

APRIL 2021

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# BMW MQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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BMW Motorcycle Club  
of Queensland



# BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

## The Committee



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R1200GS (The Grey Ghost)  
R60/6



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BMW Clubs Australia Delegate



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R1200R



**Dealer Liaison** - Don Grimes  
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R1200GS; K1300R

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### Advertisers

TeamMoto - INSIDE COVER  
Caloundra Motorcycles - P.52  
Northside Motorcycles - P.53  
Munich Motorcycles - P.54  
Good Wool Store - P.54

TeamMoto - P.55  
TeamMoto M&W- BACK COVER

## On The Cover

The *Spirit of Australia* winning photograph by John Eacott, lower pic (90 mile straight) and another of his great entries above. Congratulations to John who collects a \$200 voucher from a sponsor of his choice. Keep the photos coming!



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

## Editors' Report

Welcome to all for a new BMWMCQ year and thanks to the hardworking 2020 committee and members who made last year a lot of fun. 2020 was the Year of the Bumblebee with celebration of 40 years of the GS, a motorcycle that changed the world by getting greying nomads out of the caravan expos and onto farm roads less travelled all over the world. As Triumph riders we'd love all years to be the Year of the RAT, but far more appropriately designate 2021 to be Year of the Cane Toad, with this event over the Anzac Day long weekend an absolute must in our calendar.

Having just done a casual 8,200km jaunt to Tassie and back we can confirm that there is still some stuff to see in Australia, and we don't have to go overseas to experience trying to understand a word of what people are saying. Or even leave the state for that matter. We might be nil stock for glaciers and castles but we have a monopoly on service station dim sims. Truly we are the lucky country when it comes to motorcycling.

### Cindy & Duncan

On a vaguely related to the Journal topic, readers will notice changes to the approved club logo as from this month. The major changes are the roundel, and the layout from landscape to portrait which is a bit painful for we editors. The roundel is now very minimalist design and transparent so whatever colour it sits over replaces the white area in the BMW ring and the text and rings change from grey to white. What does this mean for us motorcyclists? Not much fortunately.



## BMW Motorcycle Club of Queensland

Old Roundel



New Roundel

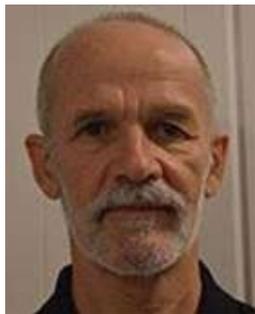


## Submissions for the Next Journal close 27-ish April

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 8 April 2021!**



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

Another year has rolled around and with it the club heralds in a new committee. President Paul has stepped down after 4 terms in the big chair and I put my hand up to have a go at the top job. Previous stints as Treasurer and Secretary have made me familiar with committee workings in the club. Regular attendees at club rides and functions would know me and Jane but for those remote members here is a snapshot of who I am, my motorcycling CV and what you may expect over the next 12 months.

I have been a motorcyclist since achieving my open license in 1971 at age 17. As an impoverished student studying Architectural Drafting at QIT my early mode of transport was a very 2nd hand Honda Step-thru, the big 65cc engined version. This quickly gave way to a BSA 250cc Fleet Star where my mechanical education began. My Japanese period followed with CB350 & CB750 Hondas, RD350 Yamaha and a competition TY250 Yamaha Trials bike. The 750 Honda gave way to a classic Ducati 860 bevel drive and that Italian love affair continues to this day. Jane and I rode around Tasmania on our honeymoon on that bike in 1978 and it will always remain part of the family.

Like many of my riding mates of the day the economic realities of buying a house and raising a family pushed motorcycling to the back room for several years. My motorcycling renaissance started with a Honda 1000cc V twin Firestorm, then came Rex the ZRX 1200 Kawasaki that is sometimes seen on club rides. Nostalgic for the bikes of the 70's I acquired and restored an XS 650 Yamaha before my first exposure to the BMW brand. A mate was selling his K1200S – the original Yellow/Black 'Bumblebee' model with all of the fruit. At the time (2008) Jane and I were contemplating an extended European bike holiday. The S was a brilliant bike and we did one long trip with it before deciding it wasn't quite right for what we had planned. Bumblebee was traded for the then 3yo 'Grey Ghost' our 2007 R1200GS and suffice to say the rest is history. We have added 200,000km to her clock in the past 11 years including 3 European trips, a lap of OZ and many more long journeys across this wide beautiful land. Along the way I also picked up and restored an R60/6 and have a K100 and R1100GS in the home workshop in different stages of restoration/modification.

The club is in a strong position financially but more importantly it is in a healthy social position. Our membership has grown during the past Covid year, we get good support for our events, we have a full committee roster and there is a great mix of activities on the calendar. Our journal is without doubt the best in the land. All of this does not just happen. It takes a lot of work from the committee and strong support from you, our members. During the coming year I encourage all members to come along to at least one new event. For some that might be their first club ride, for others their first rally or to poke their head into a Service Day or for others a social coffee morning. We would love to see some new faces (or older faces we haven't seen for a while) so don't be shy, you will be warmly welcomed.

Tony.



## BMWMCQ Club Events for APRIL 2021

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

## EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
1 May	International Female Ride Day	Starting from Base Camp Coffee, North Lakes meet at 0900	Cindy Bennett editor@bmwmcq.org.au
14 - 16 May	Ruptured Budgie Rally	Mingoola via Tenterfield (Bruxner Hwy)	Moto Guzzi Club QLD 0407 643 535 or info@motoguzziclubqld.org
23 May	Distinguished Gents Ride	TBC	<a href="https://www.gentlemansride.com">https://www.gentlemansride.com</a>
11 - 14 June	BMW Clubs Australia National Motorrad Rally	Condoblin, NSW	NMR21@bmwmccact.org.au

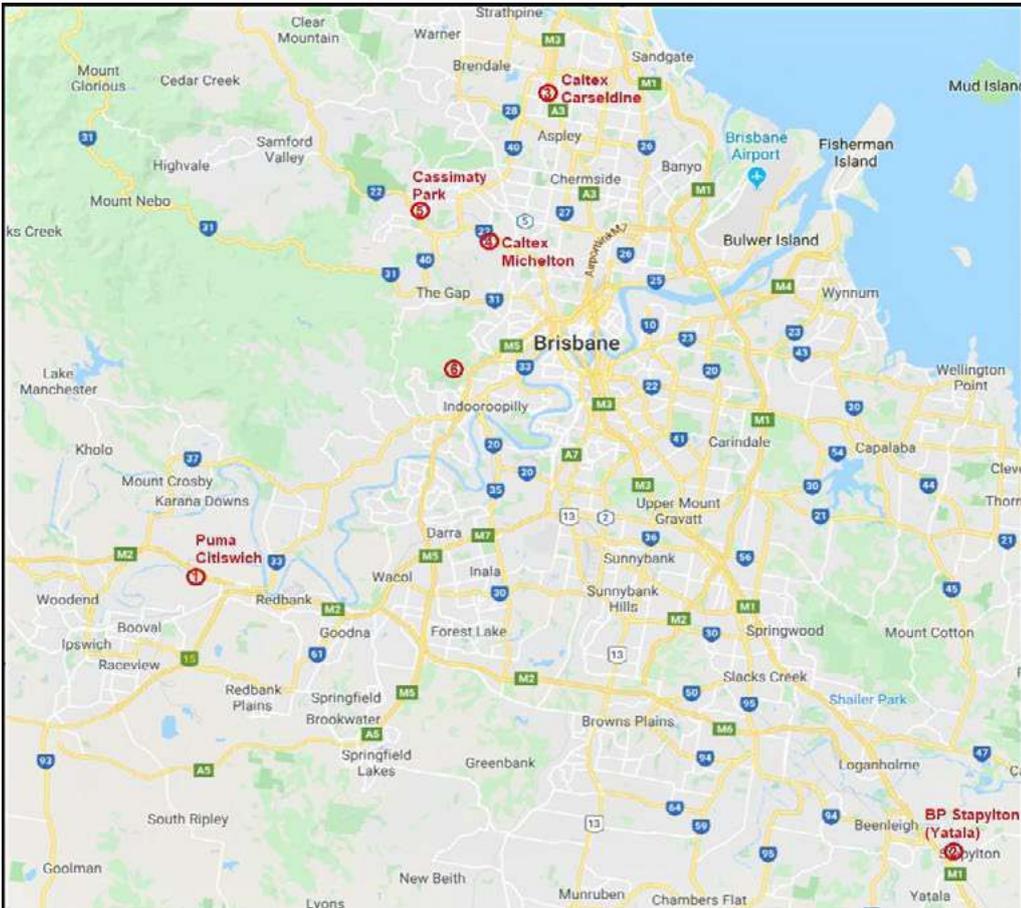


***"Our Rally"  
is here!***



## BMWMCQ Club Events for MAY 2021

Date	Start	Event	Details	Contact
Sat 1 May	8:00am	Sunny Coast Riders Coffee Club morning	Coffee Club, Bulcock Beach	Richard de Groot - Sunny Coast Riders
Thurs 6 May	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 9 May	08:00am	Club Monthly Ride	Ride leader needed! Please contact Mark Mustchin if you are interested.	Events Coordinator
Sat 15 May	9:00am	Coffee Meet Up	Cafe 63, Pickering Place Enoggera	Events Coordinator
Wed 19 May	9:00am	Mid Week Ride	Destination TBA	Events Coordinator
Sun 23 May	12:30pm	Club Lunch Ride	Apollonian Hotel, Boreen Point make your own way there or team up with some buddies!	Events Coordinator
Thurs 27 May	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	





## Paul Hughes

## Vice President's Report

It's a nice quiet life as the VP. I have had some excitement with the 1200GS, which needed a new drive shaft immediately after my trip in NSW in February. The drive shaft, at 140,000 km, had a frozen universal joint, so our great supporter Munich Motorcycles came to the rescue. Bruce and Sandy have superb service and fully refurbished my drive with new universals and metal protection in less than a week's turn around. Interesting that the "wet heads" drive shaft has slightly larger universals than all the previous models. Must be to handle all the extra horsepower...lol.

