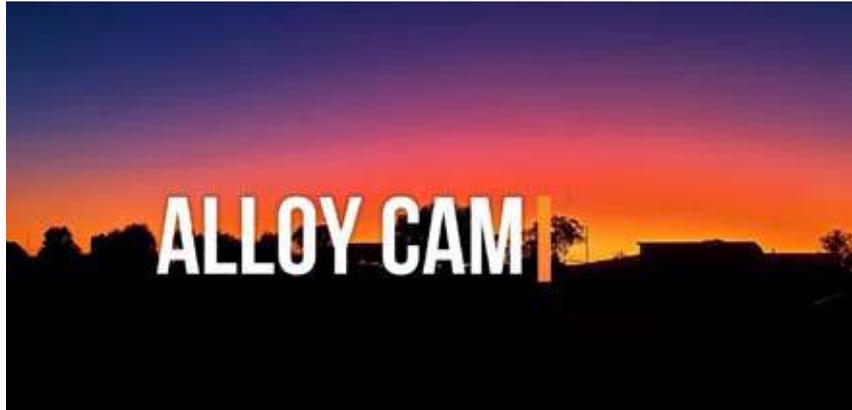
**Trevor Dean addresses an attentive audience**

There was a veritable hive of workers on the day in their matching shirts directing, marshaling, placing bikes and parking trailers while the ladies managed the club table and cloak room handling inquiries and looking after helmets & jackets. Meanwhile during all of the controlled movement of bikes Richard Maher and Jim Campey snapped away capturing the magic of the day. This was just as well as Gary, Peter and I were so busy making sure everything was running smoothly that we really didn't get a chance to fully appreciate the show!

The bikes were brilliant but it would be nothing without the people. Old club members many of whom we have not seen for a long time were out and about renewing old friendships. To mention but a few in Ian Aitchison, Noel Sopeer, Peter Allan, Chris Hodges, Mark Morrissey, Steve Bryant & Lyn Dyne from the GC Club and many current and former club members. The event also

To Gary & Peter, it was brilliant working with you both. To Darryl for his skill and hard work in making the layout plan work, to Richard & Jim for their photographic skills, to Sue, Jane, Kate & Hayley for managing the club table, to the club committee Cindy, Duncan, Paul, Geoff, Greg, Ben, Bill, Don & Darryl for their marshaling and organising, to Trevor Dean for his very special bikes & commentary giving their story, to Tony Ward and the team at M&W who managed the transfer of Trevor's bikes and the current BMW models and to all of the club members who came, saw and enjoyed.

I can say with total confidence that this was a unique and unmatched display of BMW motorcycles ever seen in Australia with a depth of models that spanned 100 years of development from the very first to the very latest. It is fitting that it was staged here in Queensland, home of the oldest BMW Club in the country. What a day to remember.



*By Cameron Coles, Member #4051*

The second episode of Cam's Africa Safari is now up on YouTube, click the link below to enjoy and please like the video and leave a comment, this really helps.

<https://www.youtube.com/watch?v=nTaUp8JMJaY>

**Thanks to Jim Campey for the below pics from the 100th Display at Reddycliff Place**



*By Tony Gray, Member #3905*

The BMW Motorrad Centenary celebrations kicked off at Morgan & Wacker on 16 September but it was a very different Morgan that led the follow up event on Wednesday 20 September - Morgan Park Raceway just outside Warwick.



The genesis for this event started with club member and road-race tragic Chris Robertson introducing me to Ian Milton of the Qld Early Motorcycle Sports Club (QEMSC). Ian owns an R60/2 but races a Vincent-engined road race outfit had an idea to celebrate the BMW Centenary with a parade lap (or two) for all BMW Motorcycles. This was added into the Club events diary as a mid-week ride. Ian made a guest appearance at our August general Meeting and issued an invitation along with some detail of what to expect.



Our departure place was the Caltex Servo in Aratula and there was indeed an impressive display of BMW motorcycles - 22 ranging from Stuart Wade's R1150GS based outfit, the airheads of Tony Malone, Mike Stokes, Chris Robertson, Brian Floyd, Craig Brennan, Gary Stirling and a myriad of



oilheads, hexheads, camheads & wetheads. More bikes joined us at Morgan Park as well as having Nick Hese who was working as a flag marshal to wave us on. This was a very casual relaxed day with a great variety of race bikes on show where you could get up-close and personal with the bikes & riders. The smell of two strokes was back in the air with the stokers ranging from a lightly modified BSA Bantam to a full race blown 750/3 Suzuki Waterbottle. There were Nortons, Triumphs, Indians, Laverdas and Ducatis aplenty.

Ian's Vincent was very impressive - I had mixed feelings about this beast as Ian had half tongue-in-cheek presented the opportunity

to fill in for his injured 'swinger'. I never got to raise this potential ride with Jane as a very recent double hernia operation had me on light duties - passenger on a Vincent race outfit didn't quite fit the criteria of 'light duties'.

There was a fair bit of confusion dealing with officialdom in the form of the event ACU steward but eventually we got underway behind John Downs R75 based race bike. Everyone enjoyed their near 2 laps of Morgan Park and would have continued for many more to 'clean up their lines' if it had of been possible. John kindly bought his race bike along to the following Saturday's Display Day so we could have a much closer look at this immaculately presented period race bike.



This was a new experience for many who had their first chance to ride on a race track or even in fact attend a Motorcycle Road Race. It was a lot of fun so the pressure is on Events man Ben to get us all to another meet - perhaps Philip Island next hey Ben?



*By Tony Gray, Member #3905*

Did you visit the BMW Motorrad Centenary Display on 23 September? Did you venture down to the southern (river end) of Reddacliff Place away from the vast array of beautiful BMW motorcycles and sidecars? If you answered yes to these two questions then you were likely to have seen the rarest BMW engine on display - the only Rennsport BMW race engine in Australia according to proud owner Neale Gentner. This engine does not see the light of day too often so we are very appreciative of Neale for bringing it down from Nambour and to Gary Bennett for his persistence in convincing Neale that the trip south would be worthwhile.

So what is a Rennsport? The word is German for "Racing Sport" and the engines carried the RS on their designation - Type 253RS / RS54 being the long stroke motor of 492cc and the Type 253RS short stroke motor of 494cc capacity. The motor was used in the post-war period in solo bike form with limited race success but it was in sidecar racing where the RS motor would dominate the sidecar World Championship winning 19 World Titles over a 21 year period between 1954 and 1974.

Neale purchased the engine in 2000 from the Bayliss family after father Stan had passed. Stan and son Steve Bayliss were synonymous with sidecar racing in Australia during the 1970s. Their green machines number 30 and 31 were always immaculately presented and set the standard for the class back in the day. I well remember watching them at Bathurst, Lakeside and Surfers Paradise, usually racing each other at the head of the pack.

The story that Neale has is that the RS motor was being raced at Bathurst in 1973 by Terry Lauer. Terry had spent a lot of money getting the engine built by Sydney based road race champion of the 1930s & 40s, Don Bain. While contesting 3rd place in the Junior Sidecar event behind the Bayliss Honda engined outfits the engine dropped a valve and was retired. Terry was a bit peed off and did a deal in the pits with Stan in exchange for (use or buy?) a Honda outfit. By that stage the RS motor was 20 years old and no longer competitive with the 4 cylinder Honda & Kawasaki powered outfits. Neale has a copy of the race report as printed in Cycle Australia July/August 1973.

The RS motor was housed in a Rob North designed chassis. Our Triumph riding editors will



no doubt recognise Englishman Rob North. He was the designer and builder of the frames that took the legendary Triumph 750/3 T150 engined 'Slippery Sam' to five consecutive race victories at the Isle of Man production class TT in the early 1970s.



It would appear that Stan Bayliss had the RS motor repaired but it never raced again. There was far more interest in the Rob North chassis which was modified to house one of the new TZ700 4 cylinder 2 stroke race engines from Yamaha. Unfortunately parts of the RS specific components were removed and that is how the chassis remains to this day.

When Neale acquired the engine and chassis it came with a 4 speed

gearbox even though Neale had evidence that at some stage it had a 5 seed gearbox - possibly sold separately. Here is Neale's description of the motor he received in the purchase:

RS engine appears to be fairly original spec long-stroke RS54, except it has short-stroke 70mm billet Nikasil cylinders on a long-stroke engine (common UK practice for period capacity class), also Magnesium sump and valve covers. Ignition has been upgraded from original Bosch magneto to a racing Bosch generator & contact breaker unit which uses separate HT coils for better and more reliable spark at higher RPM. The 70mm cylinder bores require re-nikasil. The 70mm pistons have been very well used, and appears that the damaged 70mm piston from the 1973 Terry Lauer dropped valve incident, was welded and re-used by Stan Bayliss.



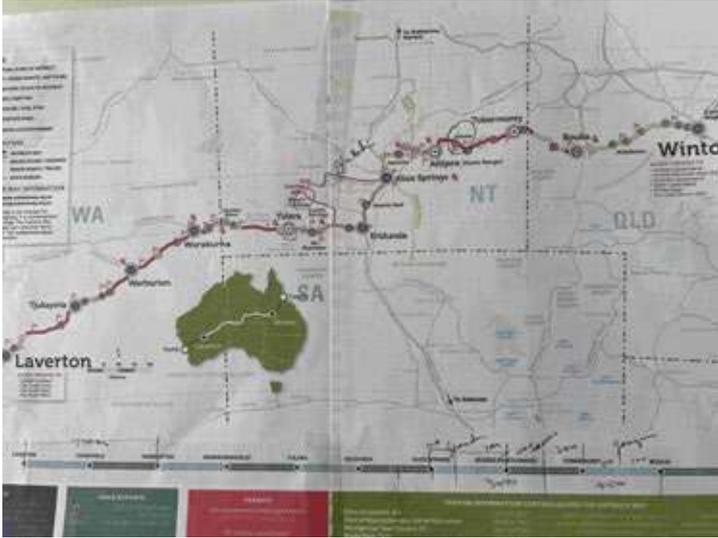
The bike was last ridden at Bathurst in 1974 during filming for the very B grade Australian Movie 'Sidecar Racers', probably as shown in the photograph above. It has a short cameo appearance.



So there you have it, a very rare piece of BMW race engine history right here in Queensland and we got to see it with valve cover removed thanks to the generosity of Neale Gentner. Thanks Neale.

**By Deiter Harm, Member #1206**

I first looked at this road over 10 years ago but carrying sufficient fuel & water for the 770km section between Warburton and Laverton seemed a challenge too far.



At last years Off Centre Rally, I met Chris who had been talking with Graham Healy and indicated he would like to give the GCR a crack, so we decided to team up. Chris lives in Europe but visits a friend near Cairns, so we agreed to meet up and commence the adventure in Charters Towers.

In preparing for the trip I was conscious of keeping the weight low for the sandier sections and debated whether I could afford to take my cooker, Cobb. In reality it was not just about riding the GCR, it was about experiencing the isolation of Central Australia and sitting back at night time to take in the million star views. Cobb doesn't just cook comfort meals, she provides fire & warmth on cold chilly nights. When the Ngaanyatjaraku Council (WA) and Central Land Council (NT) sent my permits to travel the sacred land, Cobb also received her permit for the adventure.

On the way up to Charters Towers, I camped at the Discovery Campground in Biloela. This provided an insight into changes occurring at numerous Discovery Campgrounds I would encounter. They generally only had powered sites with ensuite facilities, no unpowered sites and general use amenities. Cabins were

generally reserved for the Miners, with the kiosk/bistro areas now exclusive to Miners as a Mess. They were really just catering for Miners and Grey Nomad Caravanners. Despite the extra cost (\$40), I quite liked the powered ensuite setup as it has an external light which assists with cooking and you avoid the early morning communal amenities stench by having a private shower & toilet.



After catching up with Chris in Charters Towers, we headed straight for Winton. To avoid the highways, we turned south at Torrens Creek and picked up the Bowen Downs and Morella Muttaborra road, both of which had plenty of ruts and dust to prepare us for the days ahead. Dinner at the Tattersalls saw a full house with the Grey Nomads enjoying their sunset drinks.

