

MARCH 2021

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BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

Established 1958





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BMW MQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

BMW Motorcycle Club of Queensland



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2020 K1600GT



This Issue - MARCH 2021

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TeamMoto - P.59
TeamMoto M&W- BACK COVER

On The Cover

Jolly's Lookout breakfast, the traditional start to the year. Well, not this year, but close enough.

BMW Motorcycle Club of Queensland



BMW Clubs International Council



Club Details

BMW Motorcycle Club of Queensland Inc.

ABN 30 351 243 651

Address all correspondence to:

The Secretary
PO Box 3669
South Brisbane QLD 4101

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

Geebung RSL Club
323 Newman Road Geebung

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

BMWMCQ AIMS

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

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

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

DISCLAIMER

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

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

WEB SITE

Visit: www.bmwmcq.org.au




Cindy & Duncan Bennett
Editors' Report

As you read this, unless you got hold of a pirate copy of the straight-to-Netflix Journal early release, the Editors are off on a whirlwind adventure to Tasmania. Yes we lived there for a long time but didn't ride, and have only once been there for a riding trip so this will fill in a few gaps, such as everywhere south and east of Launceston besides Ben Lomond. Sliding down the foggy wet dirt tracks off that mountain on an F700GS isn't something we have quickly forgotten. Yes we are fully cognisant of the vagaries of the weather before anyone feels the need to let us know - we did live in Strahan for 3 years after all. I remember on one clear day down there thinking Wow! We've had one clear day!"

As we come to the end of another BMWMCQ committee year, whose new year seems more aligned with Chinese New Year than one would expect from a German motorcycle club, we look forward to the next and would like to offer our retiring President Paul our sincere thanks for his extraordinary efforts over the past few years. His mantra has always been "something for everyone", so the range of events on offer is suitable from those who can only attend once a year to the hard core rallyists, the weekend riders, and the longer trippers. We are loving it.

Happy riding, won't see you on the road - except if you are in Tasmania!

Cindy & Duncan



www.compassexpeditions.com

International Phone: +61 3 9747 2379
Australia Phone: 1300 887 327

info@compassexpeditions.com



Breaking News - Compass Expeditions are back on! Investors have stepped in to take a stake in the successful adventure motorcycle tour company - now rising from the COVID ashes which is good for many of our members who have experienced epic journeys with them, and hoped to again.

Submissions for the Next Journal close 25-ish March

VENUE FOR BMWMCQ GENERAL MEETINGS
GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG
MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM

NEXT MEETING + AGM: Thursday 4 March 2021!



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

Well, 2021 IS turning out to be just the same and more of 2020. Uncertainty is the only real certainty we are offered. I don't really see any change until much later in the year.

The club has, under the circumstances of Covid 19, done extremely well. We have had many events with Back to the Bush by 2, Cane Toad Rally, Christmas in July, Christmas Party (fully subscribed), positive member growth, financial stability and many activities that were unique to get us over all the restrictions. Live streaming (although still a long way to go) has allowed country members and others to join in the monthly meetings and the level of regular monthly events has had very little interruptions from Covid 19. Picnic rides have shown great promise along with a resurgence in mid-week rides. All in all, something for everyone and all in a very friendly atmosphere all in a year of turmoil and uncertainty.

The financials show stability and look solid going into the future. The website has had many additions with live booking systems for the Cane Toad, a forum section for special registration bikes, photo and video storage updates and many updates to the member database section as well as security improvements. We haven't lost a sponsor due to our support of them, remarkable under the circumstances. The members also now have the opportunity to purchase regalia direct at discounted prices without any financial burden on the club with the ability to use your own base stock to put logos on.

The club is very much a social motorcycle club and we aim to offer events to many varied groups of interests. It is important to remember we all aspire as to what we want from our motorcycling and that we all like to do it with friends. We are not a business or a bureaucracy but a group of friends. The group distributes many benefits to members both intrinsic and innate. All the accomplishments of 2020 are due to the entire committee members efforts. The combination of like-minded people in this group have been innovative, stable, and hard working. That combination has, in my opinion, been a winner. I can not thank them enough for their efforts and dedication. I am sure all the members feel the same.

I am leaving the presidency after several terms. The club has (and still is) an important part of my life. Something I have (and will continue to) enjoy immensely. I have many friends here and as one life member keeps saying to me ... Don't be a stranger.....I won't.

I recently had eight days of fabulous riding with three of those friends in upper NSW. Great riding and lots of genuine friendship and good times. I hope to do a lot more of the same.

I am looking forward to the Cane Toad Rally on Anzac weekend. It really is a great time. If you haven't been before, sign up, you won't regret it.

To all our members thanks for the great support, and I would urge you to continue with that support to the next President in this great club. It has been an absolute pleasure and honour.

Cheers, Paul



BMWMCQ Club Events for

MARCH 2021

Date	Start	Event	Details	Contact
Thurs 4 Mar	7:30pm	Club AGM & Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Paul
Sat 6 Mar	8:00am	Sunny Coast Riders Coffee Club morning	Coffee Club, Bullcock Beach	Richard de Groot - Sunny Coast Riders
Sun 7 Mar	9:15am	Club Monthly Ride	Ride to Imbil - led by Paul Hughes. Meet at Dayboro - carpark behind info centre, coffee from 9:15am at bakery or cafe next door Briefing 9:45 Depart 10:00am	Mark Mustchin - Events
Sat 13 Mar	9:00am	Coffee Meet Up	Cafe 63, 185 Redcliffe Parade, Redcliffe	Mark Mustchin - Events
Sun 14 Mar	12:30pm	Club Lunch Ride	Tyalgum Pub, Tyalgum	Mark Mustchin - Events
Sun 20 Mar	9:30am	Ride, Canoe, Camp	Meet at BP Blacksoil to head to "One Tree Farm" for a canoe trek	Mark Mustchin - Events
Thurs 25 Mar	6:00pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	Mark Mustchin - Events
Sat 27 Mar	9:00am	Club Service Day	61-63 St Jude Cct Jimboomba	Bill Luyten - Tools

EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
23 May	Distinguished Gents Ride	TBC	https://www.gentlemansride.com

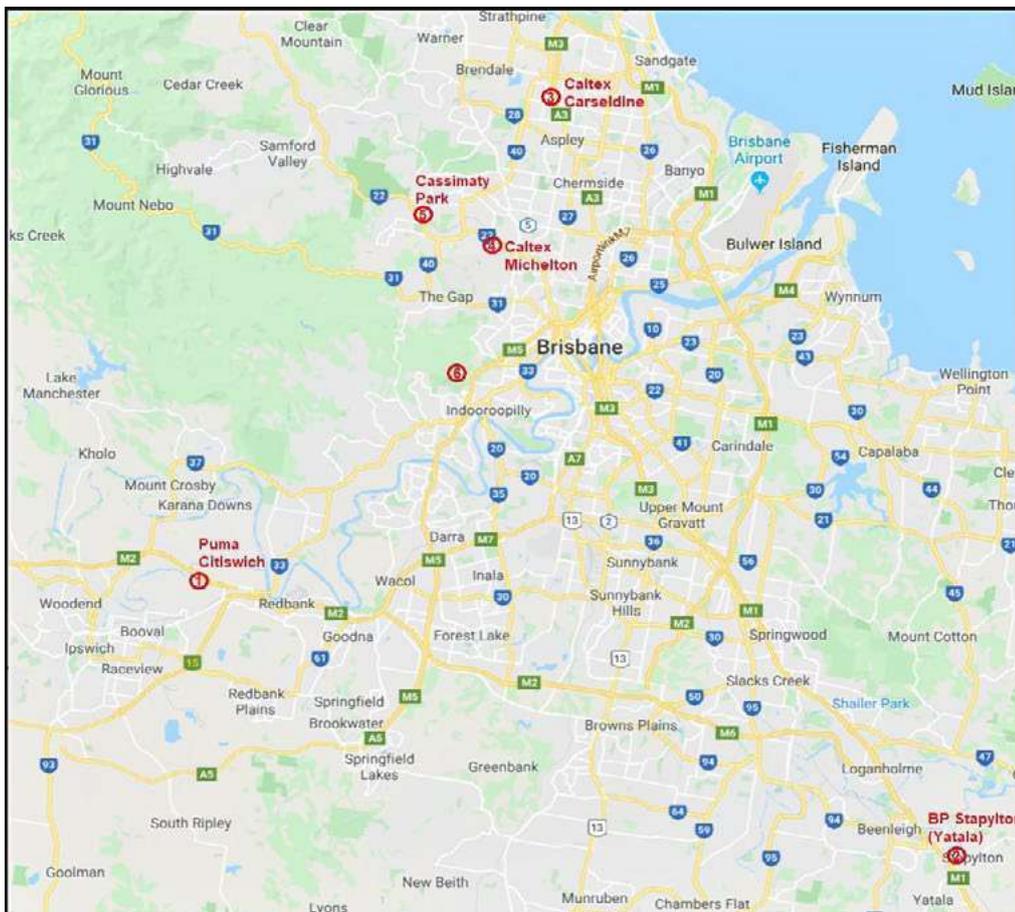


***"Our Rally"
Get ready for
April 2021...***



BMWMCQ Club Events for APRIL 2021

Date	Start	Event	Details	Contact
Thurs 1 April	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 4 April	08:00am	Club Monthly Ride	Details TBA	Events Coordinator
Sat 10 April	8:00am	Sunny Coast Riders Coffee Club morning	Coffee Club, Bulcock Beach	Richard de Groot - Sunny Coast Riders
Sat 10 April	9:00am	Coffee Meet Up	Lighthouse Cafe, Cleveland	Events Coordinator
Wed 14 April	9:00am	Mid Week Ride	Meeting at Caltex Samford for a 9am departure to Ravensborne	Events Coordinator
Fri 23 to Sun 25 April	6:00pm	27th Cane Toad Rally	Wolca Reserve, Mount Perry Camping only **see full details page 19**	Gary Bennett
Thurs 29 April	9:00am	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	Events Coordinator



1	Puma Citiswich	Cnr Ashburn Rd & Hawkins Cres, Bundamba QLD 4304
2	BP Stapylton (Yatala)	Cnr Pacific Hwy & Stapylton Jacobs Well Rd, Stapylton QLD 4207
3	Caltex Carseldine	1754 Gympie Rd, Carseldine QLD 4034
4	Caltex Michelton	550 Samford Rd, Mitchelton QLD 4053
5	Cassimaty Park	1312 Samford Rd, Ferny Grove QLD 4055
6	Brisbane Lookout Mt Coot-tha	




Mark Gilbert
Vice President's Report

Hi Members,

It has come to the end of another year and I find my time diverted to activities outside the club and living now on the Sunshine Coast, I am going to step down from the committee. I encourage members to step up and have a say in your club.

All the best for the coming year and I will see you all at events when I can make it.

Regards
Mark

Great news, we have an exciting new photo competition starting next month (first month entries to be submitted by 25th March) - read all about it on page 25...



Then and Now.....

Introducing a new and hopefully regular section titled "Then and Now" - we will feature a photo of a Member at a young age and ask you to guess who it is!

This month a clue is in order - it is a current Committee Member..... have a good think about it and see if you're correct - answer page 61.