I have had some pleasant rides including the Tyalgum Pub lunch ride and also the Imbil ride. Good turn outs and fun times.

Looking forward to the Cane Toad Rally and Christmas in July. Don't forget to get yourself involved in the monthly photo comp.

Ride Safe Ride often

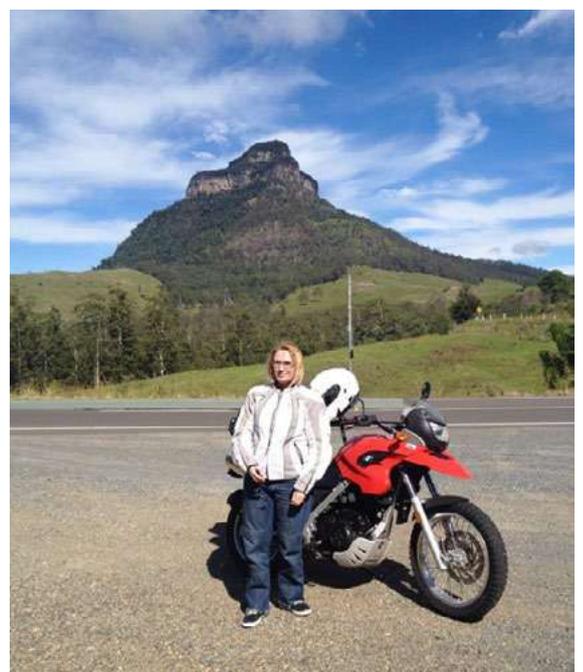
Cheers

Paul

## My first BMW.....



**David Whale, Member #4185 -  
Where it all started my first BMW, an  
R100T, took it all over Europe.**



**Cindy Bennett, Member  
#4170 - Red G650GS. A  
great bike to get back into  
riding on.**



## Darryl Gowlett

## Treasurer's Report

G'day Everyone,

It's been a couple of years since I've been on the Committee and I've spent the past month getting my head around the bookwork. I'd like to thank John for the quality of the records he passed on to me, and the help he has offered so that I can keep the Club afloat with the least amount of difficulty.

I will try to keep the numbers brief, but relevant, so that all can see how the Club is travelling. I'm not an accountant, and don't quite get the need for copious amounts of reports, but I do understand that what comes in needs to exceed what goes out, and the figures I provide will show that.

We've finally paid all the refunds from the BMWCA Nationals, which John did all the work on. There were a couple of glitches where people gave us incorrect banking details, but now all funds have been cleared.

***Go placidly amid the noise and haste, and remember what peace there may be in silence. But there's more peace to be had with a boxer on full noise around a twisting mountain road.***

Ciao,

Darryl

### Trading statement as at: March 23, 2021

<b>BoQ Balance as at:</b>	<b>February 1, 2021</b>		<b>\$ 11,067.37</b>
<b>Income:</b>			
Membership		\$ 1,725.00	
Advertising		\$ -	
Regalia		\$ 27.50	
Tools		\$ -	
Events		\$ 530.00	
Interest		\$ 1.16	
Sundry		\$ 156.28	\$ 2,439.94
			<u>\$ 13,507.31</u>
<b>Expenses:</b>			
Administration		\$ 42.00	
Website		\$ 770.00	
Paypal		\$ 27.50	
Regalia		\$ 27.50	
Tools			
Cooler for events	\$ 99.99		
Workshop bench	<u>\$ 634.28</u>	\$ 734.27	
Events - BMWCA refunds		\$ 1,590.31	
Awards		\$ 27.50	
Sundry:			
Audit fees	\$ 550.00		
BMWCA capitation	\$ 244.00	\$ 794.00	\$ 4,013.08
<b>Balance</b>			<b>\$ 9,494.23</b>
<b>BoQ balance at:</b>	<b>March 23, 2021</b>		<b>\$ 9,494.23</b>
<b>Term deposit:</b>		\$ 20,352.43	
Interest 14/2 @ 0.86%		\$ 87.21	\$ 20,439.64
<b>Available:</b>			<b>\$ 29,933.87</b>



## Steven Johnson

## Secretary's Report

Hi all,

A big thank you to the outgoing Secretary Tony Gray for assistance at my first AGM – I was busy with heads down taking copious notes hoping to not leave anything of relevance out. Hopefully mission accomplished.

Further handover from Tony on the secretary's role & responsibilities has been concluded, although it is my hope that further mentoring and guidance will continue.

As part of that handover, I have been entrusted with the Post Office box key and a very handy USB stick which includes handover notes, templates and previous Minutes. Believe me it has come in very handy already!

I can report that no mail has been received in the post box so nothing to share with members so far. I will keep you all posted!

The March Committee meeting Minutes for March 2020 have been circulated and endorsed. Further to that subject, I urge any members that may have any items that they would like to have raised at any upcoming committee meeting to contact me with the details so that it can be added to the agenda.

With respect to recent riding, what a drab week we have just....."Endured" – rain, rain and more rain. Luckily we were granted a window of opportunity last Sunday for the ride into Tyalgum for lunch. Great ride as always.

Here's hoping for better riding weather in the coming month. Stay safe and keep upright people.

Regards,

Steven



*A Johnson in its natural habitat.... The male of the species uses its powerful boxer engine to cover vast distances seeking its over-priced coffee and pastry prey.*

## BMWMCQ Meeting Minutes 04 March 2021

Venue: Geebung RSL

<b>Meeting Opened:</b>	8.40 pm
<b>Apologies:</b>	Cindy & Duncan Bennett, Bill Luyten, Maggie Rafanowicz, Matthew Leitch, Chris Bishop, Geoff & Ellen Hodge, Mal Cremer, John Allan, Ian & Allison Sayce.
<b>Minutes of Previous General Meeting:</b>	<b>Accepted:</b> Darryl Gowlett <b>Seconded:</b> Charlie Brown
<b>Number of Attendees:</b>	35
<b>New Members (Name &amp; MC):</b>	None
<b>Visitors:</b>	None
<b>Returning Members:</b>	Greg Dunne
<b>Treasurer Report:</b>	February Monthly Report submitted by John Eacott  Seconded – Paul Hughes.  1 x outstanding refund for cancelled rally – no bank details
<b>Editor Report:</b>	Currently heading to Tasmania, returning late March. Appreciate that April Journal may be slightly delayed. Thanks to contributors.
<b>Tools Report:</b>	Next service day to be at Rob Wynne residence at Jimboomba 27 March.
<b>Regalia Report:</b>	Regalia on display.  Voucher for club shirt to be part of the prize pool for future raffles.  \$27.50 received from Peter Jeremijenko for club shirt collected at last month's meeting – Tony Gray to bank.
<b>Records Report:</b>	256 financial members.
<b>Events Report:</b>	Club ride this Sunday to Imbil. Canoe/Ride event cancelled as little interest.
<b>Secretary Report:</b>	Correspondence In: BMWTC NSW Newsletter, BOQ confirmation of Term Deposit Rollover to new 6 month term, Office of Fair Trading Annual Return Form.
<b>Dealer Liaison Report:</b>	None
<b>Vice President Report:</b>	None
<b>President Report:</b>	None
<b>Clubs Australia</b>	New club badges coming – photocopy of approved logo displayed at meeting.  Clubs Australia to continue to support with prizes for BMW Club Xmas function.
<b>Other Events/Buy/Sell/Swap:</b>	Not discussed
<b>Past rides:</b>	Not discussed
<b>General Business</b>	Nothing raised for discussion
<b>Closed:</b>	8.55 pm



