

MAY 2021

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# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

Established 1958

Yukon River	31
Coldfoot	158
Deadhorse	389

Photo Competition ~ the second month winner  
is Paul Jacobsen (below)





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BMW Motorcycle Club  
of Queensland



# BMWMCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

## The Committee



**President**- Tony Gray  
Ph: 0409 493 605  
president@bmwmcq.org.au  
R1200GS (The Grey Ghost)  
R60/6



**Vice President** - Paul Hughes  
Ph: 0409 814 633  
vicepresident@bmwmcq.org.au  
R1200GS; F700 GS  
BMW Clubs Australia Delegate



**Secretary**- Steven Johnson  
Ph: 0402 435 089  
secretary@bmwmcq.org.au  
R1200GS



**Treasurer** - Darryl Gowlett  
Ph: 0438 083 996  
treasurer@bmwmcq.org.au  
R80GS; K1200RS; K1300R



**Events** - Mark Mustchin  
Ph: 0416 061 638  
events@bmwmcq.org.au  
R1200GS



**Editors** - Cindy & Duncan Bennett  
Ph: 0401 610 671  
editor@bmwmcq.org.au  
Triumph Tigers



**Records**- Greg Gaffney  
Ph: 0411424 219  
records@bmwmcq.org.au  
R1200RT



**Tools/Spares** - Bill Luyten  
Ph: 0438 123 747  
tools@bmwmcq.org.au  
R1150 Rockster; R1200GS LC



**Regalia** - Rosi Johnson  
Ph: 0424 961 597  
regalia@bmwmcq.org.au  
R1200R



**Dealer Liaison** - Don Grimes  
Ph: 0411 601 372  
R1200GS; K1300R

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### Advertisers

TeamMoto - INSIDE COVER  
Caloundra Motorcycles - P.56  
Northside Motorcycles - P.57  
Munich Motorcycles - P.58  
Good Wool Store - P.58

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

## On The Cover

The *Sign Of The Times* winning photograph by Paul Jacobsen, titled "in search of the holy grail of roads". Congratulations to Paul, who wins \$200 to spend at a sponsor of his choice.



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

Changing of the seasons at last, April and May usher in our "less disturbingly moist" riding period with that beloved hint of humidity-free crispness in the air. No excuses people. Going in for major surgery? Ride in, and take an Airhawk if the field of surgical play is in the downstairs region! Transporting cattle in outback Queensland? Get a big top-box and cut some holes in it! Taking the family out to a restaurant? Use the aforementioned top-box! Moving house? Watch YouTube videos to see how people in Cambodia move a fridge on their scooter! It can all be done on your motorcycle!

This month's edition is dominated by the wildly successful Cane Toad Rally, and once again some excellent photos for the competition, thank you very much to those who submitted and the lot are shown starting page 20. Congratulations to Paul Jacobsen for this month with his **Best Road** sign.

## Cindy & Duncan



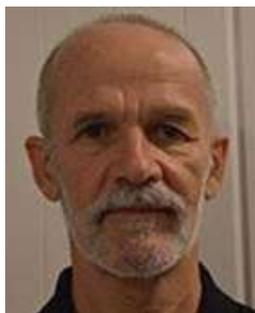
**Another CTR thong toss. Another abject failure, but will I train hard again for next year's CTR? Damn right I won't...**

**Submissions for the Next Journal close 27-ish May**

**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 6 May 2021!**





Tony Gray

## President's Report

Motorcycle riding doesn't get much better than autumn in South East Queensland. Particularly in this Covid impacted year we must be the envy of the motorcycling world. There has been good support for Club events this past month and we hope those who have attended enjoyed the experience and will return.