Join the fun and email an early pic through for us to feature in an upcoming Journal.





John Eacott

Treasurer's Report

As with all aspects of the club during 2020 the Finances have been challenging. Despite the unusual outgoings such as the photo competitions and gratis 6 months advertising to current club supporters we have increased the club's assets as shown in the attached reports from our accountant. Some of these increase in assets are, of course, the holding of monies associated with the suspended 2020 BMW Clubs Australia Motorrad Rally. There are future plans from the club committee to use these funds for the benefit of all members.

Balance sheet

BMW Motorcycle Club of Queensland Inc
For the year ending 31 January 2021 vs as at 31 January 2020,
cash basis

ACCOUNT CODE	ACCOUNT NAME	BALANCE	COMPARISON BALANCE
ASSETS			
CURRENT ASSETS			
-	Bank - BOQ Premier Investment Acct	\$20,352.43	\$20,000.00
-	Bank - BMWMCQ Cheque Account	\$11,067.37	\$7,470.86
11000	Accounts Receivable	-	-\$310.00
	TOTAL CURRENT ASSETS	\$31,419.80	\$27,160.86
	TOTAL ASSETS	\$31,419.80	\$27,160.86
	NET ASSETS	\$31,419.80	\$27,160.86
EQUITY			
1110	Retained Earnings Surplus/(Accumulated Losses)	\$27,160.86	\$20,726.46
-	Current year earnings	\$4,258.94	\$6,434.40
	TOTAL EQUITY	\$31,419.80	\$27,160.86



A letter to the Editors from Ian Kite, Member #4040:

Hi Cindy & Duncan
Just read the February club magazine and noted Tony Gray's article "Improvisation" with the photo of the alternator belt fitting tool. Attached is my home made version which works perfectly. If any member wants to use it I would be happy to take it to a club maintenance day.

Regards
Ian Kite

Thanks very much Ian, home made is well made by the look of it.



John Eacott

Treasurer's Report

Profit and loss

BMW Motorcycle Club of Queensland Inc

For the year ending 31 January 2021 vs 1 February 2019 to 31 January 2020,
cash basis

CODE ACCOUNT	AMOUNT	COMPARISON AMOUNT
INCOME		
4010 Membership Fees	\$11,767.95	\$11,074.69
- Interest Received	\$367.95	\$251.51
- Advertising Income	\$2,363.74	\$4,400.00
TOTAL INCOME	\$14,499.64	\$15,726.20
GROSS PROFIT	\$14,499.64	\$15,726.20
EXPENSES		
- Online accounting	\$627.30	-
- Website Maintenance	\$3,080.00	\$4,235.00
- Website Hosting Expenses	\$1,360.82	\$315.48
- Website Domain Expenses	\$193.70	\$116.83
- Tools Expense	\$214.31	\$149.12
6340 Telephone	\$20.00	\$20.00
- Raffle Expenses	-	\$90.31
6260 Printing and Stationery	\$173.80	\$64.35
- Prepaid Expense	-	-
- 2020 Christmas Party	\$150.00	-
Total Prepaid Expense	\$150.00	\$0.00
6250 Postage	\$247.00	\$240.00
- PayPal commission	\$230.35	\$194.35
6550 Office Supplies	\$31.46	-
6240 Miscellaneous	\$43.95	\$651.31
6180 Insurance	-	\$75.89
- Stamp Duty	\$55.09	\$55.09
- Premium	\$556.50	\$556.50
- Policy fee	\$50.00	\$50.00
- Insurance GST	\$78.26	\$78.26
- Brokers fee	\$176.15	\$176.15
Total Insurance	\$916.00	\$991.89
- Government Charges	\$141.00	\$55.35
6140 Gifts and Donations	\$423.65	\$300.00



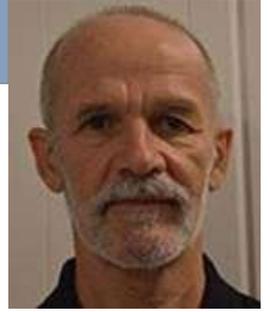
Profit and loss

BMW Motorcycle Club of Queensland Inc

For the year ending 31 January 2021 vs 1 February 2019 to 31 January 2020,
cash basis

CODE ACCOUNT	AMOUNT	COMPARISON AMOUNT
6150 Depreciation Expense	-	\$589.72
- Computer costs	-	\$89.00
6335 Software Expense	\$843.00	\$1,001.20
- Internet Services	\$184.67	\$152.90
Total Computer costs	\$1,027.67	\$1,243.10
- Club competition	\$750.00	-
6120 Bank Charges	\$10.00	-
- Australia Post / Post Box Rent	\$201.00	\$195.00
- Auditors Fees	\$660.00	-
- Affiliation Fees	-	\$476.00
TOTAL EXPENSES	\$10,502.01	\$9,927.81
OTHER INCOME		
- Tools & parts sales	-	\$10.00
- Regalia Sales	-\$169.00	\$244.00
- Event income	-	\$1,760.00
- Cane Toad Rally	-\$237.73	-
- 2020 BMW CA Rally income	\$813.00	-
Total Event income	\$575.27	\$1,760.00
TOTAL OTHER INCOME	\$406.27	\$2,014.00
OTHER EXPENSES		
- 2020 BMW CA Rally	\$144.96	\$1,377.99
TOTAL OTHER EXPENSES	\$144.96	\$1,377.99
NET POSITION		
Income	\$14,499.64	\$15,726.20
Cost of goods sold	\$0.00	\$0.00
Gross profit	\$14,499.64	\$15,726.20
Expenses	\$10,502.01	\$9,927.81
Other income	\$406.27	\$2,014.00
Other expenses	\$144.96	\$1,377.99
NET POSITION	\$4,258.94	\$6,434.40



Tony Gray
Secretary's Report


Another Club year draws to a close so time for a little reflection. This past year has thrown up more than its fair share of challenges with the most googled term in 2020 of Covid 19 having left a legacy of failed travel plans, lockdowns, border closures and the advent of a new term, ZOOM. Our riding may have been very disrupted but the club activities certainly didn't take a back seat. We have had a very active year with several new initiatives embraced by Club members.

This was my third year on the club committee having previously spent 2 terms as Treasurer. With no disrespect to those previous committees, this year has been very enjoyable with a great group of people dedicated to looking after the best interests of the club and its members. 'Out of the Box' thinking was required on many occasions and new ideas were forthcoming. Club Membership has grown, our finances are in a sound place, we produce the highest quality journal around the land, our service days at Rob's place continue to grow in attendance and diversity of activities, club regalia is back in a big way and being seen on many more bodies, our sponsors have stuck with us and are being well supported, our ride & activity calendar has something for everyone and we maintain a strong connection to the BMW brand through our active membership of Clubs Australia. This just doesn't happen without a lot of work & dedication from those involved in the various portfolios and from the stewardship and guidance from our outgoing President and Vice President Paul & Mark who are both standing down from their current positions. I would like to extend my gratitude for the work you have done throughout the year and I am confident the other committee members and general membership would join me in that expression of thanks.

Finally a callout to any member who would like to be more active in the club by participating on the committee, there is still time. All committee positions are vacated at the AGM and a new committee will be elected. Just get your nomination form to me, the AGM will be held on 4 March 2021 at the Geebung RSL.

Tony.



A pic from Tony's recent trip into NSW. This one at Mann River Nature Reserve.

BMWMCQ Meeting Minutes 04 February 2021

Venue: Geebung RSL

Meeting Opened:	7.35pm
Apologies:	Ross & Jenny Layther, John Eacott, Jody Wan Ngo, Jane Gray, Geoff & Ellen Hodge, Maggie Rafanowicz, John Allan.
Minutes of Previous General Meeting:	Accepted: Charlie Brown Seconded: Gary Bennett
Number of Attendees:	34
New Members (Name & MC):	Joe Ludwig, Peter Jeremijenko
Visitors:	Tom Telfer (friend of Mark Gilbert).
Returning Members:	Gary Hilton
Treasurer Report:	Apology, traveling south. Report posted in February Journal.
Editor Report:	Going to be traveling in March. Appreciate that April Journal may be slightly delayed. Thanks to contributors.
Tools Report:	Next service day to be at Rob Wynne residence at Jimboomba 27 March. Discussion re member bike and problem with GS1200 starting after replacing plastic fuel line connectors with SS items.
Regalia Report:	Regalia on display. One shirt sold.
Records Report:	250 financial members. Eight new members so far this year. Greg is going to put video clips on the website. Compliments to Paul H for the Service Day Video.
Events Report:	Busy month ahead starting with the Mt Nebo breakfast this Sunday. Duncan to lead ride to Crows Nest for lunch after breakfast. Paul H volunteered to lead the lunch ride to Imbil on 7 March.
Secretary Report:	Correspondence IN: BOQ re Investment Account Maturity Date 14 Feb. RFDS Thankyou letter for \$1,300 Donation. NSW Touring Club Newsletter. Building towards our AGM in March details in Feb Journal. If you are interested in nominating for a Committee position OR nominating someone else then please get into the secretary by email or snailmail. All positions are vacated at the AGM and are open for election in accordance with the Club Constitution.
Dealer Liaison Report:	Dealer delivery of bikes is currently up to 3 or 4 months. GS1250 40 yr anniversary model is currently in M&W. New S1000 R and RR models coming. 10% discount confirmed by Tony Ward for club members. Please be polite and request this discount when making a purchase but don't demand as it is a privilege and not a right.
Vice President Report:	Mark noted he will not be re-nominating for the VP role next year.
President Report:	Note Police blitz on Mt G especially with exhaust noise. This will continue. Accidents being reported every weekend on the mountain. Format for the AGM explained. Looking for people to lead rides. Promoting the GOMA display. HMCCQ display on 27 Feb at GOMA. Free entry to the display. Check out the free bike films also screening during the GOMA bike show period.
Other Events/Buy/Sell/Swap:	Chris Lancaster is selling his F700GS. Paul Hughes has low seat for GS1200 wethead.
Past rides:	Charlie Brown ride to Nimbin and Kyogle. Excellent roads. Club ride to Uki for lunch. Bit wet but excellent ride.
General Business	Cane Toad is 11 weeks away.
Closed:	8.37pm





Greg Gaffney

Records Officers Report

With the AGM upon us it has been an interesting year with all our lockdowns and changes to our way of life. Unfortunately, many rides and events were cancelled. With all this disruption we still had 57 new members join between this time last year and now!

I thoroughly enjoyed the visit to the GOMA exhibition with some other members. The restorations were amazing. I would have loved to have seen an R90S there.

Failing that the bike I most would have wanted to take home was the Honda 4 750. It brought back some great memories.

Welcome to New Members:

Michael Jorgensen CAINBABLE R65

Joe Taeni HAMILTON Suzuki DL 650

Matt Leitch TARRAGINDI R1200GS, R100RS, K100RS

Peter Jeremijenko KELVIN GROVE R1200RS, Yamaha FJR1300, Suzuki Intruder 250, Honda CB150, Yamaha CV50 - Jog

Gary McDonald TENNYSON R1250GSA

Murray Bain MT HALLEN S1000XR, Triumph Thunderbird 1700

One of Richard Maher's great shots from his "Trip to the Dealer" series, see more page 29





Bill Luyten

Tool's Report

SERVICE DAY

The Club will hold a Service Day on **Saturday 27 March** at Rob Wynne's place starting at 0930.