## BMWMCQ Annual General Meeting Minutes March 2020

<b>Meeting Date:</b>	4 March 2020. Time: 7:30pm Attendance: 40
<b>Chairman:</b>	Paul Hughes/Tony Gray
<b>Apologies:</b>	Cindy & Duncan Bennett, Bill Luyten, Maggie Rafanowicz, Matthew Leitch, Chris Bishop, Geoff & Ellen Hodge, Mal Cremer, John Allan, Ian & Allison Sayce.
<b>Minutes of Previous AGM:</b>	<b>Accepted:</b> Darryl Gowlett <b>Seconded:</b> Mark Mustchin
<b>Outgoing Presidents Report:</b>	An exceptional year where the club performed exceptionally in a covid pandemic year. Special thanks to the committee members as well as the membership in general. Club spirit is very strong given the diversity of the membership. Trying to offer something for everyone. It is a social club so it should be about having fun.
<b>Outgoing Committee Member Reports:</b>	Committee members presented their review of the year. GG mentioned there are currently 256 members of the Association with 58 new members in the past financial year. The highest membership for some years.  President Paul Hughes, VP Mark Gilbert, Secretary Tony Gray have announced that they will not be re-nominating for the role this year.  Cindy & Duncan Bennett submitted a written report which was read by Tony Gray. Bill Luyten submitted a written report which was read by Paul Hughes. Special thanks to Rob Wynne from Bill Luyten for the use of his facilities at Jimboomba and his wonderful hospitality.
<b>Outgoing Treasurer Report:</b>	The past Financial Year has seen a bit of a change in bookkeeping following the change from Reckon Online to Reckon One. The fee for Online became exorbitant so the simpler, but unfortunately less 'user friendly' version has been adopted at a significantly cheaper rate. But you get what you pay for! The migration of data which we paid for has also created some issues with incorrect entries making reports inaccurate, but some burning of midnight oil has almost fixed that.  Question from the floor re the costs accredited to the Cane Toad Rally: Incorrectly showing as a debit caused by a system error in data transfer to the new system. The audited accounts cannot be changed but going forward the correction will be made.  Motion to accept the tabled documents moved by John Eacott:  Seconded by: Rosi Johnson.  Accepted by the members present.  Moved PH that same auditor as this year be used for next year. Seconded Mark Mustchin. Accepted by the members present.

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

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

**Paul Hughes**  
**Outgoing President**

**Tony Gray**  
**Outgoing Secretary**



## Greg Gaffney

## Records Officers Report

**W**ell, I'm back in the saddle for another 12 mths as Records Officer and looking forward to a great year.

We have been getting lots of new members via the website lately so hopefully there will be many new faces to make welcome at our events.

I'm off to another Service day this morning and look forward to seeing our new hoist and maybe another final drive servicing.

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

### Welcome to New Members:

**Robert McKinnon, CARSELDINE, 2005 R850C**

**Thomas Mieni, HAMILTON**

**Ben Kerwin, REDCLIFFE, R1100RT**

**Graeme Stuckings, UPPER COOMERA, F800GS**

**Jim Keegan, CORNUBIA, Triple Black R1250GS**

**Robin Fraser, RANGEVILLE , 1971 BMW R75/5, 1992 BMW R100RS, 1993 BMW K75RT, 2014 BMW R1200RT-P, 2012 Honda Goldwing, Ducati Classic and modern - several, British Classic - several, Japanese Classic - a couple, 1914 FEB Precision, 1921 AJS Model D**

*[Editor - Did you miss about 20 names there Greg or is Robin the new record holder for the most bikes??]*



*Greg and some of the Service Day group "problem solving".....*



## Bill Luyten

## Tool's Report

### SERVICE DAY

The Club held a very successful Service Day on **Saturday 27 March** at Rob Wynne's which was very well attended, thanks again to Rob for

the use of his great facilities.

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](mailto:spares@bmwmcq.org.au)



## Rosi Johnson

## Regalia Report

**H**i all,

Looking forward to another year in Regalia. As part of our monthly general meeting, we are giving away a Club Shirt of your choice, so come and join us every first Thursday of the month. Congratulations to our first winner, Chris Lancaster .

This is also the year where the BMW Logo will slightly change , which we hopefully get up and running in the next few months. In the meantime, if you have any suggestions for Regalia , let me know and I will do my best to accommodate it. Stay safe and hopefully I will see you on a ride soon.

Cheers,

Rosi

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





## 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](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:

<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 continues with well attended rides and events and the calendar for 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, a ride leader is needed for the May led ride please let me know if you are keen to step up.

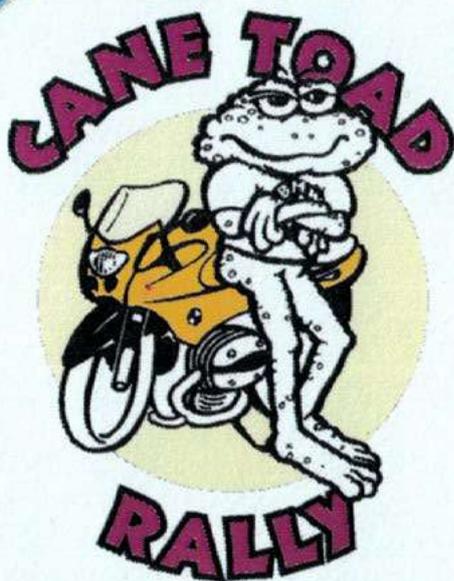
Christmas in July is on again, due to the popularity and success of last years event it will be at the same location as last year.

Happy & safe riding,

**Mark Mustchin**



***Mark enjoying his recent birthday with a ride to Maleny, Woodford and Mount Mee with a lunch stop at Pit Stop Cafe. Happy Birthday Mark!***



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

The 27<sup>th</sup>

# CANE TOAD RALLY

Since 1978

**WHEN:** 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup> 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 website before April 18, saves time when you arrive at rally, just need to sign in and pay entry fee.*

**Camping** on large campground with hot showers, flushing toilets and **campfire**.  
**Catered on Friday & Saturday night and Breakfast Saturday & Sunday morning.**  
The Mt. Perry Grand Hotel will have a **Bar onsite**, Friday and Saturday nights.

**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** done on site for a gold coin donation. There will be the traditional **Rum Hunt, Gymkhana and usual Awards.**

For further Details:

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



Proceeds donated to



Royal Flying  
Doctor Service



The photo competition runs from April 2021 for 12 months, send your pics in to us by 25th April for the second round!

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

- There is a theme each month for the competition - theme for the second round is ***“Sign of the Times”*** - we all see great signs out and about on a ride, show us your best!
- 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](mailto: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.





# A NEW ERA HAS BEGUN

JEGMar2021

Oh what a year it has been  
 unlike anything we've seen  
 Some Doomsday predictions  
 Face masks & restrictions  
 But we've learned how to cope  
 With much caution & hope  
 Yet our great Club has survived  
 Maybe in some ways revived  
 AGM voting is now done  
 A new era has begun  
 All positions vacated  
 With most reinstated  
 After years served with pride  
 Paul has now stepped aside  
 Tony's the new President  
 His passion quite evident  
 Aably aided by ex-P Paul  
 The Club is run for one & all

For your past time & energy  
 Thank you John & Mark &  
 Darryl's in the Treasurer chair  
 Keeping finances with care  
 And Steve has the Secretary role  
 Correspondence is his goal  
 Rosi's Regalia has us well dressed  
 Mark's Events are just the best  
 Bill's Tools Days proved a great hit  
 Help a mate or learn a bit  
 Dealer Liaising works for Don  
 Keep the great work rolling on  
 Thanks to Duncan & Cindy B  
 More fantastic journals to see  
 Finally, thank you Greg  
 More excellent Records, we do beg  
 Participation big or small  
 BMWMCQ is fun for all



BMW Motorcycle Club  
of Queensland

BMWMCQ PRESENTS

*The Clubs 3rd longest running weekender...*

## The 22nd FRIGID DIGIT

This is an **annual Mystery Weekender** that started in 1995 and always held on the last weekend in July somewhere cold. It can be full accomodation, camping or a combination of both. There is always an evening meal together as well as a campfire.

The **24th-25th July 2021** is the date for this years event which will be **camping and full accomodation** (*details below*). The **evening meal** will be a **catered BBQ** at the cost of **\$20pp**. Alcohol is within walking distance. The location for lots of laughs and tall stories is always around the traditional camp fire with firewood supplied. A lite or hearty **Breakfast** is available close by on Sunday morning before heading home.

**Camping & Accomodation Details:** Camping this year is free. Camping area is well-grassed and level. Amenities with flushing toilets and a small fee for the use of hot showers. There are **rooms also available**, some with a double beds, some with single beds and some with both. Room prices start at **\$25pp to \$70 a double**. This year with the uncertainty around Covid 19 lock downs, no payment needs to be made up front. The venue is happy for payment to be made upon arrival. It's a great, quiet location within 2hrs of Brisbane with excellent roads in between.

**Contact:** Gary Bennett at [gbennett777@gmail.com](mailto:gbennett777@gmail.com)

A repeat of last year's unusual weather is extremely unlikely according to "experts", i.e some old people we asked whose main topic of conversation appeared to be the weather.