It was then on to Boulia for supplies, with some sightseeing on the Cawnpore Lookout.



This area is characterised by Mitchell grasslands and low acacia woodlands. Our first bush camp would be on the banks of the Georgina River after turning onto the Plenty Highway at Boulia. This area was extensively

flooded earlier in the year and significant pools of water remained making for a refreshing dip. River gums and bloodwoods provided expansive shade and there was an abundance of birdlife.



Chris has worked a significant time in Namibia and I soon noticed had a passionate hatred for flies. He had a heavy duty Namibian fly mesh hat and the routine was, bike helmet off, fly mesh hat on. It received a real workout over the following weeks and flies would become a continual source of banter between us. I have included an excerpt from Len Beadell's book "Outback Highways" as an indicative description of fly densities.

I was a metre closer to the source of the aroma, and this didn't help a bit. Furthermore, I was trapped in the confined space of the driver's seat, and any attempt at retreat was foiled by the radio transceiver box installed in place of the middle seat. Forward evacuation was thwarted by the door which, although slightly ajar, was held by what easily could have been a hand, obscured completely by the flies. When the time came to breathe inwards once more, after exhaling for only half a minute I just had to push open the door enough to permit my escape.

Admittedly the day had been warm, but as there hadn't been much rain for about a year and with the bathing facilities as scant as they were in the desert, the likelihood of even a personal rinse since the last good downpour was extremely remote.

Not a word in either of our languages had as yet been uttered, as conversation necessitated periodic inhalations which, as well as the



scented atmosphere, would have drawn in a hatful of flies with every breath. The Aboriginal, still gripping the door to save himself being knocked over as I plunged out into the open air, thrust the swarm of insects on his shoulders in through the window, obviously in search of anything edible. How he could see beyond his quills studied me. At last standing

Len Beadell was responsible for construction of most of the roads in Central Australia including the Canning Stock Route, Tanami, Giles and Gunbarrel. Plaques dedicated to Len Beadell are regularly located along the GCR. Len's construction crew comprised Len surveying and living in his Land Rover, a bulldozer guided along the proposed path by Len reflecting sunlight from a mirror, a grader following and making several passes over the cleared path. Finally there was a truck carrying their supplies and assisting with any debris removal. It would be great to present this Work Method Statement to the CFMEU as best practice, but then it dates prior to a Union dominated era when Productivity was still an Agenda item at meetings.

The next opportunity for fuel was at Tobermorey Station.



Tobermorey is a nice peaceful location which also sells Mrs Mac pies and coffees. I also took the opportunity to get some cryovac packed meat from their freezer cabinet for the nights bush camp. We pushed on towards Jervois Station making good time, the landscape comprising dunefields and spinifex hummock grasslands. This section skirts the northern portion of the Simpson Desert with access available at the Tarlton Range turnoff. We fueled up and camped at Jervois Station, the shop selling some chocolates, crisps and soft drink cans but no bottled water. The owner was adamant the bore water was fine as it is sourced from the adjacent Plenty River and it did indeed

tasted great. What was not so great was the cryovac meat package, the bacon was fine, the sausages when barbequed were terrible, the green mince was something not to be tampered with. By roasting the sausages in onion and beef stock with plenty of rice, we used all our remaining wine and survived the night.



The next destination was to be Ormiston Gorge after some supplies shopping in Alice Springs. This section of road connecting to the Stuart Highway was quite sketchy as the middle was a bog and if you moved to the high side to limit corrugations, it was difficult to cut back again. The road parallels Harts Range (north of the East MacDonnells) and the landscape comprises low granite ranges with mulga and acacias on red soils. We eventually made it into Alice and Chris was despatched to the Tourist Office to sort paperwork whilst I stood guard between the light fingered locals and our bike possessions. Chris soon returned with a big smile saying that I must present myself in person to the Queen at the Tourist Office in order to purchase a \$5 Mereenie Loop Road Permit, this being so we could avoid the Stuart Highway to get to Yulara. I was duly lectured by HRH on the sacredness of our purchase and also on NT Alcohol Restrictions. We alternated security on the bikes to complete our shopping before heading to a Bottle-O to await the 3pm alcohol purchase time. Chris completed the wine purchases informing the Police the wine would be consumed with a friend, at a location down the road when we find a bush camp. We headed for Ormiston Gorge and as we left, the

## THE GREAT CENTRAL ROAD

drive-in queue at the Gap View Hotel bottleshop was over 200m.

The ride out to Ormiston Gorge is very nice with great views of the West MacDonnells and Mount Zeil. With Glen Helen Gorge Campground now closed, Ormiston Gorge was quite packed but we had alcohol again, happy days. We spent some time exploring the Gorge, sledged some sad hiker faces doing the Larapinta Trail, before heading to Kings Canyon via the Mereenie Loop.



Note with Glen Helen closed, the Fuel Station Credit Card Facility was also no longer operating, despite signage stating otherwise. With nearly 500km between Alice and Kings Canyon, it was lucky we were carrying spare fuel bladders.



The Mereenie Loop is advertised as a scenic journey with spectacular surroundings. It was a corrugated sandy crappy road with only the size of the camel dumps and Gosse Bluff being spectacular. Kings Canyon could not come quick enough, yes we had run out of alcohol again, it is a dry land. We stayed 2 nights so that

we could hike the Rim Walk and really enjoyed the facilities, especially the happy hours.

Yulara was our last opportunity to load up with supplies and alcohol. I hit the IGA and the Outback Hotel, Chris chatted with the locals and flies. Obligatory photos of Ayres Rock and the Olgas and we were on our way to Warakurna Roadhouse.



This area comprises the Central Ranges and includes mountainous terrain (Petermann Ranges) interspersed with red soil plains and low woodlands. Fortunately we stopped near Lasseters Cave for a break, as shortly after this we encountered the sandiest section of the trip just before Docker River. It was a full on effort leaning back, lifting the front wheel and hammering the throttle. We both agreed things would need to be really bad ahead, if we were to return through that section. Shortly after we saw a sign, Schwerin Mural Crescent, named by Ernest Giles in 1874 for the Princess of Schwerin, Germany.



Chris is German and that night over bottles of red we theorised why the wily old Scot would name the range after the Princess of Germany.

I have since googled her and she did indeed get married in 1874, but unless Wikipedia are using a really bad photograph, we drank way too much red for our theories. I can however confirm that Ernest Giles and Ludwig Leichhardt were friends from their Adelaide based exploration days, so there may be a connection there.



Warakurna Roadhouse provided our first opportunity to sample the Opal fuel used in Central Australia. Note the fully enmeshed fuel bowsers. The operators also had a chuckle about our description of the Docker River sand, they had assisted some Bikers earlier in the week. They also warned of issues at Warburton as we headed off to find a bush camp. It was another brilliant night with the Milky Way turning on the full horizon to horizon cloudy arc.



Heading west to Warburton comprised having the Gibson Desert to the North and the Great Victoria Desert to the south. The landscape comprises red sand plains and dune fields with mixed shrub steppes of acacia. It is very arid and thirsty country. Warburton Roadhouse is opposite the community area



and was well stocked with fresh vegetables and meat products which I purchased for our nights camp.



There is significant barbed wire over the camping and accommodation area which should provide good security, though we would push on for a bush camp. We stayed about 30 minutes to enjoy a Breaka and Mrs Mac pie and were treated to some cars turning up for some "humberging" and the police arriving shortly after, some sort of clan issue.



We made it to the Tjukayirla Roadhouse and were enjoying a break when a Pajero from Warburton turned up and at least 14 people piled out. One recognised me from buying "really good meat" at Warburton and we became best mates. I would love to elaborate but some things are best not documented. Suffice to say we headed off to find a bush camp and they flew passed for more clan business at Leonora.

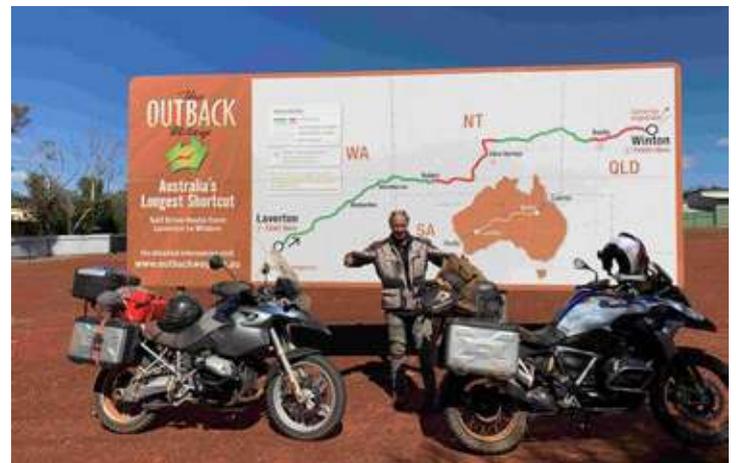
It was another brilliant night under the stars though all our red cordial had evaporated in the dry conditions. I must admit that rising before sunrise to do the business before the

## THE GREAT CENTRAL ROAD

flies arrived was wearing thin. The red sand was encroaching on areas it had no right to inhabit and various fittings such as the petrol cap were jamming up. The flies were getting far too friendly.



The run to Laverton saw a marked increase in the number of abandoned cars and we celebrated completion of the GCR with coffee and cake at the Visitor Centre.



After a week of bush camping we were both keen on rooms to catch up with some badly needed washing. Laverton held no appeal so we pushed on to Leonora which was worse. Groups were standing on corners and with most of the shops boarded up it didn't feel right so we headed for the exit and on to Leinster. Leinster is a mining (nickel) town run by BHP and we duly found accommodation at the pub. We were informed alcohol bans had been placed on Leonora due to some clan violence and some restrictions were also in place in Leinster. As we were tourists we received a stamp on the wrists to distinguish us from locals and the bar

was ours to celebrate. The problem was we now needed to ride some 6000km back to the East Coast.



We headed to Wiluna for fuel and contemplated the signage which suggested we could ride 2000km on the Canning Stock Route to Halls Creek or use the Gunbarrel to ride 1880km back to Alice Springs. Somehow both bikes were quickly off heading for Broome. On the way we dropped in to Karajini NP but the campgrounds were fully booked. Dales Gorge and Fortescue Falls are quite scenic but the expectation that you camp outside the NP and drive 200km to day visit the Gorges is ridiculous. The Visitor Centre was disappointing as was the Mt Bruce area.

On the way to Broome we stayed at the Eighty Mile Beach campground which was very enjoyable. My original intention was to fit new tyres in either Broome or Darwin. Broome was too busy but we were able to arrange new tyres to be fitted in Kununurra at Allgear Motorcycles which I can highly recommend.



The Kimberleyland campground adjacent to the Lily Creek Lagoon is very pleasant and well run with regular text reminders to lock your doors when using the amenities. There were also regular security patrols with a searchlight that would catch you out when relieving some

hydraulic pressure on the tree adjacent to the tent.



The Fitzroy Crossing Bridge was destroyed in the February floods with the new bridge not due for completion until mid 2024.



The temporary low level causeways will soon be covered with water when the wet season arrives and the only sealed east-west access across Australia will be across the Nullabor Plain, amazing. I noticed all the campgrounds, Fitzroy Crossing, Halls Creek, Timber Creek, Victoria River and Katherine were all down at least 50% in capacity to when I last passed through 5 years ago. Chris was able to get a flight to the Bungle Bungles from Kununurra but the helicopter trips I had used from Warmun had all closed up. Similarly no trips to Mitchell Falls were available due to low demand. Perhaps tourists are starting to avoid the Kimberleys due to all the crime crap you have to put up with?