Location: 61-63 Saint Jude Circuit
Jimboomba

(Just off Mt Lindesay Highway)

Note: some GPSs require the suburb to be "Glenlogan"
Oil drain pans, oil disposal as well as a comprehensive tool kit is available.

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

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

There are special tools available (see below list) including the GS-911WiFi and 3 pin diagnostic tools.

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:

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

Contact Tools Officer

Bill Luyten 0438 123 747

email: spares@bmwmcq.org.au



Rosi Johnson

Regalia Report

There are some sample sizes of Club embroidered t-shirts which will be brought along to the monthly meetings and there are many ordering options including using the order form on the following pages!

Ride Safely out there, Rosi.

regalia@bmwmcq.org.au



A happy Editor with her new Regalia items!



Lady Shirts



[2LPS](#) - \$26
65% polyester
35% cotton



[2LCP](#) - \$27.50
65% polyester
35% cotton



[7LPI](#) - \$29.50
100% polyester
"I was arrested for being too sexy" - S. Johansson



[ICE Tee](#) - \$24.50
Cotton
"I radiate in this" - Dr Marie Curie

Bloke Shirts



[210](#) - \$26
65% polyester
35% cotton



[2CP](#) - \$27.50
65% polyester
35% cotton



[7PIP](#) - \$29.50
100% polyester
"I wear this on date night" - C. Hemsworth



[ICE Tee](#) - \$24.50
Cotton
"Best riding shirt ever, did Africa and still going" - Dr D. Livingston

Gender Neutral Hats & Bags



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



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



[AH230](#) - \$15
Cotton Cap



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



[AH770](#) - \$17
100% Cotton Beanie
"You too can look Gangsta" - S. Dogg



[Metro](#) - black/charcoal or black/royal - \$20.50



[Swiss](#) charcoal- \$35.50



Club order form for shirts, bags and hats

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

Name: _____ Email address: _____

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

Delivery address: _____

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

Shirts:

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

Bags:

<i>Bag product name</i>	<i>Quantity</i>	<i>Colour</i>
Metro		
Swiss		

Headwear:

<i>Product code number</i>	<i>Quantity</i>	<i>Size</i>	<i>Colour</i>
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, shirt styles and fabrics available through Gold Star Embroidery - check out the website at [goldstarembroidery](http://goldstarembroidery.com.au) and call Daniel - he knows all about BMW regalia!





Mark Mustchin

Event's Report

The year kicked off with well attended rides and events and the calendar for March / April is looking good. There are some nice rides & social activities planned so there should be something of interest for everyone.

We are always looking for ride suggestions/destinations and club members to run events, particularly "Back to the Bush" events, so if you would like to contribute please let me know.

Christmas in July is on again, due to the popularity and success of last years event it will be at the same location as last year.

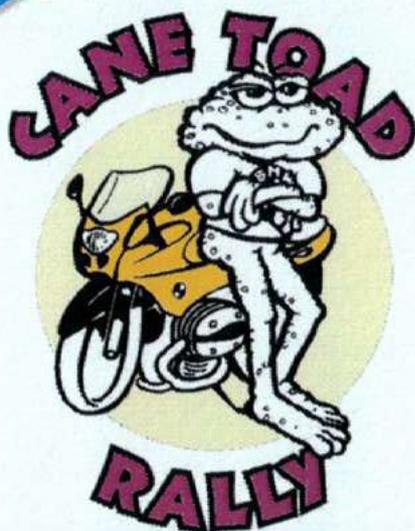
Happy & safe riding,

Mark Mustchin



Day 6 - Cessnock to Port Macquarie, read the ride report by Tony - page 36





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

The 27th

CANE TOAD RALLY

Since 1978

- WHEN:** 23rd, 24th, 25th April 2021
- WHERE:** Wolca Reserve, Bania Rd. Mount Perry, Qld.
(5.5km North of Mount Perry)
- GPS:** -25.132795 151.619289
- COST:** \$25 Entry (includes Rally Badge and Camping Fee)
pre-registration can be made on link below before April 18, saves time when you arrive at the rally, just sign and pay entry fee.

Camping on large campground with hot showers, flushing toilets and **campfire**.
Food Catered on Friday & Saturday night, other meals/drinks available in Mt. Perry.

Bike Tour of local area highlights on Saturday morning.

Light Entertainment on Saturday night around campfire.

Screen printing of the "Cane Toad Logo" **onto your T-Shirt** will be done on site for a gold coin donation. There will be the traditional **Rum Hunt and Gymkhana** to be held at 2pm Saturday followed by **presentation of awards** at 4:30pm for:

Longest Distance Male Rider (distance straight from home)

Longest Distance Female Rider (distance straight from home)

Longest Distance Pillion (distance straight from home)

Largest Club/Forum Attendance

Hard Luck Award

Oldest BMW

email: canetoadrally@gmail.com

Proceeds donated to



Royal Flying
Doctor Service





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

The Annual General Meeting of the Club will be held at Geebung RSL, 323 Newman Rd, Geebung Qld 4034, at **7:30PM** on **March 4th 2021**.

The Agenda of the meeting is as follows:

1. Acceptance of the 2020 AGM minutes
2. Management Committee Report
3. Presentation of the Financial accounts
4. Election of Committee members

Special Resolutions

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

The General Meeting for March 2021 will follow the AGM.



Tony Gray
Secretary
BMWMCQ



BMWMCQ Annual General Meeting Minutes March 2020

Meeting Date:	5 March 2020. Time: 7:30pm Attendance: 46
Chairman:	Paul Hughes/Tony Gray
Apologies:	Cindy & Duncan Bennett, Maggie & George Rafanowicz, Mal Cramer, Liz Healy, John Allan, Craig Brennan.
Minutes of Previous AGM:	Accepted: Rosi Johnson Seconded: Geoff Hodge
Outgoing Presidents Report:	Presidents Report included Events report that was handled by the Committee to cover the vacancy in this position. There has been a full calendar of varied events to try to cater for all members. Thanks to the committee for their work this past year and to the members for their support of the club.
Outgoing Committee Member Reports:	Committee members presented their review of the year. Greg Gaffney mentioned there are currently 233 members of the Association. Cindy & Duncan Bennett submitted a written report which was read by Paul Hughes. Mention was made that C&D will be unable to complete the full year as they will be touring overseas for an extended period in early 2021. New blood is needed in this vital role. VP Richard Maher has announced that he will not be re-nominating for the role this year for personal family reasons. Thanks extended to Richard to his contribution over many years.
Outgoing Treasurer Report:	Motion to accept the tabled documents moved by John Eacott: Seconded by: Richard de Groot Accepted by the members present.
2020 Committee Nominations:	Nominations received prior to meeting by the Secretary. A call was made to the floor for any other nomination as each position was called. No other nominations were received so all nominees were elected uncontested. President: Paul Hughes Vice President: Mark Gilbert Secretary: Tony Gray Treasurer: John Eacott Records: Greg Gaffney Tools: Bill Luyten Regalia: Roswitha Johnson Events: Mark Mustchin Editor: Cindy & Duncan Bennett Dealer Liaison: Don Grimes
Special Resolution:	Nil
Closed:	8.20 pm



BMW Motorcycle Club
of Queensland


BMW Motorcycle Club of Queensland Inc.

Proxy Form

I, _____

(member name)

of _____

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

appoint _____ of _____

(name of proxy)

or failing him/her, _____ of _____

(name of alternate proxy)

 as my proxy to vote for me on my behalf at the Annual General Meeting of the Club to be held on **4 March 2021** and at any adjournment thereof.

Signature: _____

Date: _____



BMWMCQ Inc. NOMINATION FORM



Election of Committee Members

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

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

Signature of Candidate: _____ Membership Number: _____

The nominations and voting procedures will proceed at the AGM as per the Club Constitution



OPEN THE DOOR

JEGFeb2021

*Once upon a time we took travelling for granted
As long as there was money & the “travel bug” planted
Off on a whim to places unknown
Or scrimped & saved till the budget had grown
Historic places of archaeological fame
Or beautiful cities on the Rhine or Seine
Tropical islands where Life’s pace was slow
Or magnificent Alps all covered in snow
Whatever your interests you just paid the fare
On the plane with your passport & went from there*

*But that’s all in the past with foreign borders closed
Who would have thought the World could be so exposed
Now we must look to our own backyard
To find treasures behind an often dull façade
We may not be able to roam far & wide
But we’ve now got the time to look deeper inside
Beauty surrounds us but we may have been blind
In too big a hurry to leave it behind
Until the World reopens there is much to explore
Just refocus your dreams & open the door*





SAT, 20 MAR AT 09:00 UTC+10

Ride, Canoe, Camp

Vernor, QLD

Meet at the BP Blacksoil for a 9:30 Departure (route TBA) stopping for lunch along the way with a planned arrival at One Tree Farm at about 3pm.

We will enjoy a leisurely canoe paddle on the Brisbane River paddling towards the Lowood Bend than return to the farm for a relaxing gourmet picnic platter & glass of wine on the bank of the river. The paddle will take about 2 hours & is only a distance of about 6k's depending on how straight you can paddle the canoe. Double & single canoes available.

The cost per person is \$75.00 pp for the canoeing & Gourmet Picnic Platter. Payment to Mark Mustchin prior to event date would be appreciated.

Camping on site is available at no additional cost for club members who take part in the paddle. Campers can spend the evening around the campfire enjoying your favourite beverage. Numbers are limited to 12 so if you're interested book your place early.

Your hosts at One Tree Farm (located on the banks of the Brisbane River at Vernor) are Dan & Sue, Dan runs One Tree Canoe Company & manufactures quality composite canoes on site.



Announcing an exciting new photo competition which will run from April 2021 for 12 months!

This follows on from the highly successful competition that was run last year during peak COVID. OK, rules are:



- There will be a theme each month for the competition - theme for the first round is ***“Spirit of Australia”*** - as we live in such a spectacular country we want a picture that celebrates this!
- The following month’s theme will be published in the Journal at the start of the month and publicised on Facebook.
- The monthly prize will be a **\$200** voucher to spend at one of our sponsors! In addition you will have the honour of your photo being the Journal cover shot*.
- Each member (or dual membership) is only eligible for one prize over the 12 months of the competition.
- Photos submitted do not have to be current photos however they must be the property of the member and are entered on the clear understanding that the photos may be used by the Club for promotional purposes.
- **To enter:** email the Editor at editor@bmwmcq.org.au with your name, the photo, and photo details by the 25th of each month to have your photo included in that month’s competition - no correspondence will be entered into.
- Entries will be judged by the Editors of this Journal who will of course be ineligible to enter (and will resist all but the most tempting bribes...)

So there it is, a great incentive to get out there and start snapping or go through your photo archives.

*We do struggle with landscape oriented photographs, but we’ll use our best efforts.



“Spirit of Australia”? Damn, but I can’t win!



R1200 Fuel Pump Failures

By Tony Gray, Member #3905

In September 2015 I wrote the following article for the journal outlining the experience I had with a Fuel Pump failure on my R1200GS (2007 model/2006 manufacture year). At the time models UP TO 2011 were identified as having the problem while later models were fitted with an upgraded Bosch pump. Recently club member Michael Ahlberg alerted me to a fuel leak he had on his 2013 R1200GSA – this was the last year of the air/oil cooled motors in the GS/RT range. That motor does continue in the R9T range to this day.