*The Winner of the first month of the Photo Competition is John Eacott with his photo of "90 Mile Straight" on the Nullabor, featured on the front cover.*

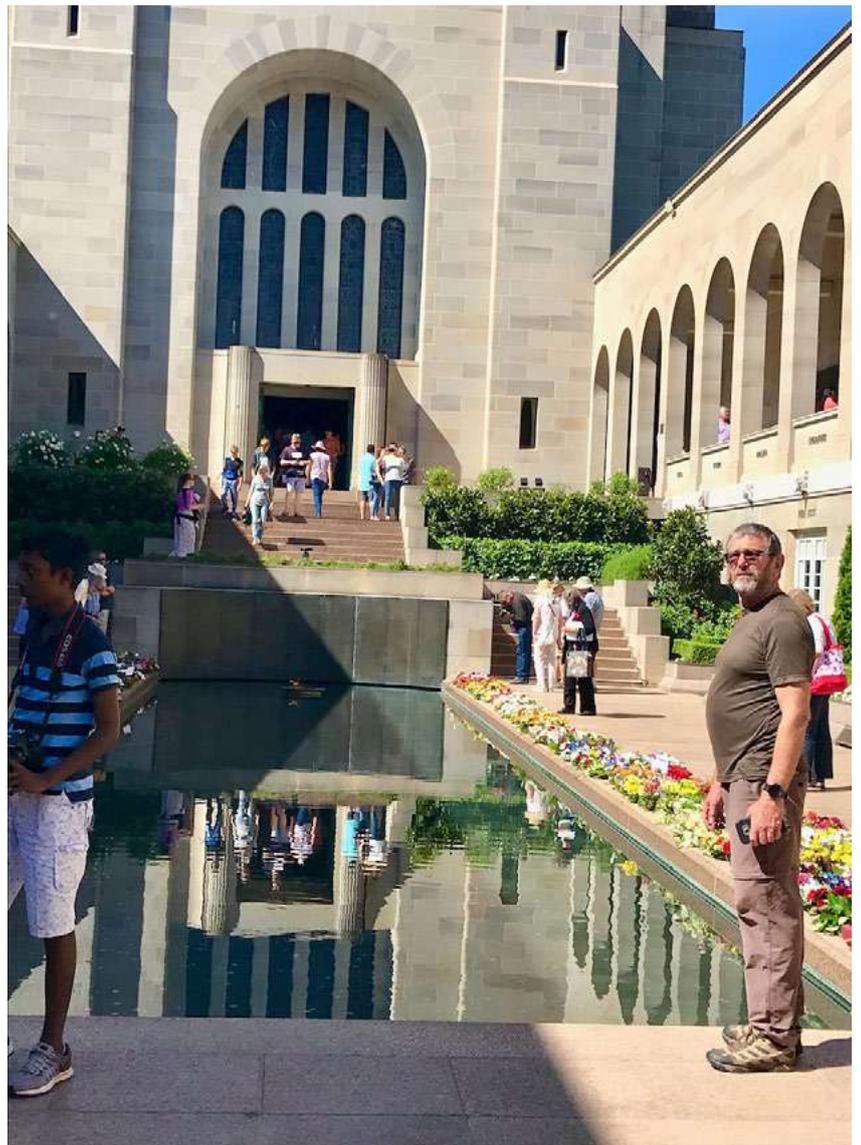
*Here are the rest of the entries for your viewing pleasure!*



**Gary Bennett, Member #509**  
**"Mt Perry Races - Main Event".**  
*Didn't blow this one up too much for obvious reasons, don't think the Chippendales fielded a team in this one.*

**Paul Hughes, Member #3126 -**  
**"Our Events Co-ordinator, Mark Mustchin, at the Australian War memorial Canberra on 11 November 2018. We took time on our tour to pay our respects on the important annual day".**

*This photo brings up powerful emotions for us and anyone who has ever attended the daily 6pm service will know what we are talking about.*





**Mark Mustchin, Member #4249 - "Taken at 3 Ways, NT".** An excellent photo and would have won if Mal was wearing a Rallye suit.

**John Eacott, Member #4385 Outback bound.** Another great photo from John. And in portrait orientation too.





**John Eacott, Member #4385 - "Hope Island?!"**



**Merv Bone, Member #3663 - "This photo is of Gary Lawrence (Club member) and our wives enjoying a beverage while waiting for sunset at Ayers Rock. As the sun sets the colours of the special icon change and it is a wonderful experience"**



*Tony Gray, Member #3905 - "When thinking of the Spirit of Australia I am immediately drawn to the spirit of ANZAC. Australia's identity was forged by the hardships endured and bravery shown by our troops during the horrors of WW1. I had three Great Uncles sacrifice their lives on the Western Front and a fourth who succumbed to his injuries after returning to Australia. Jane and I visited the Somme Battlefields in France in 2012 and found the burial place of my Grandfathers youngest brother, Thomas (Billy) Elliot. Billy's older brother Robert had died on the battlefield at Poziers and my Grandmothers only brother, William Linsket was lost in the 2nd Battle of Bullecourt. Neither had their remains recovered so they will remain forever in the fertile fields of France.*

*The sheer scale of the gravesites in northern France and the lists of those never recovered can be emotionally overpowering but it is only when you can personalise and put a face to the name that the waste and horror of the war can really be brought home. So it was when we visited Billy's final resting place. I always think of Billy when I hear Redgum's song, I was only 19. This is his story:*

*Private 1894, 42nd Battalion, 11th Brigade, 3rd Division AIF who enlisted 30 December 1915 at age 17 years and 11 months and died on Monday 19 November 1917 near the village of Steenwerck, France. Billy died from wounds received from an accident while returning to his unit from Steenwerck. Trois-Arbres was the site chosen for the 2nd Australian Clearing Station in July 1916 and soldiers who died at this station are interred in the Trois-Arbres Cemetery. There are nearly 2,000 WW1 war casualties in this site. Bill's remains are interred at this Cemetery."*



*John Eacott, Member #4385 -  
"Nitmiluk National Park"*

*Jane Gray, Member #4300 -  
"Taken on homeward stretch  
of our 2016 round Australia  
trip. We took 12 weeks,  
22,500km and 6 crossings of  
the Tropic of Capricorn to find  
the Black Stump in Blackall.  
QLD"*





## By Tony Gray, Member #3905

The Club Service Days are going from strength to strength. Service days have been an essential part of the Clubs DNA since its inception over 60 years ago. In those far off days access to specialist tools and knowledge underpinned why like-minded enthusiasts banded together to form clubs like ours. Even though modern bikes have moved onto a different technological plane those essential elements continue to play a part in our daily life as motorcyclists. Dr Google contributes a lot to a broad spread of knowledge but it cannot replace the pleasure in seeing, doing and discussing any issue to do with our motorcycles in the flesh.



Rob Wynne very generously opens his work sheds to the club on average 4 times a year. Our dedicated Tool Person, Bill Luyten, co-ordinates the dates and arrangements with Rob, manages the clubs chest of tools and manuals and ensures we have refreshments in place in the manner of cold drinks and a BBQ. Paul Hughes has kindly volunteered to co-ordinate the BBQ so if you would like to assist in that aspect of the day then please speak to Paul.



The March day saw the unveiling of the Club's latest acquisition, a table lift. Graham Healey was first off the mark with his R100GS christening the lift for a carbie tune. Peter Jeremijenko's K1200 followed for an oil issue investigation with Darryl Gowlett's experience pointing to a blown main seal and oil soaked clutch. Ouch.

Other bikes were exposed to the GS911 diagnostic tool and others had their tyre sensor monitors reset. Surprisingly there were no oil changes which are a common service item. Mostly people gathered, looked and talked. Popular club member Chris Lancaster donated a wheel support stand to the club for use at service days. Sadly Chris has had to draw down the curtain on his riding days but hopefully he will still maintain contact with the club.



We utilised a covid register as Brisbane tries to avoid another outbreak and that listed 33 people: a wonderful turnout. It was great to see some new members along for a first visit as well as our long term experienced members. Give this a try sometime even if you are not mechanically minded, there is something for everyone.



*Thank you for the donation of the wheel support stand Chris!*

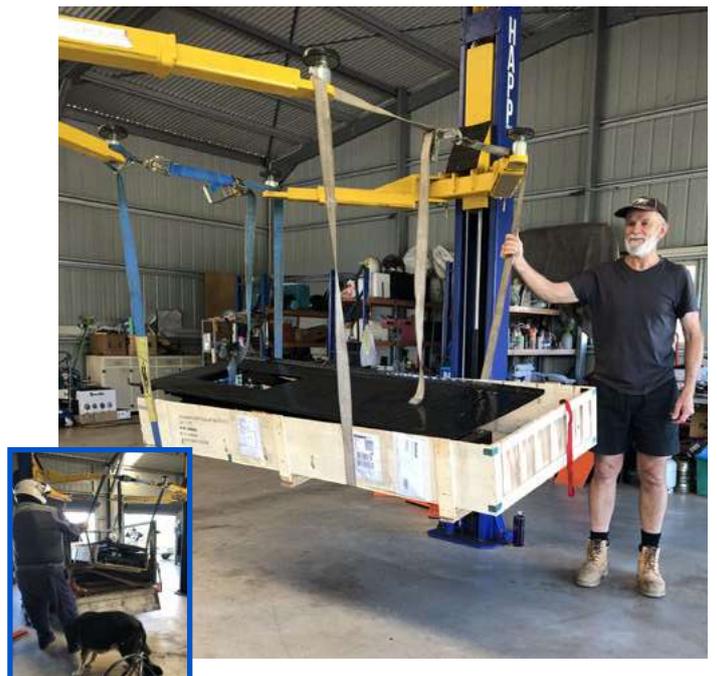




*Of ~3,000 bikes in attendance at the Service Day, by lunchtime the total number being worked on? 1. Well done Ben.*



*James brought along his R850R "The Beast", looking way better than when we had it. Sob.*



*Pres Tony showing how he unloaded the new bike table lift with one hand and no help from anyone?*

From John Eacott:

After washing your bike (those of us who do...) grab your leaf blower and blow out all the water from those hard to get places. Works a treat!