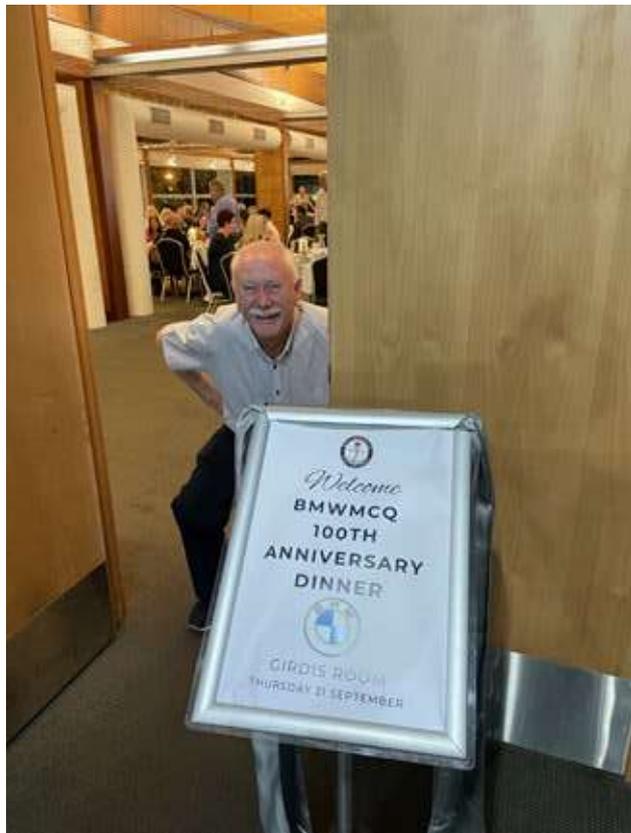
Chris and I parted ways in Cloncurry, Chris off to catch his flight to Europe from Cairns and I slowly worked my way back to Brisbane. I eventually arrived back having completed 12,400km on the adventure, the bike having performed flawlessly but the rider keen on a few days rest. It's a big country.



Nearly 100 members and guests enjoyed the BMW 100 Years of Motorrad Dinner at the Royal QLD Yacht Squadron on Thursday night the 21st September. We were honoured to have Andreas Lundgren (GM of Motorrad Australia) gave an engaging presentation on the past, present and future of the BMW marque.

Please enjoy these photos of the evening, and special thanks to Fiona Grossi and Richard Maher for their included pics!





## Part 7 - COLOMBYE-BYE

*By Duncan Bennett, Member #4171*

The end always starts with a beginning, which was in Santiago. Then the end of the beginning, that probably happened on arrival into Buenos Aires. Then the beginning of the end, which occurred once we'd escaped the confines of buses and were back on the bikes in Lima. Just out of sight over the hill past the Colombia border facility was the end, we just had to get there. Easier said than done.



### *Colombye-bye*

Immigration took about 1 minute, assisted by the border people who were training some off-siders and were apparently trying to show them that smiling and nodding at people who have toddler level Spanish is better than expecting a miracle through shouting. Through that, we wandered up the hill to an office building for the bikes to get through customs at around 5:30pm, expecting a quick result. And then the wheels came completely off, caught fire, and

crashed into an avgas storage facility next to a baby unicorn orphanage. Colombia had just implemented a new web-based customs system to make things easy, and we all know how that turns out. The bandwidth at the border was 1 pigeon/minute, so logging in to the web and opening the system only took 10 minutes. Then our Spanish “skills” came back to haunt us, no English version of the forms available. And then it started to rain, so we jammed into the customs office with the customs officers, most of whom were totally disinterested in us except when we blocked their access to the fridge. Then we needed to provide all our information, in PDF format. Including our passport, our passport Colombia stamp, rego, and a photograph of our VIN number on the motorcycle. Not sure if you’ve ever decided to selfie the VIN but it’s not easy to get, and to apply the camel back-breaking straw to the mess, standard smart phones can’t convert .jpg photo files to .pdf. By this time it was heading onto 8:30pm and no-one had yet gone through the process and got out – the usual resigned humour had evaporated with the hope.



### *VIN by Ansel Adams*

Fears of living the rest of one’s now considerably shorter life at the border were misplaced, Ride Leader JC managed to get most processed and

I managed to .pdf everything with Roisin's help, and suddenly had approval, although some imperfections would later come back to haunt me. Some more waiting for everyone else, and we were heading in dribs and drabs into the border town of Ipiales to the hotel. On arrival after 9pm after only getting slightly lost, a small familiar crowd was gathering out the front of the decidedly dodgy looking premises – Scott and Gina announcing that we didn't have a booking. Luckily there was a shop next door that sold alcohol and chips, with that well-known combo always successful in improving any situation while we waited for someone with Spanish skills to appear. JC arrived, spoke to the front desk, and we re-mounted to head off to wherever it was we were heading off to. As it turned out, into the middle of town, to a very nice hotel. Humours came flooding back over the angry levee like, well, floodwater. Around the corner to a pizza dinner, and the big day was done before midnight.



***Our usual morning tea situation in South America***

Day 91 (wondering while writing this if anyone noticed the previous day had been Day 92 in Ecuadorable, luckily no-one is that switched on unless they have some sort of psycho-obsessive Norman Bates condition that could easily explode into violence) was to Popayan. The roads in Colombia are famously twisty, and today was a joy until we hit the trucks. The stopped line of vehicles just went on forever, and occasionally one would decide they could easily make three lanes out of the standard two to speed things up when the line started moving. This would create some manoeuvring, at times

needing trucks to back up or move sideways via pointing and waving to allow us through. And then suddenly we were through a checkpoint, and on our own. Alarm bells started going off, hopefully it was simply a landslide with only a 1.5 m wide track of unblemished tarmac around a huge boulder, yes surely that was why trucks and cars had been stopped by authorities. Then we came upon another checkpoint, whose attendant had enough English and hand signal skill to say "slow, it is slippery". Mate, we've ridden from half-way down to the bottom, and now nearly all the way to the top of South America without once dropping the bike. Toby Price hasn't managed that. We'll be fine.



***Some of us weren't fine***

Bikes into off-road mode, we started down. As the road started to steepen, the slippery started. Clay had been selected as the roadworks topcoat, fine if in the Atacama Desert, but less fine if in the tropics with rain almost every day. Coming around a truck while barely in control, confidence wasn't improved seeing all four of our predecessor's bikes lying down, and a turn to the side where grip is always better meant

the back started to slide out. In a slow-motion sliding clay ballet, a scallet if you will, I got to a point where lying the bike down was the only physical possibility. Damn it, officially the first drop in South America, North America, or Africa. Plenty in Australia but that doesn't count. Cindy had wisely stopped and decided that walking her bike down was the go, we've had a wealth of experience in this situation, but I claim that I was ambushed. Someone nice helped me right my bike, then to the edge, then a slow slip-step trying to stay upright while allowing the bike to slide down under its own steam. Cindy got down with a bit of help from the local Colombian guerillas, who control the area we were sliding through. Eventually we got to a flatter and drier bit, so could start crafting our personal story of how magnificently we'd handled the crisis, with the dropping of the bike simply to give the school children something to hide behind during the fire-fight between local FARC guerillas and the Colombian army.



***Paul is 9' 6" tall so could extend the outriggers for his slide past a local guerilla***

Heading into Popayan got a little messy, I got into a wrong lane so missed a turn and caused a long delay for the others, which they took advantage of to hone and practice their heroic slippery hill stories. Into the hotel, which was happily an estancia on a coffee estate, and the top accommodation ranking for the trip was re-calibrated. Magnificent rooms, freely flowing drinks service which started to reveal some cracks in the slippery hill stories, and a great dinner was much appreciated. A downer was that the support vehicle had been trapped with the trucks so J2, Gabi and Roisin and more importantly my pyjamas were not going to get

in until at least midnight. Life can be tough.



***Rider de-briefing and social media posting enhanced by a small range of wines***

Continuing north-ish on Day 92 we did the now usual Colombian twisting road extravaganza, dodging trucks and traffic as per custom. The navigation was back on Garmin, so therefore completely random with some people suggested to take ridiculous dirt roads while others stayed on the main road. A new lunch tradition had now started – roadside service stations complete with truckies yet somehow lacking fuel – and these enabled the Holy Grail of South American travel to be captured, the Quick Lunch. Australians are used to being able to pull into a servo at 12 noon  $\pm$  60 minutes, and while paying for fuel select a fizzy drink and “food” from the awesome display of pies, pasties, sausage rolls, dimmies, chiko rolls, things that resemble fish, plain or cheese filled sausages, and chips. Fuel + lunch + bike maintenance = 15 minutes. In South America a road lunch can take 3 hours, with full menu service and wines and utterly random appearance of dishes, usually salads which come out 2½ hours after ordering while the freshly caught and slow-roasted spatchcock came out 3 minutes after the order was placed. But JC had found a loophole – the very limited menu. Chicken, or fish? The restaurant can then just bring the same plates out – problem solved. Into Salento, there was a rumour the hotel was on a street like a precipice so need to be careful parking, but it turned out to be nearly the Salar de Uyuni flat.

A very nice little town, plenty of colour and a

short walk to the Plaza to try to find Colombian pesos (COPs), which we needed more of once we'd been ambushed by team members on a spree at a local watering hole.



**Salento paint shops hold a big colour range**

Off to dinner, and we prepped for another big city entry day on Day 93.

Into Bogota; destination the Bioxury Hotel. That makes it sound direct and easy; it wasn't. The roads were the usual truck dodging exercise, made better once into the road works which allows the motored cyclists to proceed to the front of the queue.



**Le Mans start from the roadworks. Conversation drowned by revving**

The wait time can be a bit random though, with others encouraged to get off their bike and start doing something that will hopefully get things happening. Starting with taking the gloves off, then the helmet, then the backpack. If these don't work like they did brilliantly at the Peru border crossing unfortunately with half of Chile getting in front of me, then lighting up a ciggie,

or taking the boots off to change socks might be a winner. Next level is bike maintenance, getting the bike up on the centre stand and getting the tyre pump out with all 10 m of cable unrolled is a surefire way for the lollypop man to unexpectedly give the go signal. Finally, if still no action, putting the keys into a pocket never before used for the keys which will be forgotten in a panic and wandering off into the scrub to use the virtual facilities (i.e. a shrub) is a last resort.

And then after finally getting going we were into the tunnels. The Tunel de La Linea is 8.5 km long and there are lots more tunnels, dual lane and simply epic riding as long as one remembers to raise the tinted visor to see. Then into the bedlam that is Bogota, in particular the main road coming in from the west that even defeated scooters in trying to filter up between the barely moving cars and vans and trucks. Arriving in the usual sweaty mess, it was once more waiting a bit for our room to become available, then up to relax in the bioxury and prepare for the evening's norm of finding somewhere for a drink before a group dinner with the usual hilarity.



**You're darn tootin' it is**

The usual city tour had changed for Day 94, we were going to the Museo del Oro, literally the Museum of Gold but with a very attractive history section which rightfully said that metallurgy is one of mankind's greatest achievements, although the vibe in the room was that metallurgy is the greatest achievement. Someone started on about getting rid of smallpox, but they were quickly shut down by the hostile crowd and moved on by security. With self-congratulation peaking amongst some of the group, we moved through the excellent

museum and then took a wander about the Bogota centre, which naturally has a similar design to every other city on the continent with its Spanish Colonial central Plaza. Then back in a cab to the hotel, then off to the big shopping centre down the road to find lunch.



### ***Shopping centre highlights***

A craft brewery dinner with the returned drama of trying to order via an app requiring Wi-Fi with a complicated password (i.e. in Spanish), and Bogota was finished.

Heading north on Day 95, it was a pretty short one to Villa de Leyva, a geologically important tourist town. The route included an interesting dirt road detour at which Cindy's Tiger clocked over to the 30,000km milestone. The main excitement of the day was caused by the lack of confidence the Villa de Leyva council Roads and Plazas Division has in bitumen or concrete. Baby head rocks is their preferred surfacing medium, for every public space. Riding in was an adventure and entering the steep driveway of the hotel from the rocky road was hair raising!



### ***Ammonite display***

A very pleasant hors du camion (off the truck) lunch, and then a wander through town. A

feature of the town is the palaeontology, with fossils coming out the wazoo. Even the rocks in the garden bed outside the room was chock full of ammonites.