Michael's problem proved to be identical to my earlier problem so he (wisely) trailered his bike to Morgan & Wacker where an inspection confirmed our suspicions and the pump was replaced free of charge to Michael.

It would appear this problem, which can be extremely dangerous, can affect any model in the air/oil cooled R1200 range. Regardless of age or mileage it would also appear that BMW are replacing the failed units free of charge. If you smell fuel when starting your bike then turn off the motor, removed the LHS bodywork (this will vary depending on model) and check the fuel pump housing where the quick-connect joins the fuel pipe to the pump. We have another service day coming along in March so if unsure where to look come along and I will be more than happy to explain.

Ghost Tales

Before Jane and I departed for our 3 month trip to the USA and Canada back in March 2015 our bikes were 'mothballed'. There was a faint petrol smell from the Gray Ghost (our 2006 R1200GS) when she was put away but nothing was obvious. When she was fired up after our return in June there was a noticeable fuel leak dripping onto the LHS header pipe – obviously not a good mix.

The source of the leak was quickly traced to the fuel supply line from the fuel pump under the vented black plastic cover on top LHS of the

fuel tank. There were hairline cracks around the perimeter of the flange where it mated with the fuel pump housing.

I checked various on-line forums and found that there had been a safety recall in the USA on the fuel pumps of many BMW R, K and HP2 models manufactured between 2004 and 2011 at which time the part was redesigned. This recall dated from December 2013 in America. I asked around the Club and Paul Hughes advised that the faulty fuel pump housing was the subject of a technical Campaign in Australia. What is the difference between a Safety Recall and a Technical Campaign you might ask? I contacted BMW HQ in Melbourne to find out and this summarises their response:

A Product Recall is undertaken by the manufacturer under very strict rules and guidelines set out by the ACCC. In BMW's case the ACCC can even provide (otherwise) confidential information on the registered owners of affected bikes where this is not known by BMW. The manufacturer must notify each affected owner in writing of the nature of the recall. I received one such written recall notice to have the rear wheel flange replaced. This recall was well covered by Merv Bone in an article on page 20 of the August 2015 BMWMCQ Journal. As an addenda to that article if you are unsure if your rear wheel flange has been replaced then there is a simple way to find out (thanks to Mal Cremer for this tip). The original flange is alloy and the replacement is steel. Just apply a magnet to the flange and if it sticks then you have steel, if not then it still has the original alloy flange.

A Technical Campaign is an entirely different animal. BMW notifies their dealer network and then it is up to the dealer as to how to proceed. They may choose to notify customers that they know in writing or they may choose to wait until the customer returns the bike for its next service. In our case we are known to the dealer but I service my own bikes and we did not receive any advice about this campaign. All credit to Morgan & Wacker who agreed to look at the Fuel Pump when I returned the Gray Ghost for the rear wheel flange recall. The wheel flange and fuel pump were both replaced (at nil cost) the same day



and we had the Gray Ghost back in time to attend the Biscuit Run.

Ben Renes the Service Manager at M&W explained that they were replacing the pump where cracks had developed (like ours) but there was an alternative remedy if the housing had not cracked. In this scenario a metal reinforcing ring is pressed in around the circumference of the housing and this relieves the pressure on the plastic housing. Refer bottom photograph of our new housing showing the reinforcing

ring.

The lesson here is not to wait until a fuel leak develops but to contact your preferred dealer and find out if your bike is affected. Alternatively you could contact BMW HQ on free call 1800 813 299 and quote your VIN number and they will advise if your bike is affected. For information the Gray Ghost had covered just over 88,000km and was just less than 9 years old when the fuel leak developed. The wheel flange did not show any cracks but was replaced regardless.



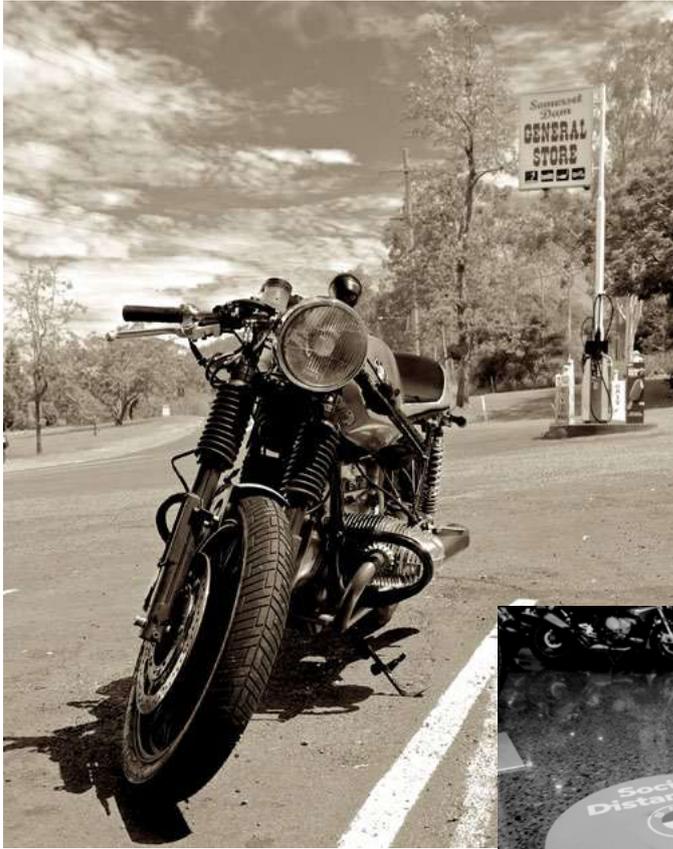
From John Eacott:

1. Tired of your helmet and jacket falling off your bike? Sick of having to re-adjust your mirror after you've parked the helmet on it? Make up little plastic "J" hooks out of 3-4mm thick plastic sheet, about 12-14mm wide and mount them on the end of your handlebars. They're strong enough to support the weight and flimsy enough to break off if you connect with them when you throw yourself on the ground. If you don't want to mount them off your handlebar weights, simply pop-rivet them on to your hand shields.
2. For those without mag wheels: Install small cable ties to your spokes where they cross each other. When a spoke breaks, the loose end doesn't flail about and cut your brake lines. *See photo below of Toby Price's Dakar bike, Toby has listened.....*

Wet Weather Tips from Tony Gray:

1. If you wear wet weather over-pants as Jane & I do then you would no doubt have experienced the one-legged 'Bunny Hop' as you endeavour to slide your leather boot down the inside of the pants leg! Have no fear a solution is at hand and it's cheap. Carry a plastic bag inside your trouser pocket, put your boot inside the plastic bag and hey presto, your booted foot will just easily slide down the pants leg.
2. If your boots leak (don't they all eventually) then carry 2 more light plastic bags (the ones off the roll in the fruit & veg aisle at the supermarket are ideal) then put your socked foot inside the plastic bag before putting your boot on. Your boot will still get wet but your feet & socks will remain dry.
3. If your wet weather pants 'ride up' your boot then cut a couple of bands out of an old 4 inch rubber inner tube – they make ideal garters to secure the bottom of your pants leg. Don't have any old inner tubes? Let me know and I will bring some along to the next service day.





From the camera of Richard Maher; "A Trip to the Dealer" January 2021





By Duncan Bennett, Member #4171

Prior to March 2020 we took the globe for granted. After building a cash stockpile, away we could go, landing on any part of the surface of the globe that took our eye for motorcycling adventure. Our only limitation was the height of the cash stockpile. But after March 2020, the archaic theory that the earth is flat became reality. No matter which direction we head these days, we seem to run into an edge. The ancients believed the earth was a disc floating in water, which is now completely right for modern Tasmanians, however for most of us our earth is now edges butting up against randomly opening and closing borders, with water on the other edges.



The best flat earth border crossing we can hope for these days

Fortunately, we have both memories which make everything seem better as time goes by, and smartphones which are pretty good cameras. So we can sit back and watch our laptop screen saver scroll through images of the times when the earth was a sphere. Facebook also provides daily updates of the good old days of going around; "Ooh look darling, four years ago today we went to sort out the broken leg at that orthopaedic hospital in Addis Ababa that was up that track that made the Duck Creek Road seem smooth! Good times!"



A spherical earth border crossing into Argentina

With the BMWMCQ photo competition for 2021 kicking off this month and facing the prospect of co-judging rather than sweeping all before me, I decided my favourite photos of places on the spherical earth should not be held back from a wildly disinterested public. "Please don't..." said certain co-editors, so safely assuming there was a distracted omission of "...deny the masses of your photographic genius!", I decided to share some of my favourites from beyond the edges of our flat earth.



This one was in southern Ethiopia, where the termites go for length rather than girth. This was a selfie as I was by myself a long way from the camp but the reason why I am "pulling out" in the photo was because I suddenly became self-conscious about touching it.





Probably my second favourite photo ever above. Red Canyon, Utah in September 2015. Hired an F800GS out of Salt Lake City during a work trip on the last weekend before the parks started to shut down due to the cold. Having just recovered from a broken leg out near Gatton, this was a day of spectacular albeit freezing riding and the GS gave me back a lot of sorely needed confidence.

Met up with a group of Japanese blokes in the Grand Staircase - Escalante National Park during the ride who had BMW's back home and who swarmed the GS. They'd hired Harleys, and if you've ever seen a 65kg man trying to extract a 440kg motorcycle from a slightly downhill car parking space you'd understand their jealousy.



No flat earth here. Our first overseas motorcycling trip, the Southern Lakes Explorer in Chile. We went up Volcano Osorno, and I decided to charge up a dirt track to get the "money-shot" photo. As always, patting oneself on the back for being an awesome F700GS photographer lasted about 5 seconds before I became horribly bogged trying to get back out.





BEFORE THE EARTH WAS FLAT



Obviously this wasn't taken out near Kingaroy. Riding along in Botswana by myself, and this is standing next to the road. I stopped, giving it a bit of respectful room just in case – my experience with elephant behaviour was and still is at “entry level”. He looked at me. I looked at him. He eventually decided that I was not a threat, which was a good conclusion, and ambled across the road to the vegetation on the other side.



While on the Cindy on dirt roads theme, and I've got about a million of those photos, this above was on Highway 40 which runs north of Coleman along the Rockies as far west in Alberta as one can ride. It wasn't until we took the bikes back to Cycle BC that we discovered we were not really covered for insurance on dirt roads, and this was a long one with a few patches of newly laid deep gravel. Well worth it for the scenery and experience though.



Cindy about 30km from Walvis Bay heading east into the Namib desert. Like the Atacama in Chile, the Namib is utterly lifeless but it actually quite hard to get a photo like this that shows utter lifelessness (except of course for Cindy), there is usually an annoying withered saltbush or something ruining the shot. This was a memorably tough day as it was virtually all on dirt and sand, 350km in the heat.



Sometimes miracles occur. This photo was taken on our last day on the fantastic Alaska tour in 2019. We'd stopped for brunch at a place called Chickaloon so it made sense to get the three BMW 700GS dirt-riding chickaloons Cindy, Margreth, and Jan to do an “up on the pegs” ride-by. Timing to get the three front wheels in a perfect line was admittedly sheer bloody luck.