## Workshop Tip from Tony Gray - Secure your Bike

The club has just invested in a lift table to save those ageing backs from bending more than is necessary at service days. They are a wonderful addition to a workshop and an absolute necessity in busy workshops.

For many though servicing will be with your bike on its centre stand and you on yer' bum while working on the bike. Here is a very important safety tip to avoid a potentially dangerous and expensive 'topple'.

Secure your front wheel to the centre stand with a ratchet strap or similar so there is no chance of the bike rolling forward off the centre-stand while you are exerting force on the bike. I have seen pictures of bikes that have rolled off the stand while the rear wheel is removed. This can incur a lot of damage and could cause serious injury if you got stuck under the bike.





## By Duncan Bennett, Member #4171

Tasmania. The final frontier. In the time of The 'Rona many experienced veterans have tried to get across Bass Strait and failed, but we trusted in our years of clutching rabbit's feet, eating four leaf clover, and pulling on large tattooed men's beards to improve our blind luck skills. It has paid off; it is highly risky eating four leaf clover but we managed it without any tummy upsets. Travel planning was ludicrously simple; we just asked whether Queenslanders were welcome at that exact moment and if the answer was in the affirmative, we mounted up and rode.

Ignoring navigating to Tasmania norms we headed north on Day 1. The BMWMCQ monthly lunch was on at Linville and this created an ideal-ish stepping off point or would have if Linville were about 500km south of where the founding settlers decided to put it. The ride up with off-road champions Kim and Margreth was fun and lunch with lots of friends did gird our loins for the warm run down through Crow's Nest and the first night on the city fringes of Toowoomba.



### *The sun obviously shines out of Cindy*

Day 2 objective was to continue heading south-ish, although the destination was Yamba on the NSW north coast so a bit of easting was required. Straight through Warwick and Killarney, then onto our old favourite Paddy's Flat Road. This had been cut up by recent rain and created the first technical challenge of the trip up a steep rutted and rocky section after Tooloom Creek. Safely negotiated, the rest of it was mainly spent cruising through a grass tunnel. On the topic of greenery,

every trip we've done in the past three years out to western Queensland and south through NSW to Victoria has been verdant and lush, so we are now offering a community service to be available to swing past anyone needing rain for a modest fee and minimum 4 star resort accommodation.



### *Green, green grass. Again.*

The afternoon's excitement revolved around the first ferry ride of the trip. We'd got over the Clarence River on Paddy's Flat Road but then crossed back onto the wrong side at Tabulam. Lunch in Casino and working of the phones showed that the large volume of water coming down the Clarence had met the incoming tide from the Pacific Ocean, or the ferry pilot's cat needed an urgent trip to the vet, but either way the Bluff Point ferry across was unavailable. Assuming the former and relying on tides both coming in and then going out, we headed for the ferry anyway. Arriving at the Tullymore Road detour, the Google ferry was still showing no go, but we decided to have a look. Blind good luck held out – a large man delayed the ferry so we could get on, but unfortunately he didn't have a beard so we couldn't tug on it to give thanks for our luck.



### *Deserving of a good luck beard pullin'*

Into the Yamba Twin Pines Motel, we de-sweated and headed into town for the routine of drinks and dinner. Yamba is divided into two zones; the river flats and the Himalaya. Unfortunately, the pub is up on the Himalaya so the de-sweating was for nought as we struggled up the hill into the thin atmosphere of the Pacific Hotel. A couple of IPAs and the descent was easy to the Pizza & Pasta restaurant for a dinner that included neither.

Day 3 had been a peak planning effort day. Lots of time on Google Earth and Garmin Basecamp for this day to get to Dalmorton on the Old Glen Innes Road and then boldly cut south on Chaelundi Road to the Guy Fawkes River National Park, eventually and hopefully popping out on Waterfall Way. Crowds would gather in Armidale to give us a ticker tape parade if we achieved it, last year's attempt had been cut short due to the wet weather and closure of the Old Glen Innes Road. The road through to Dalmorton was very nice riding on quality dirt, increasing the optimism levels to "wildly". Arriving in Dalmorton, the attempt would be made after some refreshments.



### ***Old Dalmorton, where hope lived on***

Across the bridge, the challenges of Chaelundi Road weren't slow in presenting themselves. Dalmo Creek had completely taken out the road about 200m in. A turnaround became distracted by a potential bypass and down went Aquaman. A fully loaded bike is tough to pick up and starts with taking off all the luggage that isn't trapped under the bike. Then dragging it around until in a reasonable position, then all the practice grunting one does as a middle-aged person getting out of chairs comes to the fore as

the bike is lifted back onto its wheels. That mildly disappointing episode behind one, up the bypass. The road was intact through a rocky crossing over Dalmo Creek, then up a steep bank so was decided to be attempted. The creek crossing went well but going up the steep bank the rear wheel was spinning wildly in one rut while the front was in another, then both wheels strangely swapped ruts. Miraculously getting to the crest, the phrase "if at first you don't succeed, don't try again" was selected as most appropriate for the Chaelundi Road so back we went.



### ***Turnabout No.1***

That turnabout created an 80km longer day, we had to continue on the Old Glen Innes Road all the way around to Glen Innes, then down the New England Highway to Uralla, then Armidale, then a slog through to the chosen overnight at Nundle. One advantage of staying on the Glen Innes Road had been a ride through the famous tunnel which provides lots of opportunity for cinematography and photography. Cindy gave a nice demonstration of tunnel riding until she hit the huge puddle at the end and speared off toward the rock wall, saving it by increasing the screaming volume until the sound waves bouncing off the rock pushed her back onto the road.



### ***The Look***



Day 4 plan was thrown out the GPS and the window pretty much straight away. We had planned a due south from Nundle to Timor and down to the Putty Road but somehow became interested in Barrington Tops. Seeing that this would add about 2,000km to the day we compromised on Gloucester then straight into Sydney, which meant Thunderbolt's Way. Some logging roads past Hanging Rock (Miranda free, she's still hiding out at the Victorian one) and our cold weather gear started to pay off, 10°C was a clear discount from the previous couple of days.



**Macropods don't play soccer so it probably wasn't faking it**

A deviation off the road into the Nowendoc General Store completed the daily coffeing ritual while we observed a logging truck filling up at the bowser, finishing up at an eye-watering \$1,200 before realising just the Klim jackets we had on were worth that much. Then off we went down the more interesting bit of Thunderbolt's Way. Thunderbolt's Way is improving with roadworks on some of the damaged bits rather than just spending money on more "87 motorcyclists have died on this corner, and you're about to" billboards. The road

was about all we could see and sometimes that was a bit greyed out, so no speed records were attempted as we drifted into Barrington, officially known as Barrington Bottoms because Barrington Tops is way higher up.



**85kmh was aspirational on Thunderbolts Way**

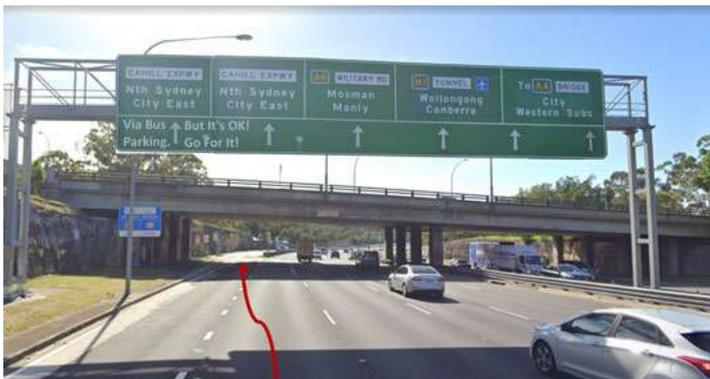
Gloucester, pronounced Gloss-ter or Glue-Cesster depending on one's care for getting English town names correct was the pleasant luncheon venue. Then onto The Bucketts Way which surprisingly goes nowhere near Bucketty but pops out on the Pacific Highway near Newcastle for a 110kmh free-for-all blast into Sydney.



**Bucketting down on The Bucketts Way**

The GPS became a bit confused as we hit the northern 'burbs and suddenly we were heading into a tunnel that the GPS said didn't exist. A tunnel without end it seemed, it just went on and on, and as the GPS doesn't work in a tunnel and especially doesn't work in a tunnel that doesn't exist the discharge point was going to be a total mystery. Strapped in for the likely 53 exit options with 100m at 80kmh to make and implement a navigational decision, fortunately there were only two, Sydney or somewhere that wasn't Sydney. Turned out we'd been through the new NorthConnex tunnel which cuts out 40 sets of traffic lights, but costs a tidy \$8.20 per motorcycle or just under \$1/km.