### ***More baby heads than a Wiggles concert***



### ***Pano required for the largest hotel bathroom ever***

Rain that evening and night had the panic attacks in full rage by dawn of Day 96; the graphic thoughts of riding out over smooth, wet and therefore slippery baby head rocks was a torture for the overly imaginative rider.

As always, the things you think are going to be a life-threatening drama are a non-event, the rain had stopped and the babies had mainly dry heads. Even when not they were fine and no possible justification for lost sleep. Heading west on the still ridiculously winding roads, the plan for the short day was somewhere else we'd never heard of; Doradal.



**Typical Colombian “as the crow travels by bus” road**

Technical disaster occurred early on. My iPhone had been used extensively for navigation over a couple of weeks, mainly because it showed the stops on the daily route which was important if one wanted a coffee or lunch which one did/does. One was not aware that iPhones are vibration sensitive, and eventually the auto focus stability mechanism fails if mounted on motorcycle handlebars. The result was weirdly wavy and out-of-focus photos, ironically a bit Salvador Dali artistic landscape melting.



**Melting Storm Boy**

Across the large Magdalena River in steam-oven like conditions and a bit of resulting tension on the intercom, we found the turn-off to the Hotel Madeira Boutique which was built in the African style, the entire construction budget had been spent on the hotel and grounds which left nothing at all for the access track. More large rocks but this time on a narrow steep ascent, fortunately no dramas for anyone. A nice lunch out of the truck again, and the afternoon was

mainly spent having a few quiet drinks and splashing about in the infinity pool.



**Infinity pool. Yeah.**

Peter’s failed Suzuki V-Strom which had been on the truck since Ecuador went off for electrical repairs, and some effort was made to straighten out David’s dented R1250GSA front rim using a 4 by 2 and a small sledgehammer just to while away the glorious time. Up on Day 97, success had been achieved with Peter’s bike even though they’d taken until 3am to completely re-wire it, and he was back in the game for the unsurprisingly highly twisting road to the famous (by anyone who has watched Narcos) Medellin - not pronounced Meddlin’.



**Going to collect the repaired V-Strom, lucky for some my camera couldn’t focus**

The trip into the planned Medellin was a bit confusing, the road we were on would bring us through the city from the north, so JC decided



to make a change to come in from the east. Some U-turns and random deviations later, we made it to the hotel. Cindy claimed that her rear brake had stopped working on the insane descent into the city, so I decided to take the Tigresa for a lap of the steep hotel car park. Down the hill towards the street, and then a half decision to take the footpath half changed to the main street, and the footpeg hit the edge of the garden. Bike fell over and left me sitting on the lawn with my boot trapped under the bike and refusing to come out. Shouting at team members didn't work, they were oblivious. Passers-by saw my predicament and rushed to help, then started conversations with a couple of friendly gents, telling them we had ridden much of South America although right now it didn't look like I had the skills to ride around the block. Eventually someone decided to help lift the bike off, they were just heading out on a big tour south to Santiago themselves so felt that they had to do something. Mind you, Scott had a more exciting day as he and pillion Gina had headed off earlier than the group, and he'd decided to take a highly technical dirt track to get into Medellin. Gina smacking him on the back of the helmet only made it more technical.



***The wait for a Meddlin' Caesar Salad just beginning***

The Medellin experience was basically all about getting the bikes out of the country. The web-based system hadn't specified the bikes departure date; we'd assumed it was our departure date rather than the bikes so 5th June was the popular choice. Turned out that the bikes weren't leaving until 20th June earliest, so would be living under expired permits. Hence we headed to the Bureau of Customs down in Dodgetown Medellin, and parked at a public parking facility.

The security point passed in the Bureau, we went to the appropriate office to be told there was no appropriate office to meet our needs. Never mind, back to the hotel and Garmin destroyed our competition; Cindy, David and I arriving way before everyone else. Then the longest lunch in tour history, the Caesar Salad took longer to arrive than it took Caesar to decide to cross the Rubicon. Never mind, a few drinks and a trip to the supermarket for cheese and bickie dinner and Medellin was done, no time for the Escobar tour unfortunately.



***Maybe not outside the helmet***

Day 98 started the descent from 1500m to sea level. Through winding roads shrouded in warm fog with the usual traffic dodging, and then gone were the cooler climates of the mountains, down on the river and coastal plains it is just relentless sweating, with high-speed air flow the only counter measure. Luckily we were getting onto the straighter roads by Colombian standards, sometimes 200m between corners and then even further.



**Winner of the 2023 “most challenging load to tie down”**

Lunch in an open air venue at Taraza, these sorts of restaurants are common in Colombia and attract the truckies and other travellers. Simple food and big serves, typical of the truckie lifestyle. Unlike Australia though, there is always a fridge full of beers, we just could not be trusted. The destination for the day was Monteria, which was a relatively easy day’s ride from the end. Lots of phone calling and texting was the order of the day, everyone’s bike customs issues had been resolved except mine, and the automated system wasn’t working. Finally we got a message and a call from the Director of Customs himself, full of apologies regarding inconvenience while enunciating his intent to destroy JC’s hopes of keeping my bike, so my problems were solved. Planning also started on this day – we’d need to have the fuel content in the tanks down to a couple of litres, so calculations were done using average sea-level and average speed and average weight consumption, instantly ruined by passing a ridiculously long sugar cane road train at 180 kmh.



**Ridiculously long sugar cane road train**

The hotel parking was interesting in Monteria, the hotel was part of a shopping centre so we parked in the centre’s car park and wandered through the shops to check-in. Up to the pool bar, where a quiet drink was hoped for but a kids birthday party blasting out cheesy pop songs was less than relaxing for the weary riders. A small non-truck stop meal, and the second last day was done.



**Last day road photo (Gina Sandquist collection)**

Day 99. Cartagena. End of the end, almost. Not an easy day, the temperature and humidity climbed relentlessly, some people had filled their Camelbak, but the significant other had packed it away in her duffle bag so struggled with near dehydration in the slow-moving traffic leading to the hotel.



**Crowds given the wrong date and time for our arrival**

Like all South American cities, Cartagena is huge so clogged suburbia went on for about 10km – our hotel was near the coast so tough to access. Dehydration became a real risk, but with some Camelbak water sharing while stopped we made it across a huge water crossing in the middle of an intersection and into the San Lazaro Art Hotel. Conveniently located right next to the imposing Castillo de San Felipe de Barajas fort, and with air conditioning that worked well, the

remaining riding was merely to the port and as we were on the water surely that couldn't be too far away from the hotel. As always too early to check in, we whiled away the time having a leisurely lunch with a glass of bubbly to toast the end of Day 100.



### *Done, and Done.*

The activities at the close of a big tour are; doing the laundry, unpacking and re-packing, checking paperwork, trying to get one's iPhone fixed, doing touristy stuff, having huge celebratory drinks and dinners, buying souvenirs which should have happened all through the trip and now results in everyone at home only getting a gift from Cartagena, thoroughly washing the bikes, getting the export paperwork notarised and then taking them to the port. Phew, lots on in a couple of days.

Day 101 rocked around, and it was time to take the sparkling bikes to the port. Unfortunately Peter's V-Strom refused to start and kept blowing fuses again, a lesson for the kids there about high pressure washing of motorcycles. So it was up on the truck for its final South American journey.

## 2023 SOUTH AMERICA PART 7



### *Castillo de San Felipe de Barajas conquered by Aussie tourists*

Even more unfortunately it was a freakin' moist oven outside with a very long trip to the port in 38°C temperature and 3000% humidity, sans Camelbak because we had no idea it would take 45 minutes. Into the port on the cusp of total dehydrated sunstroke, we hung around after finding water and quietly sweated until the port crew were ready to process us. Signing all the documents as well as blank pieces of paper "just in case", a detailed inspection was carried out on the luggage and things going with the bikes, and then the battery on each was disconnected while standing inside a moist furnace that was the shipping warehouse. Losing a battery connection bolt and being unable to get the battery cover onto Cindy's bike to get the seat back on may have caused someone to have a temper tantrum with associated sweat spray over a big radius, but no-one could remember who.

Picking the bikes up in Santiago in February was the beginning. Leaving the bikes at the port in Cartagena was the end, realised as soon as we got back to the hotel. Suddenly nothing is left but saying "adios" to our group of amigos and getting on the plane, for us to Panama, Cuba,

Texas USA, and then home. An emotional final dinner was held with JC presenting awards to us all for our efforts and hilarious and hapless moments over the 100 days.



### ***Great airless spot in an oven to do work***

A dedication and huge thanks to the people and now friends who turned it from a ride into an adventure and provided a lot of hilarious moments. And of course to my wife who forced me to go on this expedition!



### ***The Dedicated To's***

So big highlights from 101 days? The personal list with riding focus, of course there were heaps of non-riding moments:

- Patagonia. Torres del Paine (except for horse riding – why do we always fall for that?) and the El Calafate glacier.
- Gravel (Duncan mainly for this one) - especially from the Angostura estancia. Great fun day with Rex, Scott and Gina, besides Cindy's bike drama which as usual provides a big story everyone wants to hear about.
- Reaching Ushuaia.
- The ride up to the top out of Purmamarca (Permanent Marker) in northern Argentina. One of the best riding roads, ever.
- Death Road ride day on DR650's with Scott.
- Ride from La Paz Bolivia down into Arica Chile day. Awesome scenery, a fantastic day.
- Roads in Colombia. The one out of Bogota to Medellin was dual lanes and relentlessly twisty. Like a personal racetrack, just awesome riding.
- Crossing the Equator.



### **End of the Ultimate South America**





## By Anthony Malone, Member #67

The Sunday ride for September 2023 defied convention in a welcome way; it being held on the first Sunday of the month, rather than the Sunday after the General Meeting (apart from the convention in January each year, but I will leave the point of order there, and congratulate Ben for a great ride/day).

And it was a new season, confirmed at least by the calendar if not by the vernal equinox (the 12-hour day) which was with us at 16:49 on Saturday 23 September 2023; 100-year show at Reddacliff Place.

Our starting point was the BP Caboolture Northbound. Being at 09:00 for 09:30, it gave ample time for travel; living at Ipswich and having a pillion this time, Donna Lyons. Taking the Gateway Motorway was relatively unfussed, and while my attention to remaining fuel should have carried us there with some left, I forgot to take the turn to get us to the Airport and so fuelled at BP Larapinta.

There were so many vehicles at BP Caboolture! It was Fathers' Day, and there were so many out and about. We found Ride Leader/Events Co-ordinator Ben (on his R1200RT) speaking with Jim Peters (who has been away for a bit and is returning overseas soon on his R1250RT) with recently joined member Ian on his R1250RT. My R1250RT felt that it was where it belonged. Ben waited a little while to see if there were some late-comers, but we were soon on the Bruce Highway, turning to Kilcoy.

Passing through Woodford had us turning right at Cruice Park, which is a free overnight camp spot for stays no longer than 20 hours. "Pets are also allowed, although there are restrictions around the playgrounds" (not sure what they might be, maybe no dogs on the slippery slide?) It has a regular Pizza caravan, and seems to have become a hangout for the Grey Nomads. The left turn after the usual roadwork traffic lights took us to Maleny, and the coffee stop at Witta, meeting Paul H and G/S Mark.

I almost forgot to mention 2 features along the way. The first was a deer that had come off second best lying on the edge of the road, and looking pretty puffed. Out here hazards abound, so beware. Someone had also erected a sign to show echidnas crossing, which could sometimes be a little prickly.

It was a lovely day, and the roads up here are a delight. There are many alternative paths for equally great views (and corners). Ben took us through the Mary Valley, and riding through there makes one so happy that they did not build that dam. Roadworks traffic lights again, and a bit of dust, and through Kenilworth which seemed to be a little less crowded than usual. We turned back onto the Bruce, and then off again towards Pomona, towards our destination at the Historic Boreen Point Hotel.

And that is where it being a special day really hit. So many vehicles, with some obligatory American V-twins and other older style cars. Our table was reserved, right next to the line for the outside barbeque. Service was quite slow, and it did not speed things up much to order inside! Regardless, the place had a very happy atmosphere, and we met some other members who arrived earlier.