At time of writing I have my camping gear packed and am ready to head off to the Club's Cane Toad Rally at Mt Perry. Early registrations give every indication that 2021 will be a bumper 27th edition of the iconic 'Toad'. All credit goes to the organisers led very capably by Gary Bennett and Darryl Gowlett. I am looking forward to spending some quality time with fellow members and enjoying the hospitality of our hosts at Mt Perry. Gary has told me how much the local community is behind the event and is looking forward to seeing and meeting the visiting motorcyclists. The Cane Toad and other B2B events staged by the club pump money and support into country communities that have often suffered severely from natural disasters and/or economic and social downturns. Our presence and behaviour at these events presents a very positive image of motorcyclists and motorcycling as a lifestyle choice.

The 'Art of the Motorcycle' Exhibition is just concluding at GOMA after a stellar 5 month run. I was along at the Italian Day on the Green Sunday 18 April along with several other club members enjoying some fine Italian 'eye candy'. The line of people getting into GOMA never abated during the couple of hours I was there so there will no doubt be a lot of people in and around SEQ whose interest and awareness of motorcycles has been awakened during the past 5 months. This comes at a time when there has been a spike in road fatalities in our region following on from a large increase in motorcycle registrations in Qld last year. Governments are expected to react to such situations if for no other than to be seen to be doing something. An increased Police presence on popular bike routes and clampdown on observance of road rules would be apparent to most club members.

The Government through the Department of TMR and QPOL is working on other initiatives with instructional videos sent out to registered motorcycle owners under the banner of 'Get More out of Life on Two Wheels' and running focus group meetings with motorcyclists canvassing other ideas. Clubs like ours can play an important part in encouraging safe, capable and responsible motorcycling. All of us have a part to play in cementing a positive community attitude towards motorcyclists by the activities we participate in like the Cane Toad Rally, how we act when in company at venues on club rides and especially how we behave on the road. I'm not claiming to be a Saint on the road but there are many times I have grimaced when a fellow motorcyclist has pulled a stunt on the road that not only endangers their own life but also other road users. Newton's third law of motion states that 'For every action there is an equal and opposite reaction' so for every one of those incidents that get reported then expect QPOL to come down harder. Think about that every time you throw a leg over your bike and set off on a ride. Ride Safe.

Tony.



## BMWMCQ Club Events for MAY 2021

Date	Start	Event	Details	Contact
<b>Thurs 6 May</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sat 8 May</b>	8:00am	Club Monthly Ride	Meet at BP Blacksoil 0845 for a 0915 departure for a ride to Scotties Garage, Flagstone Ck	<b>Don Grimes - ride leader</b>
<b>Sat 15 May</b>	9:00am	Coffee Meet Up	Cafe 63, Pickering Place Enoggera	<b>Events Coordinator Mark</b>
<b>Wed 19 May</b>	9:00am	Mid Week Ride	Meet at Caltex, Southern Cross Cir, Springfield Central. Riding to Binna Burra. BYO Picnic lunch	<b>Events Coordinator Mark</b>
<b>Sun 23 May</b>	12:30pm	Club Lunch Ride	Apollonian Hotel, Boreen Point make your own way there or team up with some buddies!	<b>Events Coordinator Mark</b>
<b>Tues 25 May</b>	9:00am	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	<b>Events Coordinator Mark</b>