After a bit of a slow ride by an un-named member of the party through the Bus Parking Facility which was very easily confused with the Cahill Expressway Exit, we were all caught up and into “stay as long as you want for free, we don’t mind” family accommodation at sister/S-I-L Liz and B-I-L Mathew’s new house in McMahons Point. A great family dinner with son Tim and grandchildren and nephew Toby to celebrate a riding party member’s Extieth Plus A Few birthday and the excellent day was done.



**What the M2 sign before the Cahill Expressway Exit should look like**

We were pretty much free-styling by Day 5 because the navigation planning had been all about ‘Rona hotspot avoidance optionality; like juggling 5 balls when it comes time to select one to catch, we are dazzled and confused. The ball we randomly caught after several errors and an hour longer in the Sydney ‘burbs than necessary was through the Royal National Park and across the Sea Cliff Bridge. It was a glorious day and the opportunity to look down the coast from the Bald Hill Lookout while slurping on the mandatory cup o’ chino was gladly taken.



**Artistic soft focus flower shot looking down the coast toward the Sea Cliff Bridge**

Pushing on, we bypassed that horrific M1 descent into Wollongong by taking the coast roads, had a nice toasted sandwich lunch with a stroll along Gerroa Beach, and rode through the nightmare that is Nowra. A decision on the route had been made over lunch; we were heading to Braidwood rather than sticking to the coast.



**Gerroa driftwood’s best day ever proudly looking after \$2,500 worth of Klim stuff**

We did the Braidwood Road last year when it was dripping wet and when it had a fair stretch of gravel. Road work has rushed along this road to the point where only about a kilometre is still gravel already prepped for the dreaded blacktop. So to keep the challenges real we deviated via the Jerrawangala Lookout which hangs off the edge of the Nowra Sandstone and looks down over the Snapper Point Formation to the coast, although it isn’t that easy to spot the boundaries with the intervening Wadrawandian Siltstone because of the trees.



**A rusty Kombi Van is the normal geological marker between the Wadrawandian and Nowra facies**

We found ourselves in Braidwood, and the accommodation challenge commenced. There are motels in town according to the Google, but the



reality is a bit different with nothing resembling a motel discovered. Staying in pubs is our Vietnam after the Narrabri Tourist Hotel incident of 2018, but we were forced into the Royal Mail Hotel due to lack of other options. Pubs are always interesting; how big is the room, how far is it from the blokes loos, how far is it from the ladies loos, is it Friday night when the crowd will kick on until 4am or a random mid-week Hens party with the stayers laughing hysterically through to 5am. The questions are endless until you experience it. Turned out to be not that bad.



### ***Bikes blending perfectly with Royal Mail Hotel rubbish***

Day 6 started with breakfast at the Braidwood Bakery, probably in the top 3 in Australia for exciting pie options. 8am was too early for a pie, or was it? The destination for this day was known as we had decided on Merimbula and booked accordingly, but how to get there was completely open. The direct road to Cooma had been attractive for a long time but had been closed when we were in the same area in 2020, so it became the plan. It starts off following the Shoalhaven River then toward the end of the farming areas becomes dirt, then climbs up the ridge onto the higher plains. Just as we were heading up the ridge, a road closed sign appeared. Great.

However, it was over on one side of the road and didn't look all that serious, so we decided we had a responsibility to go and have a look. After about a kilometre, a man who in the dim forest light could be a council worker appeared. We pulled up and he relieved all anxiety by explaining that the council make them put up road closed signs,

they were just clearing trees off the road, but no matter what he would make sure we got through. Five minutes later we waved goodbye to our new friend and we received a guard of honour from the council workers who stopped clearing trees to let the dignitaries pass.



### ***Tom Roberts' famous painting - "Ignoring the Cooma Road Closed Sign"***

Getting back into civilisation along the very fast dirt roads, coffee was had at our usual Under the Elms café at the Cooma roundabout. We had an afternoon appointment to catch up with Compass friends Michele and Peter at Bega, so cruised down the Snowy River Highway to briefly stop at the Piper Lookout for a stroll and then off the edge to lunch in Bemboka. Afternoon tea with Peter and Michele was capped off with Cindy borrowing Michele's Yamaha XT250 for a "just to see if I can touch the ground" ride around. Once in Merimbula, it was to the Pelican Motel, scene of the 2018 Compass Reunion, rather than the motel next door which one of the riding party tried to check into while wondering where the other member of the party was. That evening a very pleasant meal with our friends was had up the road to celebrate our last night in NSW.



***We're coming for you***

Panic started to set in on Day 7, it was Saturday of a long weekend in Victoria and the lengthy lockdowns in the state meant that places you wouldn't send your dog with full-blown mange to were suddenly prime tourist destinations. Inverloch is nice – no hope. Leongatha is fairly rural so surely OK – nothing. Sale - No.1 Thing to Do in Sale on Trip Advisor is leave Sale, so there must be something - Nada. By the time we were seeing nothing in Morwell and Moe we realised the true effect of 'Rona, was there a Moccasin Festival happening? Who on earth wants to holiday in Moe? Finally Cindy lucked on a hotel in Traralgon, home town of Sir Macfarlane Burnet the 1960 Nobel Prize winning virologist and inventor of the Latrobe Valley low-rider moccasin, presumably because the hotel was brand new so not many knew about it. So the panic subsided as we headed to Bombala for coffee and an unplanned chat with BMW Touring Club of NSW Vice President Steve Treloar on his way with other members to the 35th Cold Flame rally on his impressive R80GS Dakar.



### **Steve Treloar equipped for Cold Flame Rally success**

Bombala coffee ingested, it was down through Delegate and onto the Bonang Road, nice and winding and sports bike free due to the 10km stretch of dirt before Goongerah. Into Orbost, the highway and weird detours suggested by the GPS had to be tolerated for the rest of the day to Traralgon. On the topic of GPSes, Cindy's and mine apparently have identical maps and identical settings and routes loaded on from the same laptop, but like an old married couple on a car trip refuse to agree on anything. This results in endless

“Does yours say to turn left at Dead Dog Drive in 8km? Why would it want us to leave the highway?”, “No mine says continue to Crushed Cat Crescent in 15km and turn right”, “OK we'll see what Dead Dog looks like” banter.

Passing through Stratford, we spied a car wash facility and with the bikes looking like they'd been sprayed with thick baby poo we decided the Tasmanians might not be thrilled with the bulk import of pathogens. So we had a quick stop to give them the soap up and rinse treatment before kicking on into Traralgon. Fortunately, the hotel was way better than expected – very new, large, and with good bar and dining facilities downstairs, so with the Tasmanian ferry booked for the following night we could relax knowing we had avoided any more random pubs.



### **Traralgon's finest**

With plenty of time before the ferry departed on Day 8, we had to try to ride to the furthest south on the Australian mainland it was possible to get, Wilsons Promontory. A missed corner at Boolarra on the way down had us doing a trip around the block, and we suddenly found ourselves on a very, very narrow road. When the road is too narrow for a car, suspicions start to creep in, and as we motored along it suddenly became obvious that we were on a Rail Trail. Luckily they had to provide enough space to get a fat horse through the gate at the end, which didn't cause us any problems with full pannier width, and there were no witnesses. Then onto Fish Creek, scene of the worst “it's too



hot to get into the sleeping bag, but there are too many mozzies outside” experience in human history in 1983. A wreath placed on the shrine to Over-dramatised Memories, we hit the ‘Prom, with about half the population of Victoria joining us.



***It turned out to be OK on the Rail Trail as we hadn't been doing wheelies***

We'd discovered earlier that the closest by road one can get to the most southerly point of the mainland, imaginatively named South Point, is Tidal River and it is a long walk down from there. With not enough time nor interest in the walk, we trundled around Tidal River until the GPS indicated we were about as far south as one could ride for the mandatory photos. While stopped a Ranger pulled up to see what on earth we were doing, and as he was a committed Africa Twin adventure rider he had every right to know. He surprisingly wasn't that sure where most south was, so we decided we'd done enough and our spot is now officially recognised.



***Bottom of the Mainland-ish***

The GPSESes started their nonsense again heading into a relatively quiet Melbourne, with Cindy's wanting only the M1 all the way while mine insisted on ducking off into the 'burbs at every opportunity. Arriving at the Spirit terminal with the other half of the population of Victoria, it was bedlam while we tried to park without being locked in by huge 4WDs towing caravans the size of the Queen Mary. A refreshing drink in the rising heat, and we were back on, using a tram line to get across to the queue for the Spirit.



***The end of Down in sight***

Finally we were signalled to get on board amongst the loads of tattooed men with full beards which filled us with hope of good luck. As the lead riders it was disturbing to first ride back to the port exit and around a heap of parked cars, but then with relief we headed up a ramp into the bowels of the Spirit. The usual direction to park precisely while getting jammed on the large traffic dividers, and we were in. Minimal gear taken off the bikes, we were up the stairs and briefly into the cabin before hitting the bar and dinner to fortify ourselves for the next land we would see: Tasmania\*.



*There is always one.*



*Gave the iPhone to a passing bull ant so we could both be in a photo.*

*End of Part 1.*



**By Tony Gray, Member #3905**

The Motorcycle press and web forums have been bemused with the recent release of a big cruiser from BMW (R18) and the expected release of the Harley Davidson Pan America adventure bike. Has the world been turned on its head?