Lunch over it was time for the free ride home. I retraced steps somewhat, returning to the Obi Obi road; to avoid the roadworks I took the turn up to Mapleton etc. The views were spectacular, and Donna experimented with her camera using advice from others on how a pillion can best capture the "moment on film". I like the Bald Knob Road into Peachester, and this took us back again to Cruice Park, where I travelled via Kilcoy to home. All up we had covered about 550km that day.

It was a really nice ride, and with all the events coming up for September (including the coffee meet at Mt. Mee the following Saturday and the 100-year celebrations then on the horizon) it gave a little breathing space for the new season. One thing is true, I ride a little harder when I am Alone.





***An uncommon sight for motorcycles bearing the BMW logo these days. This is a G450X, not its best angle, it looked better on display at the 100th in Reddacliff Place on the 23rd September, next to its big brother, a G650X Challenge.***

***The story? WA resident Stuart Smith (the one wearing motorcycle attire) owns both the 450 and the 650, and when over in our fair (some would say reasonable) state used to take them on bush rides. Sand on Fraser Island was a favourite, on this occasion Stuart was blasting - little option in sand - along one of the main roads, which users of Fraser will know can be sunken. Around a corner Stu spots a 4WD, blasting in the opposite direction, which fans of perspective will have already realised is head on.***

***The embankment wasn't having any deviation from the track, Stu loses the front and goes over said front, 4WD stops..... With Stu looking up into the the front wheel well and the side of his head resting comfortably on the contact patch of the tyre.***

***So when writing out the 450X's A5 sheet for the Reddacliff display, it was suggested that Stu could truthfully claim it had been ridden "In Da Kar"!***

## By Ron Durkin, Member #101

**K**aruah, did you say KARUAH? What, Where and Why? Well let me explain.

What - Karuah is short form for the Karuah River (motorcycle) Rally held in New South Wales. Where - The Karuah River rises in the Gloucester Tops and meanders to the coast with its mouth @Karuah near Port Stephens, it is fed by a number of rivers/creeks one of which is the Telegraphy and it is alongside this creek (or is it Frying Pan Creek), the rally is now held.

Why - The BMW (motorcycle) Touring Club NSW have held their annual motorcycle rally on the 2nd weekend of February each year, though originally it was called the Australia Day Rally and run by the 4-Owners Club at another site in the same area because it used to held on "Australia Day". 2024 will mark the 47th running of this iconic BMW rally but which is also open to all marques of motorcycle.

When - I am assuming the 47th Karuah River Rally, BMWTCNSW starts on the 9th Feb 2024 12:00 noon and ends 11th Feb 2024 at 15:00 hrs. Info from <https://bmwmccact.org.au/event-5419061> (no doubt via Rob Lovatt).

The KRR is a traditional motorcycle rally, i.e. a camping rally, you bring in what you need depending on your stay. It's Back to Basics and you pay \$25 for your badge and camping permit. The routes in and out (there are 2 routes), both will leave the black top before or after the support town of Dungog and are then on local shire gravel and NP/Forestry roads of ~10km (Monkerai) to ~20km (Chichester) depending on which you choose. Traditional touring motorcycle rallies have always featured the last section to access the site being "The Track" and all of this predates the "GS" or "Adventure" phenomenon. I myself have ridden to this rally by R100S, RS100RS, BM&sidecar, R80GS etc.

But go today and you will find that touring bikes and outfits still abound as well as the full gamut of GS style marques and models and others. Though I doubt I will ever see a R18 or K1600LT there. In 2023 the Club sold around

135 badges so attendance was probably a bit higher. Up until recent times the club did have a camp trailer dispensing burgers and breakfast but the logistics I believe got a bit much but usually hot tea or coffee is available. The facilities are NP standard with long drop toilets; but I recommend you always carry your own toilet paper. Don't forget in France, camping with toilet paper provided is a 3 star and above luxury (as I recently learned).



Just a brief history, once upon a time all BMW MC Clubs had their own annual rally as did many other other clubs. Attending each in bulk numbers were the norm and we (BMWMCQ) would often vie against the Vic Club for most members attending (also combined mileage) with numbers often over the twenties. We last won this award to my mind in 2016 and could of have won again this year, had not a group of our members de camped before the awards ceremony for the fleshpots of Dungog (& possibly not registered). Had they stayed, we would have been counted AND WON! I won the longest distance male rider because almost perpetual winner Fank Cachia (Vic Club and who has been to all 46) attended but was brought in by car (injuries). Plus Bailey Gifford President BM SA club, with 500 more km had decamped to said fleshpots before the awards and if you're not there .....! Mind, I also won that award back in 2017 as all our club members turned back atop the New England due to extreme heat as that was the bad bushfire year. That year's rally was shifted to into town show grounds as all forests had to be closed. I do believe I was a bit

heat stressed 'dolally' around Gresford getting there and had to stop to hydrate (thank you warm Camelbak).

overnight locations en-route. So I am not going to be prescriptive about the actual ride, rather I will offer some suggestions. Firstly, you can go all tar, secondly you can add-in dirt loops, but with every option you choose, you are building out the day. I prefer the later so a bit of adv going down with a slab haul back to QLD for the return.



The club no longer organises a group ride, yet we often get 10 or more attending, they often with different itineraries, ride in impromptu groups (like Brown's Cows), often meeting up at various

Also, these routes are just to Dungog where traditionally one would get to the Bank Hotel for a meet-up and a counter lunch at midday. NB Daylight saving down there so it's 11AM QLD time. So whatever route you choose, build add in realistic travel times and be prepared for the unexpected.

The 'Tar 1', well the shortest fastest way is via the M1 & Pacific Hwy /A1 at 738km, Mr. Google suggests a minimum of 8hr 38min plus your stops. Ride south to Buhladelah, take the Buhladelah Way exit from Pacific Hwy/A1. Then take Booral Rd, Buckets Way and Stroud Hill Rd to Dungog.

I have used this as my route home when I was working as one could be home Sunday late afternoon. A variation on this Pacific route is to turn SW at either to Taree or at Nahiack off the A1 and travel via the Buckets Way via Gloucester then Dungog via Stroud Road. Add an hour as once you're off the Pacific it's 80/90 kmh and

the Buckets has a novel reputation for its tar surface.

1. The scenic 'Tar 2'. A longer but more enjoyable way is by using the New England Hwy / A15. Out via Warwick, Glen Innes etc. to Uralla, then using Thunderbolts Way via Walcha to Gloucester and Dungog. A minimum of 8hr 51min but still around 738km.

2. Other variations on tar only depend on imagination and the time you have, so by taking 2 days down you could via the MT Lindsay Hwy (all tarred to Tenterfield now). Via Casino to Grafton, via the Waterfall Way to Armidale and many more.

Let's talk some adventure options (dirt / tar loops) used by club members in the past. Again, only time and ride safety is your issue when you plan and decide. Generally, I start my trip from Tenterfield, as from my house that's ~350km South. I plan to get there early evening for a fresh start Friday. What you can do from here only depends on the degree of difficulty and where you will spend Friday Night. But note: Having a Friday stop too far north can blow out your Saturday (Remember my suggestion is lunch / resupply Dungog, the rally is still roughly 30km North in the woods!) Friday night stops we have used include Uralla, Walcha, Bendemeer, Nundle or even Moonan Flat!



1. Some dirt part A. Getting from Tenterfield? Unfortunately, the eastern forest loop out of town to Deepwater is locked off these days (slow, many gates, but enjoyable it was). Still,

you can get down to Glen Innes with a light mixed surface loop off the hwy at Deepwater then south through Rangers Valley.



2. Once at GI, going south, you could go via Wards Mistake to Armidale, but you might need an experienced group, it can be slow, and you do need twin track & navigation skills so maybe not. Anyway, a pleasant option exists. You can turn off west from the NE Hwy after Stonehenge going via Maybole, Ben Lomond and onto the highway again at Llangothlin. Or (shorter), after Glencoe to Ben Lomond & to Llangothlin. Essentially you are following the old railway line. Now its onto toward Armidale and a looming decision on where to stay the night.



3. If you decide to stay the night in Bendemeer another alternate is to run west from Glen Innes towards Tinga, then down to Bendemeer looping to the west of Armidale & Uralla by going through Standborough, Bundarra, Torryburn and Kingston coming in behind the town's hotel from the North.

You see depending on how you traveled on Friday and where you stay the night affects Saturday's

run to the rally. Bendemeer can be a bit far north which limits choices to a fast ride on tar. E.g. Nip over to Walcha and take Thunderbolts Way to Gloucester or a bit slower, but a bit more fun can be down the NE Hwy to Nemingha. Then turn left and heading toward Nundle but at Dungowan now go straight ahead onto the Nowendoc Road (don't turn right to Nundle) and then you're travelling in a scenic winding valley before climbing up via Port Stephens Cutting and onto the new England to meet Thunderbolt's Way just north of Nowendoc. While talking about Nowendoc (adv riders) there's also a very nice dirt run down the range from Nowendoc store via Dalrae Station, Caffreys Flat, Bundook then onto the Buckets Way at Belbora and then it's a turn left for Gloucester. Note the descent off the great divide, clay about, I advise caution if it is or has been wet.

Uralla as a stop? Recommend the Top Pub (northern end of town) as they have a great menu & a motel with a motorcycle-friendly name (it pays to book if you do). Coming across from Uralla (also known as Urallagrad, the home of Ural AUS if you ride one), you can also use Walcha as a handy stopover as there are 3 hotels and few motels. It sits at the start of the Thunderbolts Way too (or the Oxley East but that's another story).



More extreme (for Friday travel) as stopovers are Nundle or Moon Flat. Nundle? Coming in from Nemingha you loop around Chaffey Dam to get to this goldrush town (the location of the Ducati Club Thunder Rally). It boasts a fine Hotel and lots of historical things to do. For adv riders its opens a up a great run along the Peel

River then over Cawney Pass and down into the valleys to follow the Isis River before deciding which way to Gloucester. (Don't forget that's still an hour from Dungog).

My preferred loop here is to turn off the Timor-Crawney Road to follow Sargeants Gap Road (over Sargeants Gap) that becomes Pages Creek Road and following Pages Creek, will take you on great ride to the Packer Family (ahem.. estate, horse stud, polo fields etc.) at Ellerston. Here the Barrington Tops awaits but you still have choices.

The easiest way to cross the Barrington's is to continue onto to Moon Flat (50km NE Scone, a stop at the pub for refreshments is advised) then take the Barrington Tops Forest Road and do the .... Climb Up to the gate (please close it) to enter the NP / Forest. Some great photo ops here! Do remember that it snows up here and you are climbing from a few hundred to 1500mtr, it's a different climate, can be cool and beautiful or cold, cloudy, even bleak, but it is a great run then over to Gloucester but again its 100km to that town and Mr Google says allow 2 hours so be prepared.



A slightly shorter adv 'dry' alternative from Packers is to go via the Tomalla Road then turning south and climbing onto the Tops via the Barrington Trail but here, navigating skills are important as some club members can attest. You will come out onto the Barrington Tops Road near the head of the Manning River, and then it's a left turn to Gloucester.



Phew this is becoming an epistle, best cut it short. We will say you got to Gloucester! (BUT Wait! There is always more). You could bypass Gloucester by turning off the Tops Road and taking the scenic Rawden Valley Rd then the Gloucester Tops Rd hitting the Buckets Way about 9km south of town too.

Either way, Gloucester to the rally? Really this time of day, go down the Buckets via Wards River till you see the Dungog turnoff sign (26km to go) then take the Stroud Hill Rd, all tar. A shortcut if you look hard is to turn right near the top of the hill in Stroud Road (village) onto Reidsvale Road, cross the main QLD/NSW rail line and the Karuah River (can flood here) to arrive at the Stroud Hill Road to Dungog. Oh! One last adv section, after Weismantels (South Ward River), you can look on your right for the Monkerai Road, you follow this to Dungog via its historic bridge. Its all dirt & often corrugated but you will climb into the forests and pass over Linger & Die Hill (someone stole the sign a few years ago). You will drop onto the valley flats close to Dungog and you will see Main Creek Road on your right. If you turn right, that's the 'short' way to the rally. Else just follow Monkerai Rd to Stroud's Hill Road then turn right, the town is about 5 km away. But if you choose to go BACK this way to the rally coming FROM Dungog then beware, common trap is some folk turn north too early onto Fosterton Road (they don't connect) as its turnoff is about ½ km closer to town.