Combining the themes of Cindy on dirt roads and in Alaska, probably my favourite photo ever. Crossing over the Brooks Range pass on our way back to Coldfoot from the Prudhoe Bay oilfield, besides Nordkapp in Norway the closest to the northern edge of the floating disc you can get by road. The weather was great, the famous “Ice Road” a bit dusty but otherwise great, the riding partners were great, and the scenery and wildlife spectacular. A truly magical 400km nearly-all-dirt day north of the Arctic Circle, with therefore zero risk of being caught out in the dark.

Our African trip will be very hard to beat, it had everything. 80 days of seeing and experiencing stuff, some of which was very tough, some of which was amazing, some of which was a bit tedious (I’m looking at you border crossings) and lots of funny moments.



This photo of Cindy and I was taken by our Ride Leader about lunchtime 60km from the end of the 18,000km very top to very bottom African epic at Cape Town, and is a favourite simply because it shows what we can all look forward to when the flat earth becomes a globe once again.





THE
Distinguished
GENTLEMANS
Ride



**Date for the 2021 ride
is Sunday 23rd May!**

Register at:

<https://www.gentlemansride.com/#2021>

Riding Dapper For A Cause

The Distinguished Gentleman's Ride unites classic and vintage style motorcycle riders all over the world to raise funds and awareness for prostate cancer research and men's mental health.

The Distinguished Gentleman's Ride was founded in Sydney, Australia, by Mark Hawwa. It was inspired by a photo of TV Show Mad Men's Don Draper astride a classic bike and wearing his finest suit. Mark decided a themed ride would be a great way of connecting niche motorcycle enthusiasts and communities while raising funds to support the men in our lives.



by John Eacott, BMW Clubs Australia Delegate

BMWMCQ Delegate's Report

Stop Press!! Well we would if the Journal was still being printed, so Start Typing!!! is more appropriate:

BMW Clubs Australia have received approval from BMW Club and Community Management to use new logos from 24th February 2021. The BMWMCQ were given an opportunity to review the logo designs and make comments through BMW Clubs Australia, so now it is time to update them starting with the Journal for April. The new logo format is on the right, similar elements as the old logo but re-arranged.



BMW Motorcycle Club
of Queensland



Sunrise coming out of Walcha for Uralla/Armidale on John's 5000km trip in 11 days down to Southern parts. John reports Oxley is much improved with roadworks finished, but Ginger's is closed so don't plan that as a fuel stop.



BMW | ONE PASSION.
CLUBS | ONE COMMUNITY.



By Tony Gray, Member #3905

Planning any sort of extended trip over the past 12 months has been somewhat complicated with the dreaded C word playing its part to cause havoc with travel plans. And so it was with the New Year and a planned ride around always beautiful Tasmania. Brisbane was declared a hot spot and Tasmania said we weren't welcome (sob sob) so we cancelled our ferry crossings and then all was forgiven and we were welcomed back. Too late I say. Jane had made other plans helping a daughter pack for a house move so I was 'invited' to go away on a boy's trip. No second invites required there.

I did a quick whip around and found four starters for eight days riding in NSW and the opportunity to 'participate' in the virtual Karuah River Rally. This annual event staged by our sister NSW Club was another victim of the big C and had gone virtual. A picture at Dungog and a donation of \$20 to aid local communities and we would be official attendees. We were all GS1200 mounted so the plan was to include lots of dirt, lots of mountains, some new territory and plenty of country hospitality. Our intention, as well as having a bloody good time with great riding, was to spread some cheer and a few dollars in areas that were knocked around in the bushfires as well as being restricted by the big C. Friday we met up at the Springfield Caltex on a clear warm morning excited to get underway. Paul, Mark & Steve on wet-head GSs and me on the Gray Ghost, my '07 hex-head showing 205,000km on her gauge. For this trip I had discarded the top-box in favour of the side panniers to keep weight low. I was also interested to see the effect on handling as well as fuel economy without the drag of the top-box.

A quick run and mandatory stop for coffee at the Kalbar Bakery (this was to be a common occurrence on the trip) before tackling the first dirt on the Croftby Road behind Lake Moogerah. The ride up the Head Road was a delight with little traffic, some water across the culverts and fresh mountain air. After a short stop at Queen Mary Falls we turned left at the T junction outside Killarney and headed south through Legume, Cullendore, Boonoo Boonoo and into Tenterfield

for lunch. The 'scourge' of more tar is gradually overtaking this road and before we realise, it will be a major through road for Grey Nomads in caravans. I had done this road several years ago on Rex the Kwaka when it was a real adventure. Road crews had dumped truckloads of sandy loam along the road for several kilometres and left it loosely spread about 10 inches deep. That made for a very interesting ride on a heavy bike with a 17inch front road tyre. The road was in much better condition this time.

After lunch I caught up with an old mate (rides a Triumph 800 Ed. *Thanks Tony, he's awesome*) while Paul took the boys up the Mount Mackenzie Lookout.



There is a bit of dirt up to the lookout but well worthwhile if you haven't been up there before. My mate Nigel and wife Lee are restoring a post-war brick home on the N-E Hwy. It is being converted for use as an airbnb with their intention to build a new home on the back of the property. While we were chatting out front an outfit went past heading north. This was some rig. The 6 cylinder Gold Wing had a sidecar attached and was towing a caravan. Yes that is not a typo, it was a proper caravan. Probably about two-thirds scale of the old single axle curved roof style that Ma & Pa used to tow to the beach behind the EH Holden back in the sixties. Unfortunately I have no photographic proof so you will just have to trust me. It was too early in the day to be drinking.

We stopped overnight in Glen Innes where we normally have good service at the renovated Great Central Hotel. Maybe we just struck a bad night or the place has gone downhill. Steve and



I stood in the 'beer queue' while one female bar attendant struggled to read a recipe for a cocktail she was trying to mix. In the meantime the pub owner as well as three other staff walked back and forth behind the bar totally oblivious to the ever growing beer queue. We gave up in disgust and walked across the road to the less salubrious Imperial Hotel where the barman had 2 schooners pulled before we could say 2 schooners please. A couple of rounds and a feed at the RSL and all was good with the world.

I always love the first miles of a new ride day. It is hard to beat the freshness of the early morning with the bike warming to its optimum performance level and rider's expectation of a great day ahead. On this morning it was near perfect.



After breakfast and visit to the Standing Stones just out of town we rode the 35 kms of the Gwydir Hwy to the Old Grafton Road Junction. The air was fresh as is common on the Tablelands and the road just swung thru sweeper after sweeper in rhythmic bliss. The 15km descent that followed to the Mann River Campground is reminiscent of the Head Road we had ascended the previous day, narrow and tight. This area was destroyed in the 2020 bushfires so all amenities at the campground are new including gas and wood fired BBQ, shade shelters and long drop toilets. We spoke to a couple touring on a Triumph 800 (yes another one Ed. *Thanks Tony, they're awesome*) and Honda 500 twin who had camped overnight. The river had reasonable flow so there were some good swimming holes. This is a top spot to camp in those conditions.



The campground also signalled the end of the tar with 85km of good dirt to follow. There were two fairly serious washouts across the road that needed care then the obligatory photo opportunities at the hand hewn tunnel that dates back to bullock & dray days hauling logs down to the coast.



There has been water in the floor of the tunnel every time I have ridden through and this time



was no exception. This is a good dirt road with great scenery. It is doable on a road bike if you are a capable rider. I remember riding it on a Honda 750/4 back in the seventies with some mates on Kwaka 9's as well as the Hondas. Just take your time and don't be in a hurry. We had intended to shortcut across to Nymboida on the Glens Creek Road but it was lunchtime and the worms were biting so a detour into Grafton won the day. A recommendation here for the Clocktower Hotel in Grafton for a great feed at a very reasonable price.

Out of Grafton and up the Armidale Road towards Ebor where we encountered some light rain just before the Dorrigo junction. The flora is making an obvious recovery from the fires with green shots everywhere but there was no road kill or obvious wildlife. Recovery for the fauna will be much slower.



I made a quick phone call to my mate Max in Dorrigo to arrange a dinner catch up and he confirmed Dorrigo was still dry. We managed to get ahead of the rain so the last two thirds of the road into Dorrigo was dry. This road is one of my favourites as it just flows so beautifully. The scenery isn't too shabby either. We stayed in the motel units at the back of the (closed) Railway Hotel which are basic but adequate. There aren't many accommodation options in Dorrigo with the Mountain View Retreat the best but that is 5km out of town so not an attractive option on a wet night on a bike with a well-earned thirst for a frothy topped coldie (or two). A good feed and a few brews at the Dorrigo Hotel with mate Max capped off a great days riding.

Here are a couple of snippets before we

BREAKING THE SHACKLES

leave Dorrigo. There is fuel flowing again in town after the United Servo reopened in renovated and extended premises. The Dorrigo Monument that stood on a cenotaph in the centre of town was cleaned up by a car. The Soldier survived and has been reinstated and the 'intersection' is now officially a 'roundabout'. Max supplied me these pictures from the accident.



It was always a cause of much conjecture for visitors to the town. Max wheeled his Harley out of the shed to join us for the ride across to Ebor and brekkie at Fusspots.



Before leaving town we had a quick run around Dorrigo's three tourist attractions – Dangar Falls, National Park Skywalk lookout and Griffith



lookout. We bid farewell to Max after breakfast. He is a great mate and riding buddy dating back to the 70's. Back in the day Max rode a Triumph Trident (yes the original triple cylinder Triumph Ed. *Thanks Tony, he's awesome*) before progressing to a Kwaka 900. Somewhere along the way he went over to the dark side and has been riding Harleys ever since. He is still a top bloke and rides his Harley pretty hard.



We popped into the spectacular Wollomombi Gorge on the way to Armidale for fuel then across to Walcha via the back country road through Kentucky and Wollun.



It was Sunday and our favourite Graze café in Walcha was closed so we tried the new café across the road that was quite acceptable for lunch. We had planned on the dirt road option to Gloucester via Nowendoc but Paul had strained a hammie the previous day and didn't want to risk further strain on the dirt before we tackled Barrington Tops the next day.



The beauty of the tablelands is that there are plenty of good ride options so we stuck to the tar down Thunderbolts Way. We stayed at Kings Boutique Motel in Gloucester (really a big B&B) where Paul & Mark had stayed previously and it is a cracker. We had the whole house to ourselves as well as the very relaxing pool. There are several self-contained room options with communal kitchen/dining/lounge areas. The self-serve breakfast was very comprehensive so a walk down to Roadies Café wasn't necessary.

There had been overnight rain in Gloucester and some heavy clouds kept hanging around as we set course for Barrington Tops hoping that the weather Gods were feeling kind to motorcyclists on this day. The ascent on tar was dry with the only hazard being the flocks of crimson rosella that seemed to take an attraction to the Gray Ghost as I cleared a path for the others. We had a stop at Cobark lookout where the air was moist and the gravel road damp.