This is not the first time the two marques designs have crossed paths. Wind the clock back to the 1940s' and the Second World War where Harley Davidson did very much 'ape' a BMW design. The German Wehrmacht adapted the pre-war flathead 750cc R71 into the overhead valve 750cc R75 for military use. The boxer engine with cylinders out in the breeze and shaft drive made it a very efficient vehicle for solo and sidecar Military use.



When we visited Uralla back in 2019 to test ride the Ural outfits we met Geoff Hodge's cousin, Matthew, who is the lead spanner-man with Ural

Australia. Matthew is the proud owner of a very nicely restored R75 outfit. As a side note the Ural outfits that Matthew now fettles owe their design to the German R75. After the War the victorious Russians took some R75 outfits home and reverse engineered them to build their own Ural outfits. Until very recent years they hadn't changed much since the 1940's such is the pace of manufacturing advancement in Mother Russia. But I digress.



During our trip to the USA in 2015 Jane and I visited the 'Wheels Through Time' Motorcycle Museum in North Carolina. This Museum has an extraordinary collection of early American Motorcycles. In this collection I found these examples of the very rare XA model Harley Davidson. The XA is a horizontally opposed twin cylinder flathead 750cc engine, shaft drive motorcycle based on the pre-war R71 BMW. The story goes that the US Military saw the German BMW as a far more efficient motorcycle than their own V twin chain drive WLA Harley Davidson.



**Harley-BMW R71 copy**

There were examples of the R71 in the USA so the US Army commissioned Harley Davidson to 'clone' a HD replica of the R71. There were only 1,000 examples made and not many remain. By contrast the WLA model was more widely disbursed and these are the ones that were (and are) quite common in Australia as they were acquired cheaply after the war for civilian use. There were reportedly 90,000 of these WLA military models produced including WLC models for the Canadian Military.



*Harley civilian conversion*

### *Common WLA Harley V Twin*

During WW2 the Australian Army with its close British ties used the BSA M20, a single cylinder 500cc side valve motor and girder forks. Models can still be seen at Historic Motorcycle Shows with many restored to their original military standard. Motorcycles were mainly used for despatch purposes with their speed and nimbleness enabling their riders to deliver critical despatches in extreme conditions.



*The Club Library has a very good book available for loan – **A Motorcycle Courier in the Great War** – which is a personal detailed account of the life of a despatch rider on the Western Front in WW1. Even better we have **Triumph on the Western Front**, which the diary of a Royal Engineers signals despatch rider who spent his service on the Somme and around Ypres mainly supporting the ANZACs by carting carrier pigeons to the front lines - a highly risky existence spent dodging shells, shell holes, slippery tracks, rubble, trucks, horses, soldiers, and French pedestrians.*

*Remember these fellow motorcyclists as we head towards ANZAC Day.*



**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.





It's on again, back by popular demand!

Save the date for this great event, details are:

Saturday 3rd July 6:00pm

Midnight at the Oasis, Oasis Motel 50 Walter Street Kingaroy

A Christmas themed feast will again be put on by the wonderful staff of the Oasis.

Costs and further details including any led rides will be coming in the next little while, stay tuned!

If you want to get in early to book a room, call **(07) 4162 2399**





## YOUR WORST NIGHTMARE

JEGFeb2021

Out on a leisurely drive in the country air  
Then suddenly you get a flat & you haven't got a spare!  
**YOUR WORST NIGHTMARE?**

Starting on your journey seemingly without a care  
Then going around in circles & ending who knows where!  
**YOUR WORST NIGHTMARE?**

Driving in the afternoon blinded by the western glare  
Then hit the brakes so heavily you need a change of underwear!  
**YOUR WORST NIGHTMARE?**

Running for the train & you hear the whistle blare  
Then feeling in your pockets & you haven't got the fare!  
**YOUR WORST NIGHTMARE?**

You've placed your money on a horse they said runs like a hare  
Then soon discover it can only run just like an old brood mare!  
**YOUR WORST NIGHTMARE?**

Trying to reach a higher point climbing on a chair  
Then starting to lose your balance & getting quite a scare!  
**YOUR WORST NIGHTMARE?**

You're told it's really valuable & very, very rare  
Then finding it in pieces & all you can do is swear!  
**YOUR WORST NIGHTMARE?**

Your best mate & you, you've always been a pair  
Then you learn they've got a secret & they just refuse to share!  
**YOUR WORST NIGHTMARE?**

Waking up one morning in the clutches of despair  
Then realising you've no idea what could have sent you there!  
**YOUR WORST NIGHTMARE?**

Looking at the mess you've made – a sad & sorry affair  
Then fully understanding why everyone stopped to stare!  
**YOUR WORST NIGHTMARE?**

Your family's worth a fortune & you're sure you are the heir  
Then told your Dad's been busy & there's many more, oh yeah!  
**YOUR WORST NIGHTMARE?**

Always one for mucking around & acting on a dare  
Then getting caught out foolishly wearing nothing but your hair!  
**YOUR WORST NIGHTMARE?**

Who knows where or who knows when so always be aware  
Around any corner could be **YOUR WORST NIGHTMARE!!**

**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 1870s 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 VM100;
- 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





**By Tony Gray, Member #3905**

The lunch rides are a regular feature on the Club Events calendar. They may take the path of a led ride or a self-planned format. There have been a few over the past month or so with a led ride to the Railway Hotel at Imbil and self-guided rides to Linville and Tumbulgum. Our events officer, Mark Mustchin, mixes up the locations between the north, south and west of Brisbane to try to cater for all members in the Great South East.



**Linville Line Up**



**Triumphs arrive at Linville**

Richard de Groot often organises his Sunshine Coast ride group to join these rides as was the case at Linville. Mark Loring is endeavouring to do similar for those members west of Brisbane on the Darling Downs. Mark is a regular attendee proving that distance should not be a disincentive to attendance.



**Linville lunch crowd**

The lunch venues are usually country pubs that offer country hospitality and a good value feed. Invariably we have attendees making their first visit to these places opening their eyes to the great range of country towns and pubs within a 150km radius of Brisbane. We are always welcomed as the money we spend helps these country venues to survive. Jane and I live at Graceville and a Sunday Club ride for us would normally be a return journey in the 300 to 450km range and home before sunset. The led rides have a well-planned route with designated breaks, a ride leader and tail rider affectionately known as 'tail end Charlie'. Depending on the size of the ride group and the experience of the members, a corner-marking or corner-sighting method of ride control will be adopted by the ride leader. All will be explained at the rider briefing before the ride start. If you are a novice rider looking to gain experience and learn your road craft then you are very welcome to attend. You will be given every support on the day. More experienced riders may want to break away from the group at different stages of the ride and that is also perfectly acceptable, we just ask that you let the ride leader and TEC know beforehand. Here are a few pics from those recent rides – can you see yourself here? We would love to see you at a forthcoming ride so don't be shy.



*Imbil Line Up*

*Imbil lunch group*



*Linville lunch group*



*Mark Gillmore the XRed Baron leads the way home from Linville*



***Our Glance Back this month is a great cover shot from the April 2011 Journal showing 24 neatly parked bikes at Wamuran for morning tea - can you see yours??***



April 2011

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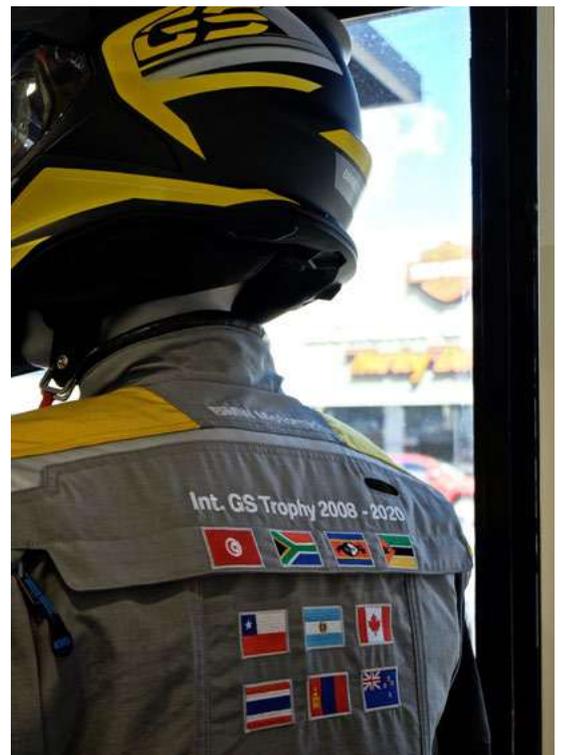
Confirmation has been received that BMWMCQ Members are eligible for a **10% discount** on accessories at Morgan & Wacker. Customers are required to show proof of membership at the time of purchase!

*Below are some more of Richard M's pics of his trip to the Dealer.....*



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### **Like a Phoenix from the ashes....**

On the 11th March 2019 the WHO declared Covid-19 a global pandemic and by June 23rd, we announced the closure of Compass Expeditions after 13 of the most incredible years.