OK That's it! When you read this, I will be overseas again so no questions please, consult

other gen O members at the GM, they will tell you where to go!! How might I go? Well after over 40 years of doing 'To Karuah' it's likely to be something along the lines of;

1. Thursday night at the Telegraph Hotel in Tenterfield or the PA Motel or similar.
2. Friday night most likely the Bendemeer Hotel.
3. Saturday morn it's most likely over to Walcha & straight down Thunderbolts Way to Gloucester as I got caught out last year with a delayed start & then via Port Stephens Cutting and want to build up some time to explore a back loop around Riverwood Downs if possible (site of a A4DE event)
4. From Dungog I prefer the long route, heading initially for Chichester Dam and entering the forest. It will be signed either way. This means the causeway crossing over Telegharry River, take care! It can flood (organizers I advise if not possible).
5. I might make it three hotels in a row next years and perhaps will come out (after 6PM) to stay at the Bank Hotel. Some 'getting older' club members have been known to gather at the Tin Billy Brewery & Bar SAT evening in recent years too (closes 9pm).



Three last points, Thunderbolts Way is a fangers magnet and is well patrolled, you have been warned. But do stop at Carsons lookout about midway and then amuse yourself with all the brake draggers on the otherwise picture-skew

steep run down to the Barnard River, and then the river ride to Gloucester.



AS I said, Floods and Bushfires can change the story completely. If the causeway is unsafe and no alternate access, the rally will move to town. Fires? In 2017 I had to follow the New England Hwy all the way to Singleton and then loop over via Gresford Road and East Gresford to Dungog. This BTW is your longest alternate tar way to get to Dungog. The rally emergency shifted to the smokey showgrounds.... Ah the delights of heat stress and that gotta get to rally feeling! Broke down there too that year, baked ignition coil (no pun intended).

Anyway, I hope I have enthused you, not defused you. Take care, get out there and enjoy the run to the KRR.



## ***Introducing.....Club Mileage Awards***

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

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

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

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

Presentations at the monthly meetings for those that live locally – so get your details in!



By Ross Layther, Member #4524

My mate Andy had a dream to ride Highway 1 around Australia, the longest highway in the world. He invited me, on my R1250 GS, to go, along with Phil on his KLR 650. Andy has a Wee Strom. For various reasons we picked a date to start being the 17 April 2023.

There were big problems with the weather in two places in the top end. Largest was the Fitzroy River in Western Australia. This river was in the biggest flood in years and the bridge at Fitzroy crossing all but destroyed, the approaches at both sides washed out and a couple of spans fell down. This happened at Christmas time and we were hoping that a fix would be in place "soon". Two weeks before departure they were working on a temporary low level crossing. One week out the crossing had been opened to 4wd vehicles but not motorcycles! Then it was closed again! We decided to go in the clockwise direction giving a few more days for this crossing to be re-readied for all vehicles.

The other place where water had an effect was in the Burketown area. This was flooded as well, by a different system around January and many people were evacuated. It seems odd to us that Highway 1 goes through Borroloola, Hells Gate, Doomadgee, Burketown to Normanton, which includes 600 km of dirt road spaced more or less equally either side of Hells Gate! This whole area was still drying out when we decided to bypass this and go via Three Ways and Mount Isa.

Bikes were serviced and tyres replaced. Tools and puncture gear packed. Clothes, mesh jacket and wets added in too. Other logistics included carrying camping gear although our plan was in the main to use hotels, roadhouse accommodations, motels and the like. Some water, food and cooker as well. We were all well loaded with the BMW having about 35 kg of stuff in the panniers and across the pillion seat. Andy had planned for about 650 km per day and all overnight stops determined. Longest fuel runs were also established. No sight seeing, just get the job done, but with a few rest days added for bike service.

Departure day came and we set off for the "Quick Lap", first stop Nabiac. OK rooms at the pub and first of many beers and parmy dinners were had before a big sleep. This became a pattern.

We timed the departure next day so as to follow the peak traffic time when we got to Sydney, but it is always busy there. Somehow, we got ourselves in the harbour tunnel instead of the expected bridge crossing. Lunch at the Kiama blow hole, which wasn't blowing and on to Batemans Bay. Motel was fine and so was the dinner at the next door pub.



***Kiama lighthouse next to the blowhole that wasn't.***

It was a chilly start the next day and then the BMW did not start after refuelling. A little portable jump-starter was put to use and away we went to buy a battery at Bega, 150 km away. The mechanic there did a quick verbal diagnosis and the terminals were retightened and there were no problems all the way around. While stopped there Andy adjusted his chain but it was at the end of the slots, so a new one was purchased and fitted. He is a bit crook on his mechanic who did not report on this just 1400 km ago! Very disappointing. Could have dodged a bullet there though!

Warragul, Millicent and then Port Pirie were the next overnight stops. At Pirie we got the news that the Fitzroy River low level crossing was now open to all traffic less than 16 tonnes. We reckoned we were under that so next day turned left at Port Augusta.



**Windmills at Penong**



**No whales today, maybe because the sea is on a bit of a tilt!**



**Mandatory shot!**

Penong and Cocklebiddy were our first and second camps, luckily in fine weather, but windy. Then onto Esperance for two nights! Yes, a rest day. We thought we had earned one with

5115 km behind us. We had a bit of a wander around; Andy went up to the lookout and we attended the town's ANZAC service.

Along the south coast we journeyed, to Walpole a small village 600 km ahead and a chilly, windy and damp ride it was! And when we got to our Air BNB the power was off. So nothing to do but go to the pub! They had a generator, so all was well. Warm and dry again.

Freo next day and a visit to Munich Motorcycles for a couple of filters. Geraldton, Minilya, Port Hedland followed. Hedland was full, with FIFO workers being in town while a shutdown of equipment meant most were on standby for a return when the work was done. We got the last tent site in town!



**Bikes waiting while riders refuel.**

Cyclone Ilsa crossed on to land at about Pardoo, which was damaged beyond repair. This was a roadhouse with accommodation as well. The road stood up well and was fine. Sandfire roadhouse became the only fuel stop before arriving at Broome for another rest day or two. The twins had oil changed but The KLR was ok to get home. We had a two-bedroom apartment here at the west end of the main street, conveniently over the road from the boutique brewery! We had a good look around and rested up ready for the run across the top, 5700 km to go. Top spot, well actually the only spot on this stretch.

The Fitzroy crossing had been weighing on our minds and was our next major obstacle. There were 5 km or so of damaged highway just before that, but this had been temporarily repaired and was 'smooth as,' although dirt.

Feed and fuel at Fitzroy Crossing town and then on to the water crossing. This is well made next to the old low-level crossing with big pipes covered with rocks and gravel forming an easily traversed way for all vehicles. There was a lollypop man managing the traffic in alternate directions.



### Matso's Brewery Broome

We got to Halls Creek for this night. This had been a nice stop 4 years ago after completing the Canning Stockroute. Now it is a bit wild again and the caravan park is closed. The hotel where we stayed was breathalising people on the way in to the bar!! We got a triple room and put the bikes on the verandah and locked them up outside the window. Even so at about 2 am there was someone touching them and made enough noise to wake Phil who sounded the alarm and scared the rascals away. No damage, but not much sleep for the rest of the night.



Victoria River roadhouse was the destination for the next day, 675 km away. An uneventful ride through beautiful country. Nice digs and good tucker again.

We have been doing a daily walk around

and pre-flight checks individually and once again this was completed the next morning and we headed off towards Elliot. Took a right turn at Katherine and had a discounted coffee at Coffee Club, thanks Phil! (We had deleted Darwin from our version of highway 1 as Andy had spent a few years there in his employment, and it is his party)

We got to the Hi-Way Inn at Daly Waters and refuelled and bought a sandwich. Whilst eating and looking at the bikes we noticed that the KTM had a bit of canvas showing on the rear. The quality Chinese tyre had worn down at one point, the rest was still well within legal depth, go figure. We did not have a spare and the nearest bike shop was 300 km back the way we came. Of course it was Saturday! RACQ Ultra to the rescue. Phil arranged a ride on a tilt tray to Katherine for Sunday and accommodation near the bike shop, so he could be there at opening time on Monday. We booked a donga at Hi-Way Inn and settled in to wait.



### Phil's dying tyre

Andy and I had a look at Daly Waters pub the next day for Sunday lunch and enjoyed the history of the airport and Stuart's tree. Back to

the Hi-Way Inn, 8 km away, and chilled for the arvo and into the night.



### ***RACQ to the rescue***

Phil got a new tyre fitted next morning and was back to us at lunchtime. The band was back together! Three Ways was our overnight stop and a bit of replanning had us at Cloncurry, (delete Cairns due to time constraints) Townsville, Rocky and home by Friday.

Barkly Homestead was almost repaired after a fire and served food from a 20 ft shipping container and the breaky burgers were fine. Lunch at Camooweal not quite so. Cloncurry overnight; it must have been OK because it was totally forgettable after 757 km! Townsville beckoned so we answered the call. 800 km on this day as a longest for the trip but overnight with Andrew's cousin was the prize. Very nice stopover, thanks Max. Rocky and a final night out was next, another 720 km away. Our night out was at our hotel, the Criterion and was a fitting finale to many nights in the hotels. We got home the next day despite the entire Bruce highway being under roadworks and variable speed limits all the way.

Some stats, 14,222 km, 26 days, 5 days off the bikes. Three kangaroos crossing the road and getting heart beats up, but apart from a paddock full near Eden, just one or two more sighted. There were a few as roadkill, only in Qld. Three days with wets on. Three nights camping. One dingo. 24 pub dinners. No cooking. No punctures. One tyre, (my rear is toast at the end of 15000km) No speeding tickets, (we are conservative riders). V Strom burned less fuel, usually about 2 litres savings

in a 300 km run: KLR was as thirsty as the GS, range up to 400 km, sometimes.

We had headwinds across the Nullarbor, on the Stuart highway and across the Barkly. This would have been avoided if we could have gone the preferred anticlockwise direction, but once again we blame the weather.



### ***Last smoko, job done! At Burpengary BP. See ya guys.***

So what was it all about? Satisfying Andy's dream. Enjoying the road and getting to know each other, and this really happens when sharing small bedrooms! Enjoying the diverse landscapes of this big country. There is sometimes a certain sameness but always variations to delight. The scenery is repetitive, occasionally monotonous but for me, never boring. It is great to experience this country. One's mind is always active, looking for roos etc. doing fuel/distance/time/economy calculations and counting down the distance to go. The Highway 1 we travelled is in perfect condition, wide and smooth, wide verges, no potholes, no ruts from the heavy vehicles, not too many challenges to the suspension of the loaded bikes.

Thanks Andy and Phil for a good trip. Thanks Andy for all the good photos.

There is still a bit of unfinished business around the gulf and it will be good to get back to the west coast and take time to enjoy the beaches and natural parks sometime. Next year?

## *Building a Richthofen 750 or the creation of a Franken R75/6 Part 5. Working under the shadow and pressure of a 100 years of solid BMW Motorrads!*

**By Christopher Robertson, Member #243**

I am writing this after a head spinning if not wheel turning, week of BMW Motorcycle Club's contribution to the celebration of 100 years of BMW Motorcycling. I went to three events: the Morgan Park Ride, Thursday dinner and the display at Reddacliff place. To all those who organised these events – a big bloody thank you – in one word awesome – well done indeed! And why I am at it thanks to Cindy and Duncan Bennett for a great magazine and putting up with my ongoing rambling jottings....

Now down to business. Finally, yes finally, the motor is being put together. Had to make a decision what goes first and where? And as equally importantly, what should be heated and what should be cooled as part of the assembly process. To be honest the books and the videos were not all that helpful for the type of details I wanted. Most seemed to use a blow torch waving around the block and various parts. I felt this would not provide consistent and even heat where needed.