## EXTRAORDINARY EVENTS CALENDAR

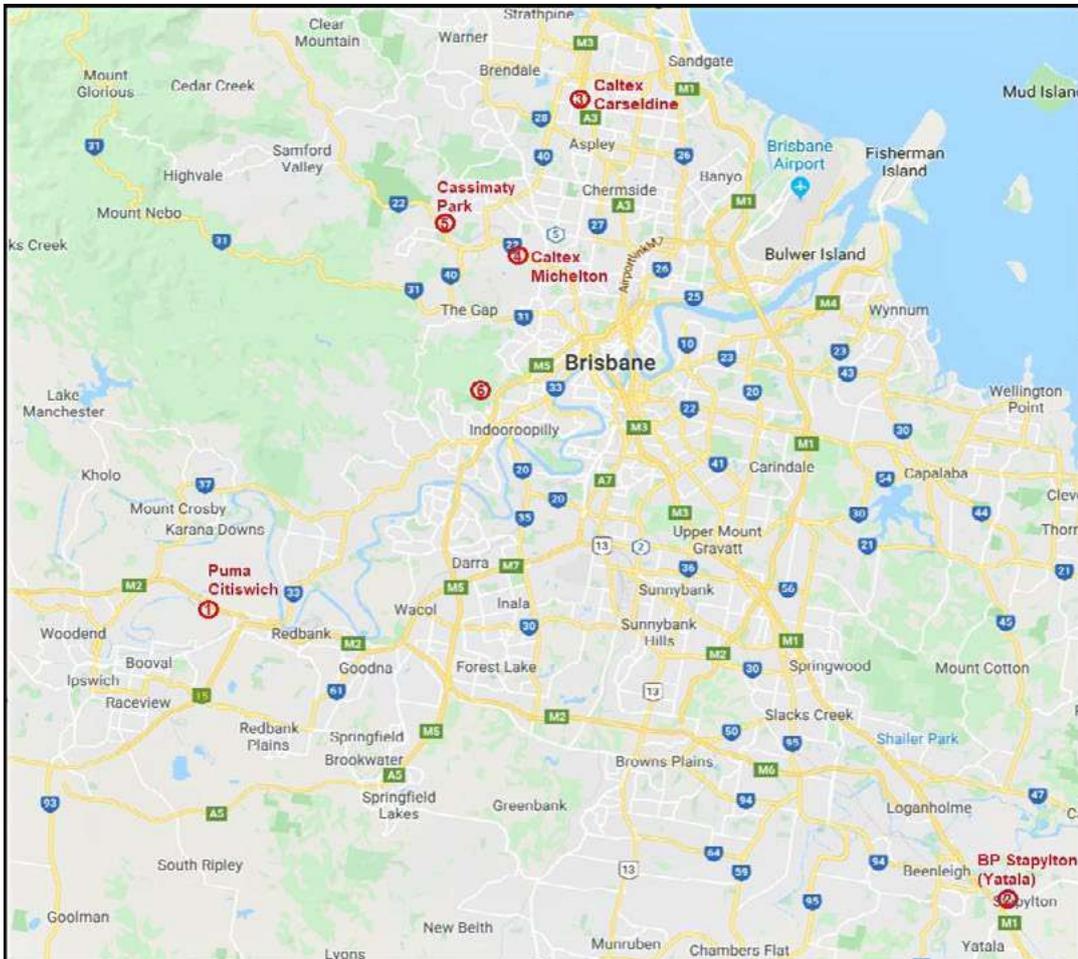
Date	Event	Location	Contact
14 - 16 May	Ruptured Budgie Rally	Mingoola via Tenterfield (Bruxner Hwy)	Moto Guzzi Club QLD 0407 643 535 or info@motoguzziclubqld.org
22 May	Dust Hustle #10	QLD Moto Park, Coulson	<a href="http://www.dusthustle.com">www.dusthustle.com</a>
23 May	Distinguished Gents Ride	TBC	<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



All over for another year....Sob.  
Can't wait for "Our Rally" again...

## BMWMCQ Club Events for JUNE 2021

Date	Start	Event	Details	Contact
<b>Thurs 3 June</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sat 5 June</b>	9:00am	Club Service Day		<b>Tools Officer -Bill</b>
<b>Sun 6 June</b>	08:00am	Club Monthly Ride	<b>Ride leader needed! Please contact Mark Mustchin if you are interested.</b>	<b>Events Coordinator Mark</b>
<b>Sat 12 June</b>	9:00am	Coffee Meet Up	The Reserve Anstead	<b>Events Coordinator Mark</b>
<b>Wed 16 June</b>	9:00am	Mid Week Ride	Destination TBA	<b>Events Coordinator Mark</b>
<b>Sun 27 June</b>	12:30pm	Club Lunch Ride	Tumbulgum Tavern NSW	<b>Events Coordinator</b>
<b>Tues 29 June</b>	6:30pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	<b>Events Coordinator</b>



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





## Paul Hughes

## Vice President's Report

**W**ell, the weather has been spectacular hasn't it? Riding time not to be wasted. So, I haven't. Since Easter, I have managed to be out on one of the bikes more times than not. One very memorable ride south on a Wednesday with magnificent weather and no traffic.