As we continued to ascend to the maximum 1500m altitude we entered into rain cloud. It wasn't raining it was just that we were in a very wet rain cloud. We had to ride with visors up as the water



droplet and vapour saturated visors, obscured vision. I assessed visibility at about 10 metres as the temp dropped to 10C. Mark reckoned on about 5 metres visibility as he not only had to raise his visor but also remove his glasses. Fortunately the road surface across the top even though wet was firm gravel. At that time the first Skippy I had seen on the trip shot out of the gloom and across my bow. We took a short break to regroup, co-incidentally in the exact spot where Mark had stopped to repair a flat tyre on a previous crossing. Fortunately we had none this time. There was very little traffic but we did pass two 4WDs towing small boats. We all had our daytime running lights in operation which are a great safety assist in those conditions. We descended below the clouds and were rewarded with magnificent views across the valley.



The road was dry on the western, Scone side, of the plateau which was appreciated as the road has a clay base and would have been pretty skitty if wet. As we pulled away again three small roos appeared and seemed quite interested in the bikes.

It was well and truly coffee time as we pulled into the Pickled Goose Café at Moonan Flat for sustenance and de-brief on what had been a very exhilarating ride. I am very relaxed when riding with an experienced ride group with confidence in their ability and common sense not to take undue risks. This was one of those rides where concentration and smooth throttle control was required. We had a chat with a couple of young workers from the Packer's Ellerston Horse property on the other side of Moonan Flat. They said that property houses the Polo Ponies.

BREAKING THE SHACKLES



They respectfully told us that Mr Packer is buried on the property alongside two of his favourite horses. A worker is assigned to tend the gravesite every day. Fortunately we did not require fuel at Moonan Flat even though we had refrained from refuelling in Gloucester to keep the weight down.



The ride into Scone for fuel was very relaxed after the morning's efforts. We finished the riding day off with a run over Owens Gap to Merriwa, Ulan, Gulgong and into Mudgee. Gulgong is always worth a stop to take in the architecture although it is very much on the Grey Nomad's map due to its



connection to the early life of Henry Lawson and his image with the town backdrop on the old paper \$10 note. It can be hard to find a park even for a bike. Another stop well worth a visit and much quieter is 'The Drip', a national Park site just off the road outside Ulan.



The upper reaches of the Goulburn River pass through a very pretty canyon where faint ancient aboriginal 'hand paintings' can be seen on the walls of the canyon. We did not venture the full length of the canyon as Paul stayed with the bikes with his sore leg. Jane and I have done it before and it is well worthwhile. This is a very relaxing and serene place where locals go for a swim in the water holes on a hot day.

We scored a fully appointed three bedroom house for the night in Mudgee which was next door to the Oriental Hotel where we had an excellent dinner. We started Day 5 and the second half of our trip through the Historic Mining Towns of Hill End (Duncan's old stomping ground in an earlier life) and Sofala.



I had a chat to a fellow Queenslander in Hill End who had been around South Australia and the Snowy Mountains and was now on his way home to Proserpine on his Africa Twin. He had met a couple of riders in the Snowy who were headed to the Ferry Port en route to Tasmania when they received a SMS message advising that their visas had been cancelled. They were from Wollongong which had just been declared a hotspot. This was a very sobering reminder to me and Paul who had planned to be in Tasmania. At time of writing Victoria is back in lockdown so travelling back from Tasmania through Victoria would have been fraught with no end of trouble. We had made a wise decision to defer. The second half of the morning took us across the beautiful Bylong Valley which never disappoints. It is always a great ride as were the excellent lunchtime sandwiches at the Bylong Store. It always feels good to pump a few dollars into these small localities where your custom is appreciated.

The afternoon bought the only disappointment to the trip where we were confined to do some unplanned highway as our proposed backroad was closed. You cannot always trust 'up to date' Garmin or Google Maps. A later internet search confirmed that 'Wallaby Scrub Road' had been sold by the Singleton Council to Chinese Mining Company, Yancoal, and they had closed the road on 8 September 2018. So how up to date are our maps really? We eventually ended up in some beautiful country down Hermitage Road through Pokolbin enroute to our overnight stop in Cessnock. The comparison between Cessnock and Pokolbin is very much chalk and cheese. Cessnock (colloquially called Methnock) is most (in)famous for its Correctional Centre while Pokolbin's manicured lawns and gardens frame some of Australia's finest vineyards. It seemed to us that to achieve street cred in Cessnock you must be driving a car with less ground clearance than a snake's belly. Nevertheless we had a good night at the very well-appointed Leagues Club and an excellent breakfast in the intriguingly named Mr O Kitchen.

Day 6 had dawned wet and those conditions were to persist throughout the day. We had set our course through Branxton, Gresford and onto



Dungog for our photos to qualify as participants in the Karuah River Rally.



You get to see more patches on these roads than you would see at a quilter's party so it was not surprising that there was a road crew working in the centre of Gresford when we passed through – installing more patches. We crossed the upper reaches of the Karuah River between Dungog and Stroud where we stopped for coffee at the charming Crepe Myrtle Café. The weather had seemingly broken at Stroud with blue sky and abundant sunshine. This however was a clever deception by Mother Nature as the Heaven's opened again within five minutes of us leaving. The ride to Bulahdelah and around Lakes Way through Forster-Tuncurry remained wet before we caught up with Club members Harold & Jo for a late lunch sandwich and coffee at Kew just outside their hometown Laurieton. Harold takes some amazing photographs as he and Jo explore around this beautiful coastal region on their GS1200, DR650 or mountain bikes. Unfortunately that wasn't in our plans for this trip but maybe another day. Harold gave us some good advice on a route to the hotel where we were staying on the northern fringe of Port Macquarie. That route avoided the late afternoon traffic that is synonymous with this popular holiday destination.

We caught up for dinner and another top night with other local Club members Steve & Meredith and Darrell & Trish. We were at the penultimate day of the trip with anticipation for a run up the Oxley Hwy on a clear morning ahead of us. I had decided on the spur of the moment to backtrack on the route we had taken into the hotel

the previous night and then to take a backroad to avoid the major roundabout on the Pacific Hwy. This came very close to being a fatal decision.



Sancrox Road runs east-west from the Pacific Hwy through a light industrial area before entering rural surrounds on its way to join the Oxley Hwy just outside Wauchope. I was cruising at the head of the group on the 80kph speed limit on an uphill grade around a right hand sweeper with double centre lines. There was a large road grader coming slowly down the hill. Slightly obscured from my view was an old Mitsubishi Magna overtaking the grader, unsighted, over double lines and fully in my lane. I assume the horn blast I heard came from the grader driver who saw a potential disaster unfolding totally out of his control. The Magna driver was an older man with a long grey beard – it is amazing how much clarity you can get in a split second. He was driving into the early morning sun so possibly didn't even see me which may have been a good thing as any move of his to the right away from the grader could have been fatal. I just had enough time to flick left with a very fast counter steer and probably missed him by a couple of feet. My heart rate didn't settle until I first saw Paul then the others appear in my rear view mirror. Paul had been traveling a safe distance behind me but had still only managed to avoid the car by a metre or so. Going off road was not an option as there was a steep bank off to our left. It was one of those moments where the Devil inside said to do a U turn, catch up with the car, pull the driver through the window and probably end up spending a few years in Cessnock for assault. Fortunately sanity prevailed.



All was good again after an excellent breakfast at the highly recommended (by our Port members) 'Sheathers on High' in Wauchope. Just pulling out of town we were directed to the side of the road for a breath test by a very friendly Police Officer. I overheard him tell the car driver ahead in the line if he wouldn't mind waiting while he got the bike riders underway first. Gotta keep things safe on the mountain he said and have a great ride. Thanks Officer. This was Steve's first ride up (or down) the Oxley Hwy and he was not disappointed. It always rates as one of Australia's great motorcycling roads and with much justification. This day the weather was perfect and being mid-week the traffic was light. Gingers Creek is still closed after first having problems with the bush fires then copping some heavy Covid fines. The rest of the highway flora looks to be recovering well from the bushfires.



Graze Café in Walcha got our custom this time then it was back down the Armidale Road to Ulmarra outside Grafton for our last night on the road at the pub. Their Thursday night special



was a rump steak or chicken snitty with chips & salad plus a schooner for \$15. Gotta be the best value going. Sadly the big C has put pay to the self-serve breakfast at the Ulmarra Pub so it was back into Grafton next morning for breakfast. Here we crossed paths with one of the most foul-mouthed pieces of trailer trash I have ever encountered. She took exception to the bikes (and riders) and unloaded her invective tirade from her car with a young child in a baby seat and (presumably) her young daughter sent into the café to collect her coffee. Obviously she is not a morning person. Some people should not be allowed to breed.

After enduring lots of tar it was time to finish off with some good dirt roads to finish the trip so after Lawrence and Whiporie I chose the rather heavily gravelly and inappropriately named Avenue Road which eventually picked up the Myall Creek Road, which was in better condition, then into Coraki. More backroads took us through the outskirts of Lismore and Nimbin (another encounter with a car overtaking blindly over double lines) before joining the Kyogle Road near Lillian Rock. Our last section of dirt was the delightful Byrrill Creek Road which takes off just outside Uki and runs into Tyalgum.



**THE MOTORCYCLE
DESIGN, ART, DESIRE
28 NOV 2020-26 APR 2021**

This world-exclusive exhibition, only in Brisbane, will showcase the art, design and history of one of the most iconic objects of the last 150 years, the motorcycle.

Featuring more than 100 innovative and influential motorcycles from the 1860s to present day, it will consider the iconic vehicle from the perspective of social history, popular culture, design and technology

The exhibition will tap into the appeal of this enduring object of design and art, looking at the motorcycle's past, present and future.

Highlights of the exhibition will include:

- An 1871 Perreaux, the first steam-powered velocipede and oldest known motorcycle in the world;
- The earliest Australian-designed and built machines, including a Spencer produced in Brisbane in 1906;
- The 1951 Vincent Black Lightning that set an Australian land speed record in its day and more recently a world record for the highest price paid at auction for a motorcycle;
- Symbols of speed including the 1930s Triumph Speed Twin, the 1970s Ducati 750 Super Sport, and the 1990s Britten V1000;
- Off-road motorcycles highlighting a rich history of bikes built for dust and dirt;
- Customised motorcycles at the intersection of art and design;
- Ultra-modern electric motorcycles, demonstrating the future of transportation in the age of renewable energy.

<https://www.qagoma.qld.gov.au/whats-on/exhibitions/the-motorcycle>



MOTORCYCLES ON SCREEN

The accompanying cinema program explores film depictions of motorcycles from around the world, looking back at more than a century of motorcycles on screen. It includes iconic classics (*The Wild One* 1953, *Easy Rider* 1969), cult favourites (*Scorpio Rising* 1963, *Akira* 1988) and recent films (*Finke: There and Back* 2018, *The Wild Goose Lake* 2019). Explore themes of freedom, danger, and fraternity, as well as surveying the vehicle's history and looking ahead to the roles it may play in future societies.

Production still from *The Motorcycle Diaries* 2004 / Director: Walter Salles / Image courtesy: Madman Entertainment



February's coffee morning was at GOMA, with the opportunity taken by most to wander through The Motorcycle - Design, Art, Desire afterwards.