Now for this stage we have four items for assembly to be considered here: crankshaft; engine block; camshaft; and, front crank bearing carrier. Now with the first three, I decided on the following approach: cool crankshaft; cool camshaft and heat the block.

Now the front bearing carrier is a lighter aluminum casting and holds the bearing (already pressed in, see Part 4). It is required to go over the crankshaft journal, but fit internally within the engine block. And in theory both hot and cold would be desirable. Thus, for this part it was decided to cool it along with the crankshaft. You will see that along-side the crank in the freezer in a plastic bag in Photo 1.

Now experience has taught me one need not tell the Memsaab about things going in and

out of the freezer or oven. What was that old saying, "Sin and seek forgiveness later." It was around about here things took a funny turn. I am not sure whether I was busy only in my mind or procrastinating on assembly of the motor - like we used to do with a university assignment or was it fear of stuffing up or in reality a combination of all things.



**Photo 1: Crankshaft and front housing in the freezer.**

On the Saturday, I put the items needed in the freezer, anticipating being ready for fitting on Sunday morning. However, it was Tuesday before I plucked up the courage to do the task, with the resultant outcome being all things were well and truly frozen solid!!

I once read in an English motorcycle magazine about how German soldiers in WWII, riding the BMWs on the Russian front, used to set a fire under the sump first thing in the morning to unfreeze the oil and get the motor moving when the temps got down to -10 to -20 and lower, degrees. I now know exactly how their crankshafts would have looked at that temperature! The funny thing was even though I took them out for an hour or two when I put the engine assembly grease on the bottom crank journal it still started to solidify on the



journal and give off that freezing sort of vapour. Shit it was cold. For the technically inclined I am using Penrite Lithium based Camshaft and Engine Assembly Lube.

I had put the block in the oven and heated to 121 degrees Celsius and then removed it. (Please note I did not leave this item days in the oven – in case you were wondering!). However, when it came out it was hot! Refer Photo 2.



**Photo 2: Like your blocks well done or rare? Engine block coming out of the oven.**

After putting in the inner thrust washer (discussed below), believe it or not, after twisting a few times the crank fell into place. The front bearing cover also just dropped into place – splendid.

Now onto the camshaft. There are two interrelating elements to dealing with the camshaft. The first was the removal of the camshaft from the engine block. This was difficult because the screws holding the camshaft support housing, being in there nearly 50 odd years, rounded off and had to be drilled out. This action resulted in the support housing being slightly damaged.

Not wanting to take much risk I noted that

[Motoren Israel](#) sold a version that was modified for reliability, eliminating all the weaknesses they had, so I ordered one. At the time I think the postage was dearer than the part at the time, but looking online now it seems the part has substantially increased in cost. They do their own castings and improvements.



**Photo 3: Block with crankshaft front bearing cover and camshaft in position.**

The second element is that I put the camshaft into the freezer to shrink it slightly, hoping it would go into the housing easier. Motoren Israel suggested you heat the “motor housing” to 60 degrees C. Having just fitted the crankshaft I did not want to reheat the engine block so I tapped the housing and camshaft into place. It went in but was a tight, almost interference, fit.

The next task was to measure the end float of the crankshaft. As per normal the original sizing (done in the form of colouring marks) had worn off on the thrust washers. The actual thrust washers are held in position by little pins that protrude for both inner and outer washers.

As this motor had not been stripped down before and the crankshaft looked very good, I opted to go with the standard thrust washers (Green - 2.578mm > 2.626mm and inner and red – outer (2.483mm > 2.530mm)). I had already checked the old thrust washers with a micrometer to



verify the old size. The green inner had already been placed in position when the crankshaft was installed (as discussed above). The trick here is not to let it slip out of place when you are checking end float etc.



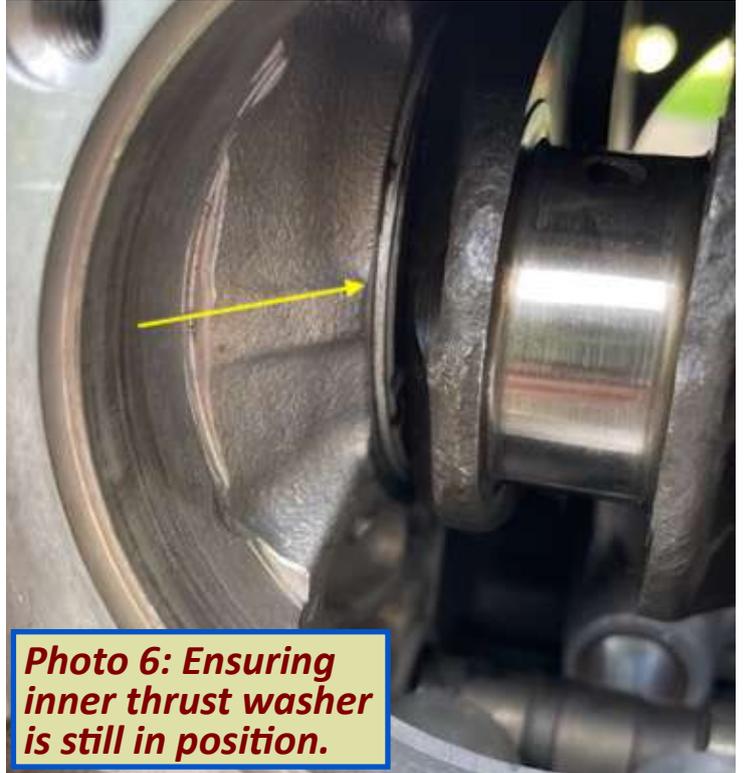
**Photo 4: Camshaft in the freezer with camshaft support housing. Despite how it looks, you will not buy these prepackaged in the Coles aisle freezers.**

As per photo 5, I measured the end float and got a reasonable measurement. The specifications in the Clymer book state crankshaft end float as between 0.0032-0.0059 in. I managed to get close to this figure, likely a little less than I wanted. But as there was no issue when the bike was running and I used the engine assembly lube, so I believe I am within tolerances.



**Photo 5: Measuring the end float. With a magnetic base on the dial gauge, a bit of adaptation was needed around so much aluminium.**

I installed the rear main seal using the correct tool from Munich Motorcycles. I have said it once and I will say it again, with jobs like this you need the special tools. I used the seal installer I got from [Munich Motorcycles](https://www.munichmotorcycles.com.au/). It is needed as it also holds the thrust washers in place. Refer photos 6 and 7.



**Photo 6: Ensuring inner thrust washer is still in position.**



I then installed the oil pump as it goes in the rear of the engine block and is fed by the camshaft. This action has to be done before the flywheel is mounted. I decided to install new inner and outer oil pump rotors, to ensure oil pressure is good. This task done, I then bolted on the flywheel, putting on new flywheel bolts and a little Loctite. (Please note I will discuss the timing marks, and flywheel location in the next Part(6)). I then sat down and looked over the timing gears again and have decided to order a new crankshaft chain gear. This are available by back-order through Munich Motorcycles and as I sit here typing this, I am waiting for it to come.

Now I was seriously thinking about lightening the flywheel, having just put it onto the motor and I was surprised how heavy it was. Dean at Tighe Cams said it was a bit out of their expertise zone to do it. Now I started searching and found Motoren Israel offer a [lightened flywheel](#). However, to my mind you also need new clutch kit to ensure you have balance within the unit. I am going to install a new clutch in the machine anyway.

But I have baulked at the price. With the lightened flywheel and clutch kit, cost is 749 euros which equates to \$1,240 AUD. Plus you have to send your old flywheel over and pay for shipping costs. I think in reality it would end up costing nearer \$2,000 AUD. So, I have decided (reluctantly) to make that a future task after the bike is running, aside from QANTAS prices, nearly worth a trip by itself to Germany alone. Perhaps Alan Joyce will kindly pick it up for me on one of his free frequent flights, now he has time?

For those who are technically minded Motoren Israel quote the following figures for the flywheel: [BMW weight 3,750 g. They reduce the weight 1,070 g, with the final weight of the flywheel after machining about 2,500 g.](#) The final product actually looks closer to resembling a Swiss cheese than a flywheel. However, by the look of it, it is well-machined work of art.

Now while I am waiting for the timing gear to arrive I decided to clean up some parts I had long been meaning to do. These include the sump, timing cover, and so on. Now for this and

previous tasks I decided to use baking powder (that you use for cooking), followed by air blow off then water high pressure blast off. Reason being sand blasting might leave grit in places where one does not want it. Not worth the risk. A few years ago, I brought a cheap baking soda blaster and it works off the compressor quite well. Photos 8 and 9 provide an example of its work. I use a large plastic tub to catch the used soda, then as I am cheap, I recycle it.



**Photo 8: For comparison. Bottom half of the sump is soda blasted.**

Now at this time it would be remiss not to mention my three favourite moments in BMW history (sorry they are competition based). These are: the six brilliant Dakar Rally wins (1981, 1983-1985, and 1999-2000) (using these wins in the collective tense); Georg "Schorsch" Meier's win in the 1939 Isle of Man's Senior TT with the Type 255 Kompressor; and of Troy Corser's brilliant and amusing ride on the 1929 R57 Kompressor at Goodwood in the Barry Sheene Memorial Trophy races in 2018!

Any questions or comments or abuse only too glad to receive them. Thanks to those that have given me kind feedback already. Contact details below.

And as we know and say "...much, much more pain and enjoyment to come..."

Yours in the saddle,

Chris

PH: 0403 868 375

[christopheroberston@bigpond.com](mailto:christopheroberston@bigpond.com)



**Photo 9: Cheap soda blaster (\$25.00 from ebay) that works off the air compressor. One finned nut is done (L/H) the other is not (R/H).**

*Thanks to the talented Kym-Marie Bush for these great photos from our 100th Anniversary Bike Display!*





## By Julian Davis, Member #4636

### What is FOCR?

FOCR, or F\*\*k Off Cancer Ride started as 2 mates going for a weekend ride 2 weeks prior to me going into surgery in 2011 to have a major BCC removed from my shoulder including a skin graft. To us, it was just a reason to go for a ride.



It took on a new lease with a 14-day ride around Tasmania in 2012, with Mark and Allan joining Kim and I and enjoying the awesome roads Tassie had to offer. That was an adventurous trip and the videos are on YouTube (<https://www.youtube.com/playlist?list=PLF1415EE80964950E>)

Since then, Kim has been diagnosed with and cleared with early treatment for prostate cancer and I've had multiple stage 1 melanomas removed from my arms. We are both cleared and enjoying the riding. In 2019 we lost Allan in a single motorcycle accident on the Snowy Run in NSW. We make sure we remember him on every FOCR.

We now ride every year. I travel from Brisbane and Kim and Mark travel from Sydney and Newcastle to anywhere. We think about extending it to invite more along, but we enjoy the riding and reflection, the same we do every year. A chance to ride, reflect and enjoy each other's company and of course, spin up a few



stories of years gone by over a few beers.

We've travelled many miles together and this won't be ending any time soon. Perhaps we'll get a little more ambitious in the future.

This year it's NSW turn for where we are to ride. I'll be riding Sofia, a 1975 R90/6. She's not done this kind of distance with me before, should be a great adventure.



### FOCR 2023 Day 1

With Sofia all loaded up, it was time to go against the morning Brisbane traffic and enjoy a leisurely ride up the Mt Lindsey Hwy to Rathdowney.

The weather was turning a little grey and lots of wet roads greeted me on Lions Road. Whilst the road started well, it wasn't long till it went



to hell in an handbasket. 20 mins added thanks to road works. Lots of landslides dropping the road away.

From there onto Kyogle and Casino. A lovely pie and coffee as well refuel for Sofia. A straightforward boring ride to Grafton, but the smells of Spring are well and truly in the air. Back-burning scarring the sides of the road.

Refuel at Grafton and brief stop at Bunnings to get some bolts as the terrible roads managed to shake the pannier racks loose.