It all culminated with a great few day's ride to the Cane Toad Rally at Mt Perry. What a great rally. Over 180 people having a ball. Congratulations to all the organisers. I would say they may have found a pretty good permanent site for the CTR.

The next weekend away looks like the Christmas in July, to be held in Kingaroy again. Looking forward to the Bunya's. Don't miss this one folks. Awesome time last year.

Get out and about on the bike and ride safe. This time of the year is just perfect.

Ride Safe Ride often

Cheers

Paul

## My first BMW.....



**Tony Gray, Member #3905 - My first BMW in 2009. Bumblebee was the first model of the K1200S – a 2005 model with all the electronic 'fruit' that I bought second hand from a mate. She was one seriously quick bike and a joy to ride.**



**Duncan Bennett, Member #4171 - My first BMW "The Beast", a 1999 R850R oilhead being borrowed by my first BMW (Be My Wife). Chugged along beautifully and a pleasure to ride with a seat like a Jason Recliner.**



## Darryl Gowlett

## Treasurer's Report

**G**'day Everyone,  
Well, here we be again. A whole month has passed, Easter has come and went, and produced the usual deluge with it, and I have retained sufficient brain cells to produce a report, even after the Cane Toad. What a hoot that was.

In my usual autocratic approach I have decided to streamline the workload of the treasury and relinquish the shackles of an economic database for the freedom of spreadsheets. Spreadsheets tell us all we need to know, can be viewed in any format, even 'Notepad', and always balance. And they don't generate paperwork for the sake of having paperwork. Oh, and they don't cost us any money. What more could a troglodyte with two left thumbs want in an accounting package? (I type with my finger so I don't get confused)

We had an income of \$1,500 this month, predominately memberships, and that's been offset by \$700 outgoing. It's still positive, but you can do the math. (Don't forget to carry the '1'). The Cane toad figures aren't included as we've only had expenditure in preparatory activities and no return as yet. Wait until next month when the residual hits the bank account - I might be able to buy a shiny new bell for my bicycle.

*As far as possible, without surrender, be on good terms with all persons. Except those inconsiderate motorists that hold everybody up on the road, then accelerate when a passing opportunity arises.*

Ciao,

Darryl

Trading statement as at: April 23, 2021

BoQ Balance as at: March 24, 2021		\$ 9,494.23	Year to date		\$ 11,067.37
<b>Income:</b>	Membership	\$ 1,250.00		\$ 2,975.00	
	Advertising	\$ 250.00		\$ 250.00	
	Regalia	\$ -		\$ 27.50	
	Tools	\$ -		\$ -	
	Events	\$ -		\$ 530.00	
	Interest	\$ 1.17		\$ 2.33	
	Sundry	\$ -	\$ 1,501.17	\$ 156.28	\$ 3,941.11
			\$ 10,995.40		\$ 15,008.48
<b>Expenses:</b>	Administration	\$ -		\$ 42.00	
	Website	\$ 385.00		\$ 1,155.00	
	Paypal	\$ 30.25		\$ 57.75	
	Regalia	\$ -		\$ 27.50	
	Tools	\$ -		\$ 734.27	
	Events			\$ 1,773.01	
	Cane Toad Rally	\$ 182.70			
	Awards	\$ 100.00		\$ 127.50	
	Sundry:	\$ -	\$ 697.95	\$ 794.00	\$ 4,711.03
<b>Balance</b>			\$ 10,297.45		\$ 10,297.45
<b>BoQ balance at:</b>	<b>April 23, 2021</b>		\$ 10,297.45		\$ 10,297.45
<b>Term deposit:</b>		\$ 20,439.64		\$ 20,352.43	
Interest		\$ 20,439.64		\$ 87.21	\$ 20,439.64
<b>Available:</b>			\$ 30,737.09		\$ 30,737.09