Now let me say up front to those who haven't been through: If you miss this, you will regret it more than Napoleon deciding to take the Grande Armée to Moscow for the 1812 winter holidays. Perhaps the most surprising thing is the attendees - one expects that the demographic will be hard core "project bike" middle to later age blokes coming through to check out how good they can be. Instead, young people, older people, and people who appear as though they've never even owned a Vespa are in there. The key words really are Design, Art, and Desire (yes I want the R100GS Dakar real bad) which appeals to just about everyone.



The traditional BMWMCQ opening event of the year. Well not so for 2021 as covid outdoor numbers had been reduced to a maximum of 10 back in January and the event always pulls in lot more punters than that. So February it was. A crew of about 18 turned up for the breakfast,



most having pre-prepared rather than relying on the availability of the BBQ's. Some members who shall remain nameless, let's just call them isoR, may have swung in via the Macca's drive-thru based on forensic analysis of their breakfast container.

Then of course it was time for the traditional photos. A statue has been erected up at Jolly's Lookout in honour of all the group photographers who have died from that dreaded combination of trying to get bloody everyone to stop bloody socially distancing for 5 bloody seconds and resultant old age. Richard Maher captured this shot of the new

statue dedicated to the Frustrated Photographer.

Due to the absence of certain club ride leaders who took off to NSW rather than lead the ride out to Crow's Nest after breakfast, Duncan "volunteered" to lead his first ever Jolly's Lookout ride-out. The editors had never been on a post Jolly's Lookout ride before because of unresolved issues with heat and humidity, but this year the weather looked kindly on their florid faces and it wasn't that hot.

Fortunately zero navigation skills are required to get from Jolly's Lookout to Crows Nest, with most legs of the trip restricted to one option road-wise. Over happy and Glorious, around the dams and the Jolly's Lookout breakfast was extended with a morning tea at Angie's Country Cafe Esk. Dennis extended his breakfast with a vanilla slice the size of a Kenworth truck battery, and had it not been for a few volunteers the load on his GS suspension might have been final.



Away we went up the escarpment and into a more pleasant climate toward Ravensbourne, turning off over the Perserverance Dam. We'd hurried ourselves along at Esk due to the ride leader's idea that Crows Nest was out near Dalby, so to his surprise we suddenly found ourselves pulling into the Grand Ol' Crow Hotel at 11:30am. Never mind, time in air conditioning in the bistro was well appreciated. Thanks to all for coming along.



Tail End Charlie Hi-Vis "Mu-Mu"!



By Tony Gray, Member #3905

Now the title of this month's missive will no doubt conjure up many memories of trips club members have undertaken (I am assuming Motorcycle Travel here of course) of winding mountain roads, Alpine Passes, wide open spaces, temperature extremes, flooding rains & barren plains, motorcycle race meetings, historical and cultural enlightenment or just a better understanding of the lot of our fellow Homo Sapiens.

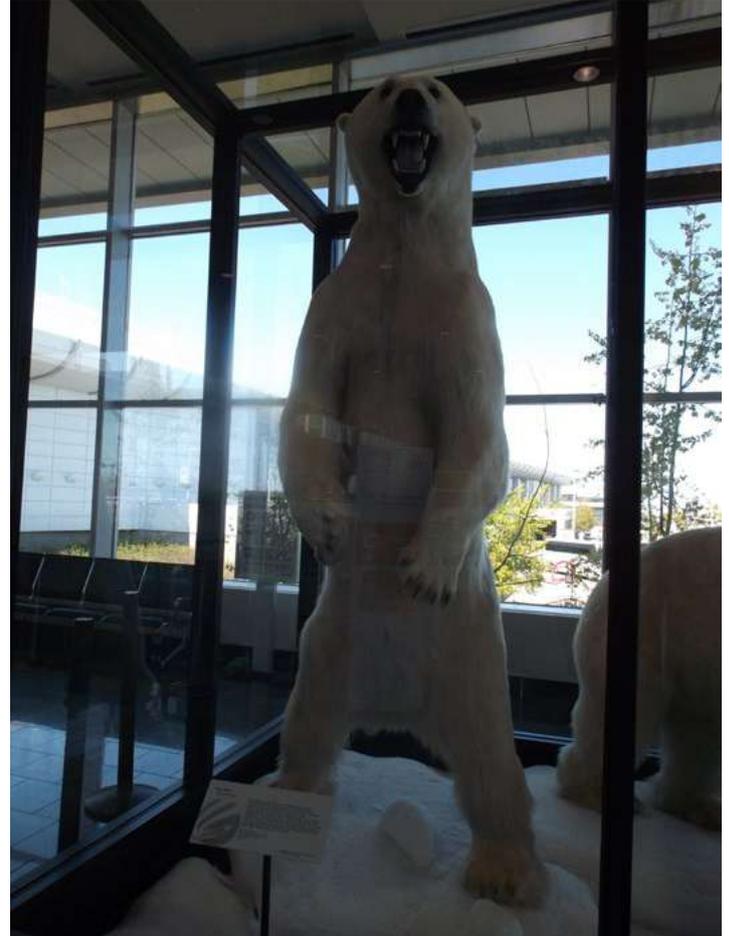
I have chosen a less chronicled but nevertheless very important subject to some of our members – **BEARS**. *(Editors - we would love to publish more photos and more descriptions of bears. Having never seen any jolly bears on our trips, nothing excites us more than trawling through 3GB of someone else's mother bear with cubs photos. We did revisit the archives though and lucked upon this Anne Geddes award winning photo of a couple of our member cubs with their mother bear):*



Yesthosesometimeslargeandaggressive, sometimes small and passive, members of the Ursidae family of mammal are not to be found in Australia outside of a Zoo, so travel we must. Now the largest bear population in the whole wide world lives in Canada so Jane and I went there on a motorcycle – BMW R1200GS of course – just to see BEARS.

Well not JUST to see bears as there are some half decent roads and not too shabby scenery along the way to make the trip

BEARable as we kept a look out for BEARS. Our first siting of a BEAR was of the Polar variety, up close and personal but, fortunately for us, this example was past his use-by date and had been stuffed.



He stood as a warning to travellers in the airport at Anchorage Alaska to beware of bears. He must have stood 10 feet high (sounds bigger than 3 metres) with an aggressive posture. The message was clear – if you saw him in the wild then it was most likely he would be the last thing you saw in your lifetime. We then flew down to beautiful Vancouver to collect our bike and did a day visit to Grouse Mountain where two Grizzly Bears live in an open air but fenced environment. Grinder & Coola were taken into the sanctuary as orphaned cubs and now live a benign civilised life. If you are lucky enough (as we were) to have them sidle up to the fence then you would be impressed by the size of their paws and the rather imposing extended claws that could easily slice & dice an errant

intruder. Warning #2.



We were not intending to do anything as silly as to go frolicking in nature but as we were rather exposed on our motorcycle, we thought it prudent to at least familiarise ourselves with expert advice on how to deal with an encounter with a Grizzly Bear. A bit like the (often ignored) warnings we give to tourists not to go swimming in northern Australia waterways. With crocodiles it is relatively easy to keep away from their preferred watery habitat but less so for the dear old bear who likes to troll the same terra firma as we humans. Some of the expert suggestions seem rather fanciful to me and include – you cannot outrun a bear so stand your ground and avoid eye contact, speak in a soft monotone voice (yeah right), If the animal makes contact, curl up into a ball on your side, or lie flat on your stomach, TRY NOT TO PANIC.

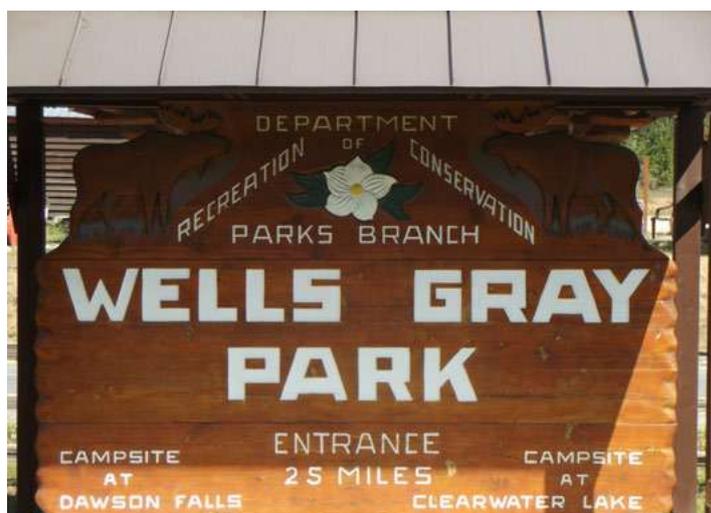
Suitably armed with this valuable information we set forth to look for bears around beautiful British Columbia, Canada's western Province. We kicked off our ride out of Vancouver quite early in the riding season (May) so as well as having to put up with snow and frozen lakes it was 'possible' that the sleepy old bears might still be emerging from their long winter hibernation. Undaunted we headed north on the aptly named 'Sea to Sky Highway'. That first day's ride took us to Whistler, the very popular ski resort town. We had to pass snow-capped peaks of the Rocky Mountains,

impossibly green lakes and stunning vistas as we climbed higher into the mountains.



This is all pretty ho-hum to the average Australia motorbike rider from the sub-tropics when you are really looking out for BEARS. Day 2 took us further north onto a much unexpected plateau that was not only devoid of trees but also very hot. We learned that the Interior Plateau is the hottest part of Canada and even in early spring the bikes gauge indicated a very hot 34C. This definitely was not BEAR country.

It was time to head south back into the cool green pine forests and Bear country on Day 3. Allison Pass, ride up Cascade Mountain with stunning views across the northern Cascade Mountain Range in the adjoining State of Washington in the good ol' USA, dodged a massive hail storm, caught up with a young Aussie moonlighting as a Park Ranger but still no BEARS. We were however given some good



intel' to venture into the 'Wells Gray Provincial Park' on our way north towards Jasper. This was to be a 100km diversion from the town of Clearwater but this Park attracts bears just like a picnic basket attracts Yogi Bear and Boo Boo. We couldn't wait.



This park is not only famous for bears but for its magnificent mountain vistas and waterfalls.



We were surprised that this park isn't more widely promoted on tourist sites – certainly we had not heard of it before riding in BC. The waterfalls, mountain scenery, Indian artefacts and sweeping roads impressed but we needed to take the road less travelled to find pay dirt. One of the many attractions of riding a GS is that any unsealed side-track immediately draws your attention and so it was with a fire-trail with a sign to a lookout tower. Halfway up the trail coming home from doing the shopping

WHY DO WE TRAVEL?