Compass Expeditions took the very early decision to fully refund all deposits for all future tours, we knew this decision was akin to throwing ourselves onto the corporate sword and could have spelt the end of Compass Expeditions however, we felt it was our only option while we were still financial enough to do so. While some of our competitors mocked our "unbusinesslike" decision, we knew it was the ethical thing to do. The outpouring of support was stunning; we received endless emails, texts, and phone calls with some actually in tears at the news of our demise. We will never forget the words of encouragement and support that was shown to us, the Compass family, it was incredibly touching.

Fast forward to late 2020 and we were approached by two gentlemen whom we've had previous dealings with, expressing an interest in how they might reinvigorate Compass Expeditions. They wanted to both kickstart the business and continue our legacy, they loved the back story of how Compass began and the amazing Compass family that has evolved, believing that Compass was simply too good a company to be quietly consigned to the pages of motorcycle touring history.

**It's now with the greatest of pleasure that we can announce that, like the legendary Phoenix, Compass Expeditions has arisen from the ashes and will once again offer world renowned, unique, exciting motorcycle tours across the globe.**

We would like to introduce Ben Willox & Brent Thomas who have taken a financial interest in Compass Expeditions, thereby allowing us to restart the business and take it into the future. We are thrilled to have these guys join Compass as we know they have the same business ethos and ethics that we do. We've known Brent, in his capacity as owner of [Bikes Abroad](#), for many years. Brent has dealt with many of our clients in the past, all of which have spoken extremely highly of the services provided. Whilst we've only met Ben more recently, we've quickly formed a wonderful relationship and know him to be a caring, considerate and decent person to bring into the Compass fold. It is important to note that both Mick & Jerry will still retain an interest and continue to drive Compass Expeditions. Alongside us will be Veronica and Craig. Obviously, we will not be offering any tours in 2021 so we'll all be taking the time to refresh and reenergise our services offering with the intention of releasing a set of tour dates for 2022 in the very near future.

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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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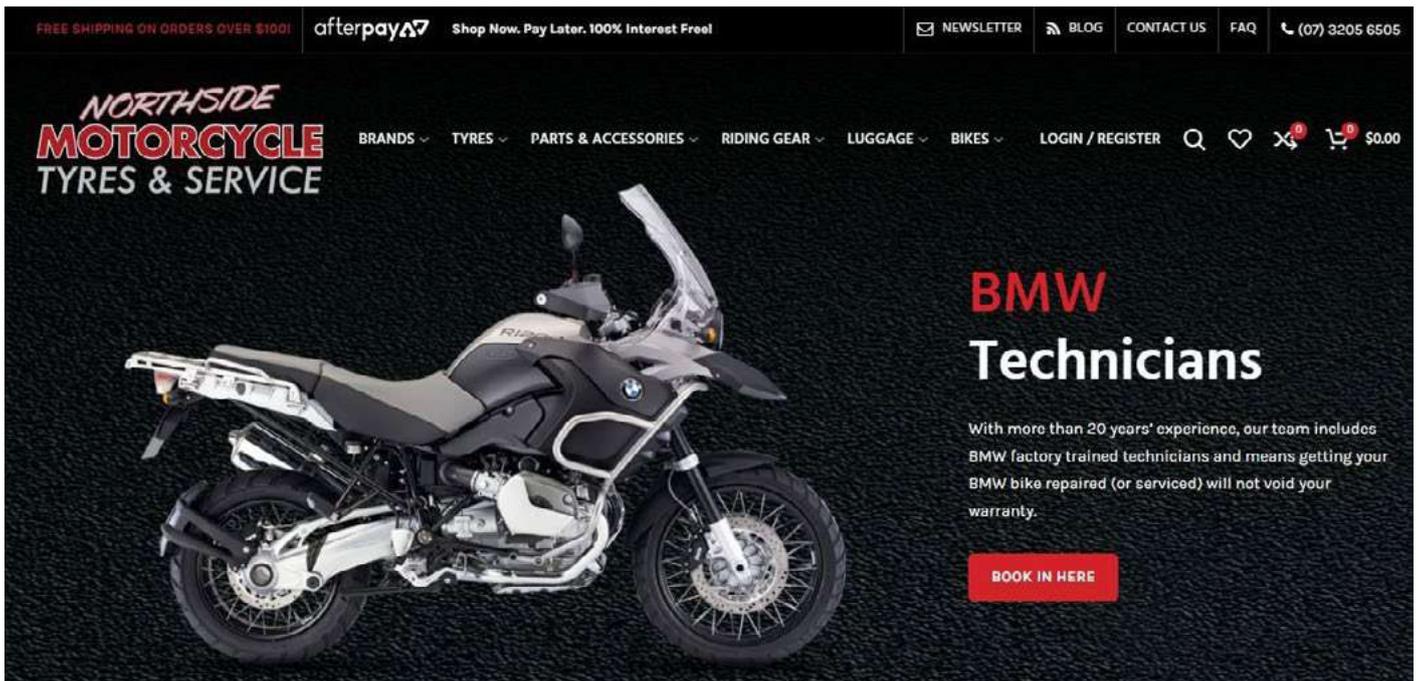


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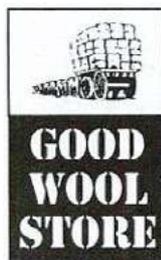
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## ALL MY LOVING...to ZOMBIE

*Subtitle – A play list ride to Tasmania*

**Cindy Bennett, Member #4170**

Before we left on our recent jaunt to Tassie there was a lively discussion on riding music playlists, with Duncan strongly reiterating his preference to let his playlist run through alphabetically – whereas I prefer the random Shuffle Play mode. There was often a frustration with Shuffle Play though; I seem to hear the same songs with suspicious regularity and the old gems (thinking Glenn Campbell and his rendition of “Good Riddance - Time of Your Life”) never making an appearance. Is appearance the right word for a song? Anyway, you get the picture.



*Weapon of Choice,  
Sena 10C Pro*

So, wanting to enter the spirit of trying anything once, I boldly turned off the Shuffle Play option and selected the first song on the Playlist alphabet – “All my Loving”. Not the Beatles version but a livelier version by punk cover band Me First and the Gimme Gimmes.

Our first few riding days from Brisbane saw us head through Yamba, Nundle and the interesting back roads to Sydney. My play list was rocking on with the usual eclectic mix as we continued south, but it was a nice change to have the line-up of treasures in alphabetic order which narrows the anticipation of what might be up next.

Heading across the Sydney Harbour Bridge in morning peak hour, the lively “Build me up Buttercup” through the Sena was a nice distraction to the stop, start traffic.

Now is the time to admit to my guilty listening

pleasure of R & B hip hop classics and Flo Rida, Snoop Dog, Kanye do figure prominently. “Gold Digger” by Kanye is fundamentally sexist and racist but oh so catchy – note to self is only to ever sing it in the privacy of the Schuberth helmet studio!

The second part of our journey down into Victoria via the always lovely Merimbula drove me deeper into the Playlist - cruising through Chuck Berry’s “Johnny B Goode”, Guns N’ Roses’ “Live and Let Die”, and the Flo Rida’s booty slapper of “Low”.

I had to admit I was enjoying this recently adopted structured approach to listening, not that the admission escaped the confines of the Schuberth. I can’t even remember the last time I had heard Michael Buble’s version of “I Get a Kick Out of You” on Shuffle Play mode – hmmm maybe Shuffle Play does have a point.

Listening to “The Lion Sleeps Tonight (Wimoweh)” highlighted the power of a song to bring back memories, this one takes me back to our wonderful Cairo to Cape Town ride in 2017 - with one of our riding buddies requesting the local Zimbabwean singers serenade us with this catchy number over a dinner which memorably included roast warthog.



Another genre that is a favourite of mine on the riding playlist is Disco Hits of the 1970’s. Memories of school “pop-hops” grooving to these toons always brings a smile – “Hot Stuff” by Donna Summer being an absolute classic, not forgetting “Nut Bush City

Limits" either!

By the time we were heading down into country Victoria with weather that was perfect for riding, mild, sunny and minimal traffic on our back roads - my playlist offered up some relevant country hits "Margaritaville", "Queen of my Double Wide Trailer" and the classic "Proud Mary" by Ike and Tina Turner.

By the time we had hit Port of Melbourne and boarding the Spirit a bit of a panic occurred, will my playlist last another 3 weeks - oh dear! So onto the wifi and downloading some Spotify classics. A review of popular playlists found some riding classics like "Roll me Away" by Bob Seger which were quickly added to ensure an ample supply of quality music to see out the next part of the trip.

Tasmania threw up great riding days (except the one day we crossed from Strahan to Hobart) and the hits continued on the Sena (except when Duncan decided he wanted a chat...) Some Elvis with "Return to Sender"; and disco hit "Shake Shake Shake your Booty" groovin while doing some

sketchy back roads including water crossings and a new for me obstacle of logs over the road! But all good things must come to an end, and after a wonderful 12 days on the island state we boarded the ferry back to Melbourne to prepare for the ride home - while being faced with some route changes due to the east coast deluge.

So what song was playing at 6:30am on a dark cool Melbourne morning as we disembarked? It was the classic "Zombie" by The Cranberries, which we had enjoyed live at River Stage in 2011! Drat, I am going to have to start the playlist again for the trip home, and to shuffle or not to shuffle - that was the question...



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