## Steven Johnson

## Secretary's Report

Hi all,

First of all I must announce that I will be away for possibly the next two general and committee meetings. The circumstances that has bought this about is that I have consented to helping a mate out until a full time replacement is found for a project in Darwin with the Department of Defence. El Presidente assures me he will conscript a great replacement in my absence (**Editors - Uh-freakin'-Oh**). I was overwhelmed by the volume of post in the Post Box when I checked it earlier today. I contemplated returning home to attach the panniers to manage the load. There were 4 whole pieces of mail, two of which have been distributed to the appropriate responsible parties, with the other two pieces being BMW Touring Club of NSW April 2021 Newsletters.

I must admit that I am on a bit of a high after attending the latest (and greatest) Cane Toad Rally at Mount Perry. By all accounts a great time was had by all and I am sure others within the club that attended will no doubt give a more detailed account of the goings on! It was my first time motorcycle camping and thoroughly enjoyed the experience. Next time will be even better with perhaps a more appropriately padded mattress (as a start).

Keep upright and safe and hope to see some of you on a ride again soon.

Steven

## BMWMCQ Meeting Minutes 08 April 2021

### Venue: Geebung RSL

Meeting Opened:	7:30pm
Apologies:	Matthew Leitch, Rosi Johnson, Peter Ferguson, John Eacott, David Whale, Michael & Ann Arlberg, & Maggie Rafanowicz.
Minutes of Previous General Meeting:	Accepted: Duncan Bennett Seconded: Paul Hughes
Number of Attendees:	26
New Members (Name & MC):	Daryl Masterson & Ben Azzari
Visitors:	None
Returning Members:	None
Treasurer Report:	Circa \$9,000 in general account & \$20,000 in term deposit. Handover from previous treasurer, John Eacott, is now complete.
Editor Report:	Monthly photo competition theme for this month is: "Sign of the times". All members encouraged to submit entries. Last month's winner as voted by the Editors – John Eacott. Congratulations to Cindy on the purchase of a new bike – Yamaha XT250.
Tools Report:	Very successful service day held on 27 March 2021, with 30+ members in attendance. Club has purchased a motorcycle lift which is to remain at Rob Wynne's workshop. \$92.00 raised for RFDS through BBQ & drinks. Well done! Next service day date yet to be announced. All members encouraged to attend.

Regalia Report:	No report for this month. Chris Lancaster has now received BMWMCQ shirt from previous raffle
Records Report:	246 current financial members. 1 x new member application received in mail box + new members noted above to join.
Events Report:	Noted that all events are well attended. Refer to April Journal for full event details. This month: coffee morning at Lighthouse Restaurant Saturday 10/04/21; mid-week ride (14/04/21) to Ravensbourne National Park; German Club dinner; & Cane Toad Rally :- camping only weekend, breakfasts & dinners available at venue (lunches available at hotel or general store), bar facilities available, dawn service being held for members who wish to attend, four routes available to venue (Mount Perry) include sealed and unsealed roads, & members are encouraged to wear club colours (hats shirts etc.) and to mingle with visitors.
Secretary Report:	Correspondence In: New membership application received – forwarded to Greg Gaffney to process. No further correspondence received.
Dealer Liaison Report:	New bike stocks are in limited supply from Morgan & Wacker. Dealers report deliveries of new bikes are slow & that inventory of used bikes is low. Announced that 2 x RT1250's sold in Queensland to two BMWMCQ members (claimed as first 2 in Australia). 10% discount on accessories at Morgan & Wacker is available upon presentation of current BMWMCQ membership card.
Vice President Report:	BMW Motorrad Rally venue is Condobolin, NSW in June. Must pre-register for this event. Members encouraged to participate in monthly photo competition.
President Report:	Commented on great Journal again. Tony has collect old BMWMCQ records from Richard Maher. Members are encouraged to attend and participate in something new, e.g. if you have never attended a Service Day, please come along! Book of the month: "Motorcycle Courier in the Great War". Check the Journal for any books in our growing library.
Clubs Australia	Refer Vice Presidents report on Rally details.
Other Events/Buy/Sell/Swap:	None
General Business	Noted that Frigid Digit accommodation is booked out – camping sites still available. Gary Bennett looking out for any announcement from Super Bikes Australia on any upcoming events at Morgan Park with a view to organizing a camping weekend in Warwick. Date Claimer – October long weekend for a Back to the Bush event.
Closed:	8:25pm