The ride from Grafton to Dorrigo is amazing. Long winding corners and right switchbacks. You know you're in the country when you pass a small motorcycle with a rider, pillion and bale of hay!



Dorrigo down Waterfall Way to Bellingen. Beautiful sights and road. Onto Nambucca Heads to meet up with Kim and Mark. A quick repair to Sofia and it was off to the local RSL for a few beverages, dinner and catch up.



478km and Sofia ran very well. Rider wasn't too bad either - aspirin is an old rider's friend 😊

### FOCR 2023 Day 2

A much quieter day today with only 200kms planned. However, you've always got to take the long way 😊.

From our digs, we headed to Macksville before continuing to the Pub with no beer, the Taylor Arms Hotel. Whilst I didn't partake, I can confirm there is indeed lots of beer at the pub with no beer!





The plan was to head to Bowraville and back up to Dorrigo. I say plan because we hit unsealed roads, and not really an option for this trip. Double back to Macksville and then up Waterfall Way. It's much better going up than down. Sweeping bends, scenic vistas and little traffic.

Dorrigo Hotel was the place for lunch before continuing via Waterfall Way to Ebor. Wow, what a road! Long winding open roads. In saying that, the winds had picked up and lots of angle riding.

Arrive at Ebor and a small bit of work on the R90/6, becoming a standard at the end of each day.

### **FOCR 2023 Day 3**

A very VERY brisk morning, that's what it feels like at -2°C. It was an early start to be on the road by 0700 to meet up with an old mate in Glenn Innes at 0900. Well, Sofia had other plans and being so cold, she just didn't want to start. A little gentle battery boost and she soon woke up.

Leaving Ebor we headed to Guyra and onto Glenn Innes. The morning was fresh but amazing. Clear skies and the morning sun highlighting the green fields and full dams. We had our fair share of Roos and road kill, having to slow down and let the Roos cross the road.

Sofia's tachometer decided to go into a flat spin.

I'm sure the needle is located in the housing somewhere!

A great catchup with Boris, an old riding friend of all of us. Onto Inverell for some fuel and locate a bakery. Weather has warmed up and clear skies remained. Off with the thermals.

From Inverell we headed out to Copeton Dam. Road was interesting, Sofia finding every bump and undulation in the road. Riding across the dam was amazing (see video). Road to ourselves.

From there onto Bingara, our stop for the evening. The body is feeling it today, especially with the roads. A quiet resting afternoon with a few ales where we met Bob from BMWNSW who was working in Bingara. He noticed my BMW t-shirt and started talking. Turned out he is participating in the 100 years in Brisbane.



[Update – Bob and I met up at the 100 Year Dinner and the celebrations in Reddacliff place]

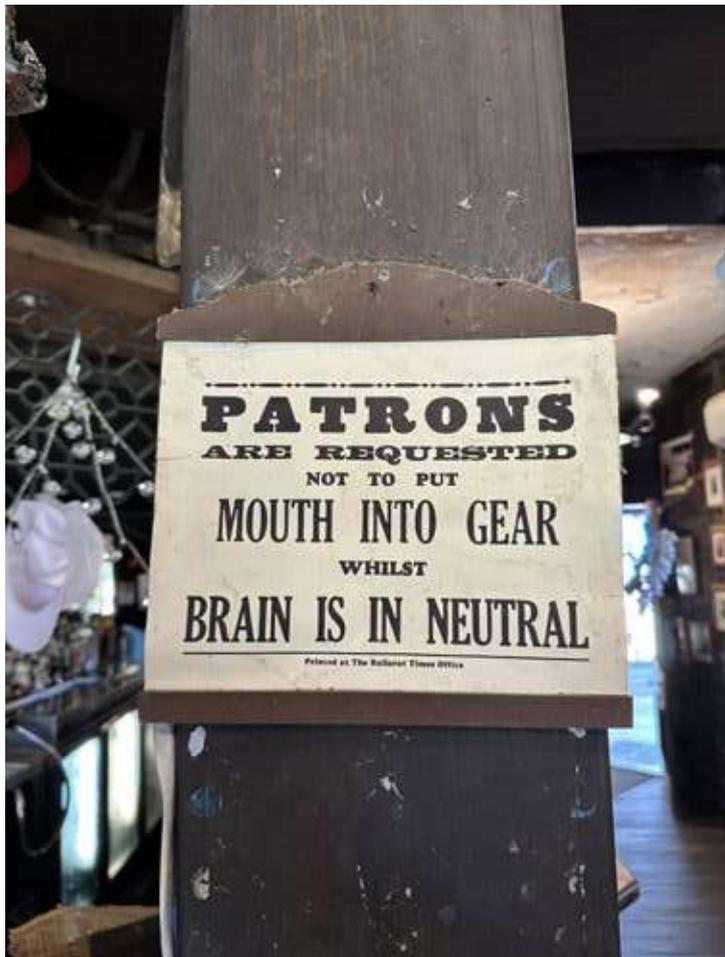
### **FOCR 2023 Day 4**

Rain overnight made for wet bikes this morning. Had the best breakfast in town... according to the owner of the café of course! After fuelling bodies and bikes, on to Tamworth via Fossickers Way.

It's not often you see and ride through the long paddock with drovers. Young heifers enjoying the grass whilst dogs keeping check. Bikes didn't

spook the cattle as we slowly rode through the herd.

Stopping at the Powerhouse Motorcycle Museum in Tamworth was next. Some amazing bikes for a private collection. Only half on display.



After a few souvenirs, it's back on the road and pick up the Oxley Hwy heading for Walcha. Lunch and refuel and back on the Oxley to Gingers Creek. Lots of road works break up some of the beautiful corners and vistas the Oxley is renowned for.

After 330kms, it's time to chill for the evening at Gingers Creek Bush Resort and enjoy the serenity before the ride home tomorrow.

### **FOCR 2023 Day 5**

Heading out of Gingers creek early (highly recommend staying at the Gingers Creek Resort, owner got up at 0600 to make us breakfast! We took on the remaining bends of the Oxley

Highway. Leaving early we also missed A LOT of roadworks. There are some major updates to the highway with lots of land slides and the road falling away. Myself on Sofia and Mark on a Triumph GT left Kim on the Harley to take the bends at the standard Harley speed, eventually catching up in Wauchope.

Into Port Macquarie Service Centre for fuel and coffee whilst watching the National Ural Adventure group come in and re-fuel. Was the most Ural's I've ever seen in one spot!

On saying out goodbyes till next time, the route home was boring but a means to an end. The kidney's had taken a bit of a beating over the NSW backroads on Sofia, so the M1 back the Brisbane was the go. Happy to report this was very uneventful.

Now to start planning for 2024 – looking like Nindigully one thinks 😊🤔.





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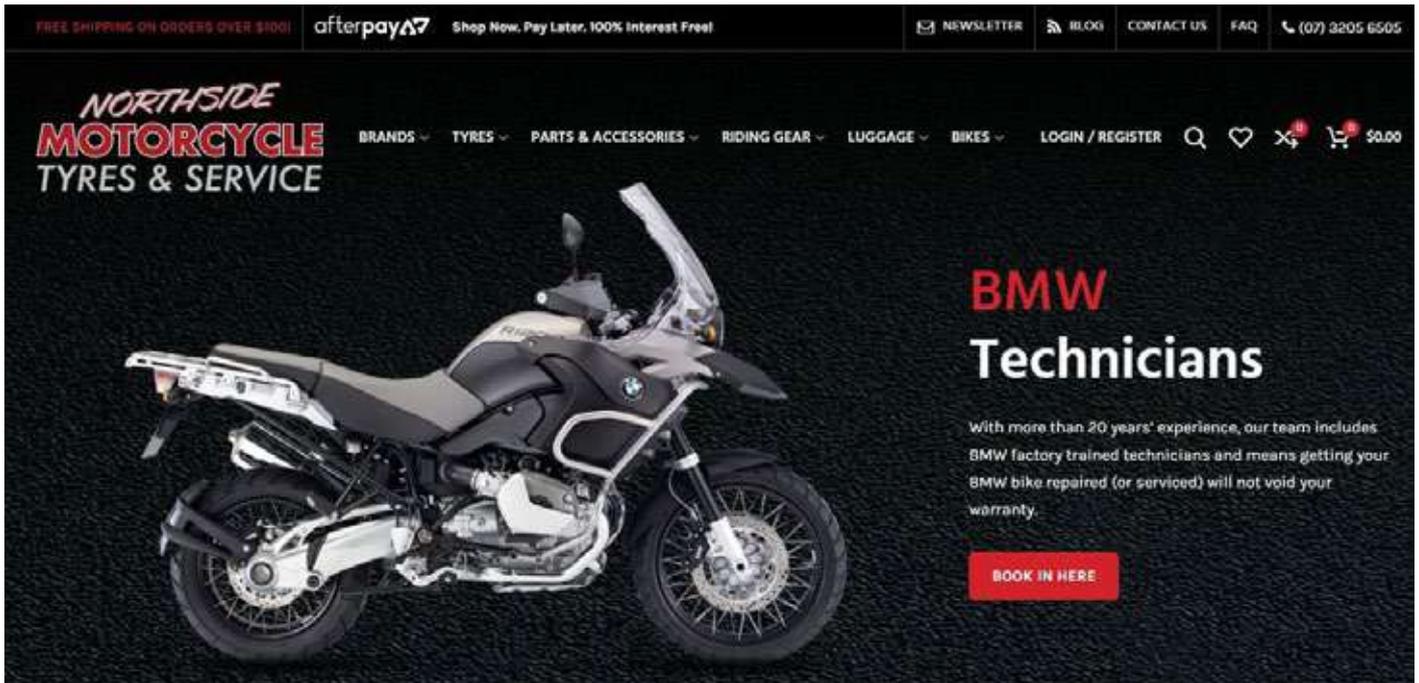
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## Watts'up

By *Cindy Bennett, #4170*

The Morgan and Wacker 100 Years of BMW event on Saturday 16th September included an opportunity for a demo ride (or 2). I immediately signed up to ride the CE 04 electric scooter. I had previously ridden the 450cc ICE BMW scooter as a loaner from Team Moto Springwood and was impressed with it's get up and go so wanted to compare it to the electric model.



*Photo by Lindy Midgley*

The sunny Spring day started well at Morgan and Wacker in Newstead with a great selection of heritage bikes as well as the finalists in the "show and shine" comp. My R1200C had sadly been knocked out in the initial round of voting by a worthy competitor of another R1200C in a striking colour scheme.

So to the test ride, we mounted up on our choices as scheduled at 10:00am, with Duncan choosing the F850GS which he had not ridden previously. He wanted to compare it to his 900 Tiger, I won't steal his thunder and tell you his verdict!

After a quick demo on getting the bike going, which was super easy, it was out onto Breakfast Creek Road in a small group. The first thing I noticed was WOW this bike is quick! One of the staff mentioned out of all of the BMW range of demo bikes today this scooter was the fastest up to 50kph, yep I can see that. Turning up the steep Ascot backstreets with some tight turns the benefit of having no inconvenient gear changes was welcome and the transition in speed smooth. And the silence, my god the silence, I opened my visor just to enjoy "the silent revolution".

When leaving for the ride the range showed 110km to recharge, funnily next time I looked it was 116km – interesting. However after wending our way to the motorway and getting up to 80kph + the range started dipping a fair bit. Into the 100kph zone and I did push it northwards of that a bit to see if it would struggle, but it kept up with the "big boys" admirably. The specs say 120kph is the max speed (electronically limited). Cornering was not as unwieldy as I thought it would be with such a long bike.

The CE 04 did seem to ride more like a bigger bike than a scooter maybe that's the weight of all the electric battery stuff or the torque but that was a welcome surprise to me. The seat was comfortable and the suspension forgiving on the not so smooth bits including railway tracks and potholed streets.

So would I buy one? Hmm if commuting in traffic every day in a 60kph zone then I can see the benefits for sure, especially blowing away all comers as the light turns green. And it is FUN! But advance planning would be needed for charging intervals if taken outside a commute radius I would imagine.



*Photos by Donna Wiltshire*

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