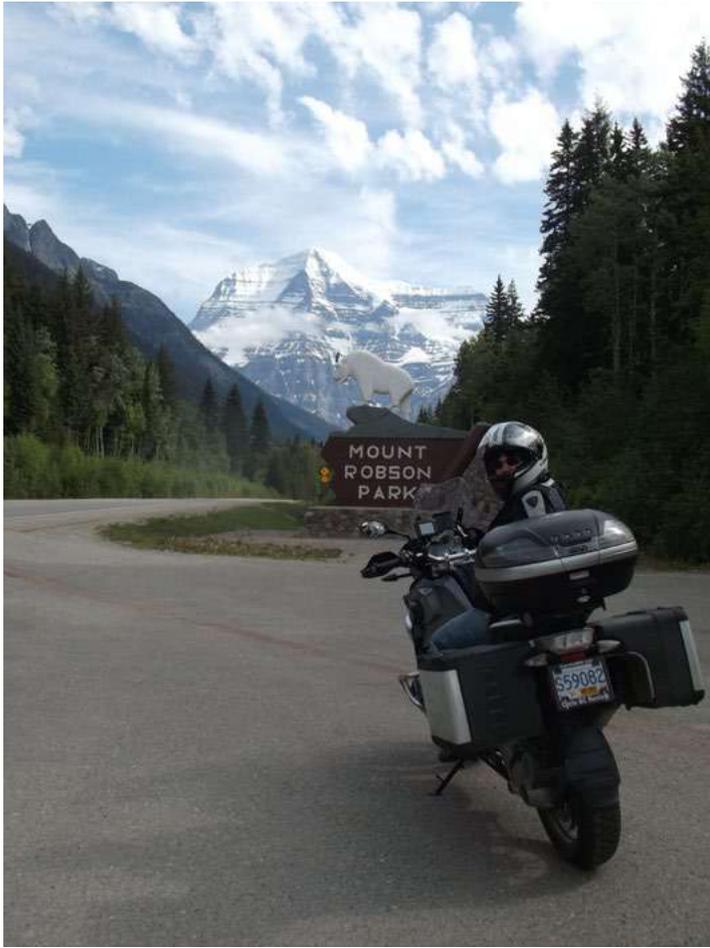
was Momma Bear with her two cubs trailing behind. They were too quick for Jane's camera but the next black bear along the road was more inquisitive (hungrier?) and ventured up very close to 'Rocky' our GS before we pulled away.



Once we had 'broken the seal' so to speak, the flood gates opened and we kept running into – oh another bloody BEAR!



Our journey took us to Jasper with clear views (not often the case) of Mt Robson which at 3,954m is the highest mountain in the Canadian Rockies. Jasper is the northern start point of the Icefields Parkway, arguably one of the most stunning pieces of roadway on the planet, which runs into the adjoining Alberta Province. On its 230km journey to Banff the parkway passes landmarks like the Bow Glacier, Lake Moraine and Lake Louise. Don't even think about camping however as if you are very lucky



a glimpse of a Moose. This had been three weeks of motorcycling bliss. Now next time I think we should plan a Moose hunt!



you may only get a fine. The alternative would not be BEARable.



We ventured through the Kootenay NP (more BEARS) crossed the Continental Divide and over the border into the northern states of the USA. We traversed the famous Beartooth Pass between Montana and Wyoming, visited Yellowstone NP and made it to the west coast in Oregon before moving north back into Canada. Along the way we encountered herds of Bison and many other smaller creatures but only saw



Service days are a popular Club event and have been for a good number of years. This month we look back 10 years and some photos of members enjoying a well attended Service Day at Les Fitzpatrick's, then Tools Officer and host to many very well attended days!

REMINDER: Next Service Day is Sat 27th March.



Uh oh. When the drop saw is in play, the warranty umpire normally signals "VOID".

Les showing how disorganised a workshop can be. One time an M8 x 25mm bolt was discovered in with the M8 x 20mm bolts! Anarchy!



Richard proving Einstein's relationship between short beard length and mechanical ability.

*We know you want more, so you've got it!
Richard Maher's great pics from his series -
"A Trip to the Dealer" January 2021*





Curses! foiled again by COVID-19 - The Compass Expeditions Garage Sale has been postponed. Obviously by now everyone living in Victoria would be aware of the snap, stage four lockdown being imposed on the entire Victorian state. This obviously meant that we were forced to postpone our garage sale until Saturday 13th March.

We are obviously extremely disappointed about this, but the bargains aren't going anywhere and will be waiting for you in a few weeks time.

Remember our incredible Garage Sale will now be held on Saturday 13th March, from 10AM, at Compass HQ - 2/21 Glenville Drive, Melton, Victoria.

We still have a HUGE range of BMW and Suzuki parts from the GS & DR range Including: wheels, ABS units, final drives, motors, gearboxes, brake callipers, drive shafts, front forks, bars, rear shocks, exhausts, triple clamps, panels from \$20, fuel tanks, airboxes, wiring looms, main frames (with clear titles), subframes, new chains and brake rotors, a massive range of tyres starting at \$20.

We have a huge range of BMW & Suzuki specific smaller items such as brake fluid reservoirs, brake lines, handguard plastics (Barkbusters), various BMW screws, axles, switch blocks, calliper repair kits, rear racks etc.

We also have a full workshop with a number of tools, including a near new motorcycle ramp, O-rings kits, circlip kits, bearing pullers, torque wrenches, consumables, work bench (with vice) and storage cupboards all at a price you want to pay us.

We have workshop racking and shelves, office furniture including filing cabinets, wall dividers, meeting table, chairs and desks, kitchen equipment including a fridge freezer (great as a beer fridge for the garage) and a small bar fridge.

There is also our award winning documentaries (on CD), books, BMW and Toyota Landcruiser workshop manuals, Compass buffs, Compass branded aluminium drink bottles and a large range of helmets and motorcycle clothing, again you tell us what you want to pay!!

We have camping gear that includes camp stretchers (near new), used tents, Trangia cookers (some still in their boxes), Trangia fuel bottles, plastic jerry cans from \$5, Covid 19 safe practises will be observed.

So again, if you are not able to join us then please share this email with friends or family who may be interested, the final insult from Covid would be if we had to throw everything out.

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

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

And Mark explaining it all:

<https://www.youtube.com/watch?v=Tka9qEuDmkA>





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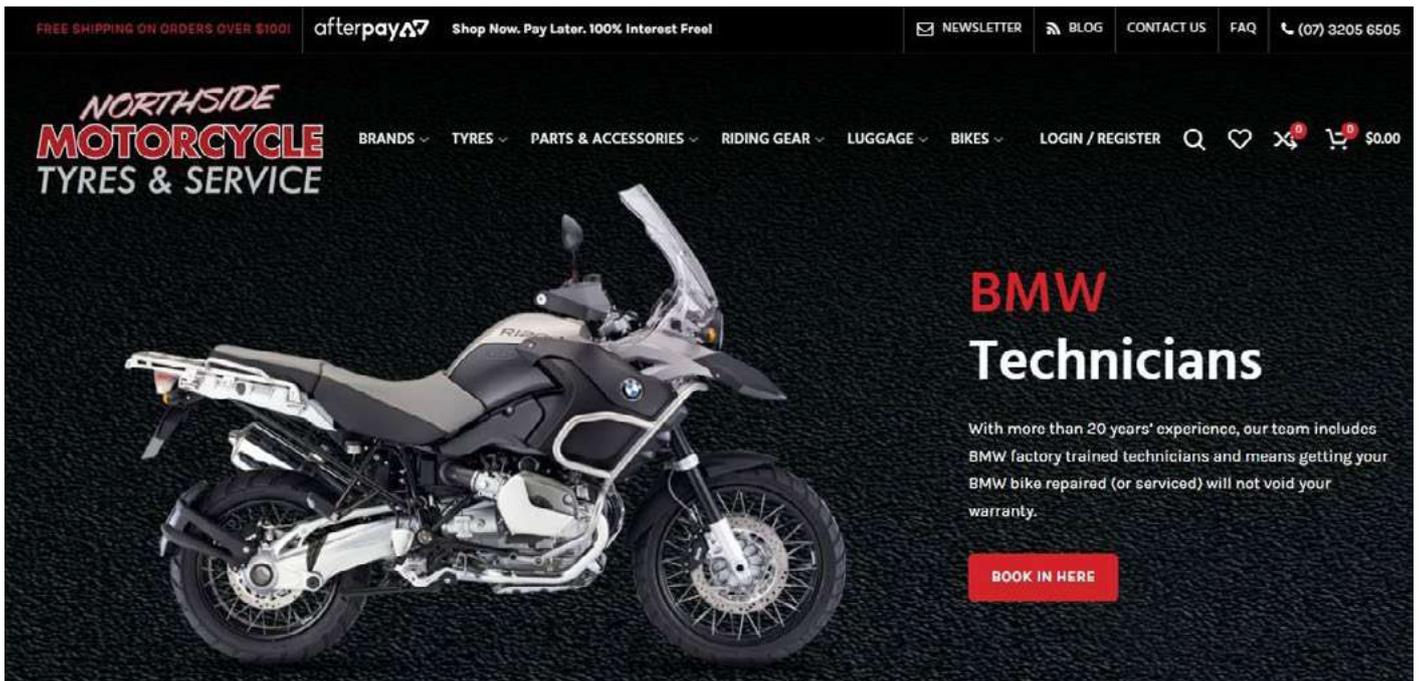


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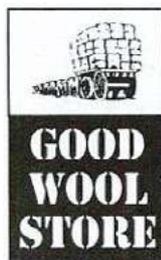
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An Ounce of Prevention....

Cindy Bennett, Member #4170

“An ounce of prevention is worth a pound of cure” so said Benjamin Franklin – sounds snappier than the metric “28.3495 grams of prevention is worth 453.592 grams of cure”!

So we are heading off on a 4 week ride down to Tassie in early March and ‘ol Ben Franklin’s advice is sage for those partaking in mild adventure riding.

So what are the preventative steps we are putting into place for the trip?

Tyres – riders bang on about them incessantly, just look at any bike forum and there are as many differing opinions as types of tyres. My front tyre looks pretty much OK, but the back likely only has a couple of thousand k left on it. So no question, a new back tyre is on the shopping list for my bike. Having to replace on the road may well lead to a limited choice of tyres and associated cost if this was to happen in Upper Kumbuckta West NSW and may result in delays and extra costs.

My bike is inconveniently between service dates and will be slightly overdue for one upon return, so a replacement of oil & filter, chain tension, topping up the chain oiler and giving the battery a once over are the minimum things I would check out (or get Duncan to most likely!)

A small first aid kit is something we always keep in the top box, even a mild headache after a long and hot stretch of gravel road will spoil the day, so a few essentials for the minor and emergency events that may occur is an essential in my eyes. Investing in a First Aid course is also valuable, refreshing the skills may save a life on the road.

We carry a Garmin inReach, a handy little device that is a GPS tracker and emergency beacon. The cost of around \$20 a month is sound insurance for when we may be hiking South East Cape of

Tassie (or riding out of phone range on the Western Explorer road), we can confidently call for help if needed or send a text message to summon less urgent assistance.



Trusty Garmin inReach alongside the GPS

I thought that was about all, but hang on – what about a tool kit! I admit that my tool kit is a small Leatherman multi tool and the standard Triumph tool roll under the seat. But having 2 bikes of the same breed makes it easier when carrying tools and spares. Duncan carries the full range of allen keys, spanners, tyre irons, tyre repair kits and locking pliers (handy for replacing spokes!) Oh and he does love cable ties and 100 mile an hour tape.

So to quote 70’s singing legend Marie Osmond (of Donny & Marie fame) – “You can do everything you can to try to stop bad things from happening to you, but eventually things will happen, so the best prevention is a positive attitude”.



Locked and loaded....





Meanwhile back at the BMW Factory.....

**And the answer to our mystery young member -
John Eacott (performing bicycle maintenance)!**

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