## Greg Gaffney

## Records Officers Report

**M**y 2013 R1200RT has just clocked up 100,000kms. This model was the last of the oilheads and has served me very well as I have not had a single problem. I enjoy all the 'mod cons' that come with the RT particularly the AM radio although my son says AM stands for Aged Music!

I have always enjoyed doing my own servicing and look forward to clocking up the next 100K.

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

### Welcome to New Members:

**Dave Mohr, SOUTHPORT, R1250GSA**

**Chris Silcocks, NORTH TAMBORINE, RnineT**

**Quentin Nicholls, HIGHVALE, S1000XR**

**Scott Boyd, CLEVELAND**



***Kathleen Parsons taking out the CTR prestigious “Longest Distance Travelled - Female” award, all the way from Canberra.***



## 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 by over 30 members.

Thanks again to Rob for the use of his great facilities.

*We expect the next service day to be Saturday 5th June.*

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,

The new logo designs are with Daniel at Goldstar Embroidery so the change-over will begin 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  
*"Each cotton fibre is chewed by  
Vestal Virgins" - Some bloke who  
knows nothing about t-shirts*

## 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

## Events Report

The April club events were well attended, 12 members enjoyed both the breakfast & coffee at the Lighthouse Restaurant & Cafe & the view across the bay to Peel Island & beyond to Stradbroke Island.

The mid week ride proved popular, the weather was perfect & 14 members had a great ride over Mt Glorious to Esk for coffee then up the range to the Gus Beutel Lookout for a self catered lunch. Garry Stirling met the group at the lookout. While we were sitting eating lunch a workman came over & informed us that a car had backed into one of the bikes, everyone one jumped up to witness the perp driving off. He was quickly stopped & damaged inspected. Luckily there was no damage to Tony's bike but the car had a broken tail-light. Damn shame that.

The lunch ride to the Mapleton Tavern attracted 12 members. The Brisbane crew (5) were outnumbered by the Sunshine Coast crew (7). Everyone enjoyed a nice lunch & a good chat.

The Cane Toad Rally was a huge success, the location was superb & the weather was great. Congratulations to the organisers & helpers for making it a very memorable & enjoyable rally.

I would like to thank Don Grimes for stepping up to lead the upcoming May Club Led Ride to The Barn & Scotty's Garage & Tony Gary for running May's Mid Week ride to Binna Burra, both should be very enjoyable rides.

There is a vacancy waiting to be filled by an enthusiastic club member, **I am looking for someone (anyone) to lead the June led ride & also the mid week ride.** If you have a favourite ride or destination you would like to share with other club members than please put your hand up, there will be plenty of support to lead a ride.

**Happy & safe riding**

**Mark Mustchin**

*Mark demonstrating how to take down a whole mini-pav. His fit-bit shows 144, well within the normal heart rate range for infants in stage 6 of the Dakar and older blokes who've helped the President fix a flat tyre.*





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**





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 accommodation, 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 accommodation** (*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)

Did you know?

July rainfall averages 60mm, pretty much double that fell during last year's Moist Digit, which means it will be dry this year. Book in for a great weekend!



# WHEREVER YOU LOOK

JEGApr2021



Sometimes they're there to show you the way

Sometimes they're there to say "It's okay"

Sometimes they give you "food for thought"

Sometimes they make you regret what you bought

Sometimes they dazzle with colours so bright

Sometimes they are basically black and white

Sometimes they make you have a great laugh

Sometimes they seem completely daft

Some are the size of a building so tall

Some are really incredibly small

Some flash on and off intermittently

Some make their appearance differently

Some make announcements for all to see

Some make predictions of what will be

Some are beautiful pieces of art

While some can truly touch your heart

They're everywhere in these modern times

Wherever you look, you'll see the SIGNS!





The photo competition runs from April 2021 for 12 months, send your pics in to us by 25th May for the third 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 third round is **“Cool Runnings”** - coming into the cooler months, dig out your best shots from some winter riding you have done!
- 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.

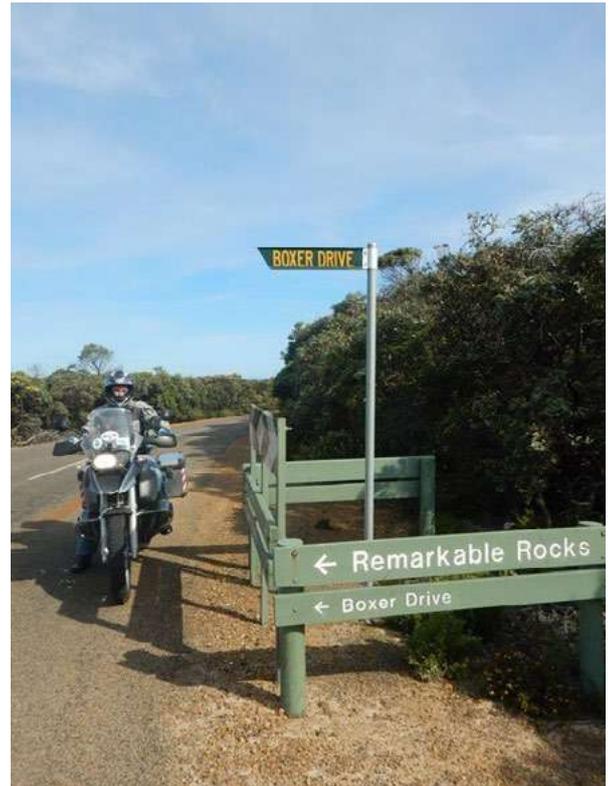


The Winner of the second month **"SIGN OF THE TIMES"** Photo Competition is Paul Jacobsen with his photo of his red F800GS under the BEST ROAD sign, featured on the front cover. All riders want to discover the "Best Road", thanks Paul.

Here are the rest of the entries for your viewing pleasure, as you can see an extremely difficult decision for the Judges!



**Merv Bone, Member #3663**  
**"Wall to Wall ride 2014"**



**Jane Gray, Member #4300 - "Near Kangaroo Island on our 3 Islands Tour in 2017"**



**Mark Mustchin, Member #4249**  
**"no caption necessary!"**



**Tony Gray, Member #3905 "Taken at base of Kyffhauser Mountain outside Kelbra in Saxony. The word Sturzgefahr literally translates to Risk of Falling"**



# PHOTO COMPETITION



**Paul Jacobsen, Member #4426**  
*"No better time for a sausage roll and iced coffee!"*



**Peter Todd, Member #2028** *"I had left the GOR heading west towards Southend, keeping as close to the coast as I could... not lost, somewhat unsure where I was... and then this presented itself.. it was a sign..."*

**Paul Hughes, Member #3126**  
*"Deadhorse Gap"*



**Margreth van Aartsen, Member #4496** *"Somewhere in the middle of nowhere, along the Dalton Hwy Alaska 2019" - Also worthy of the top of the cover*

These amazing photos of Central Australia were very close to winning, but how to choose...

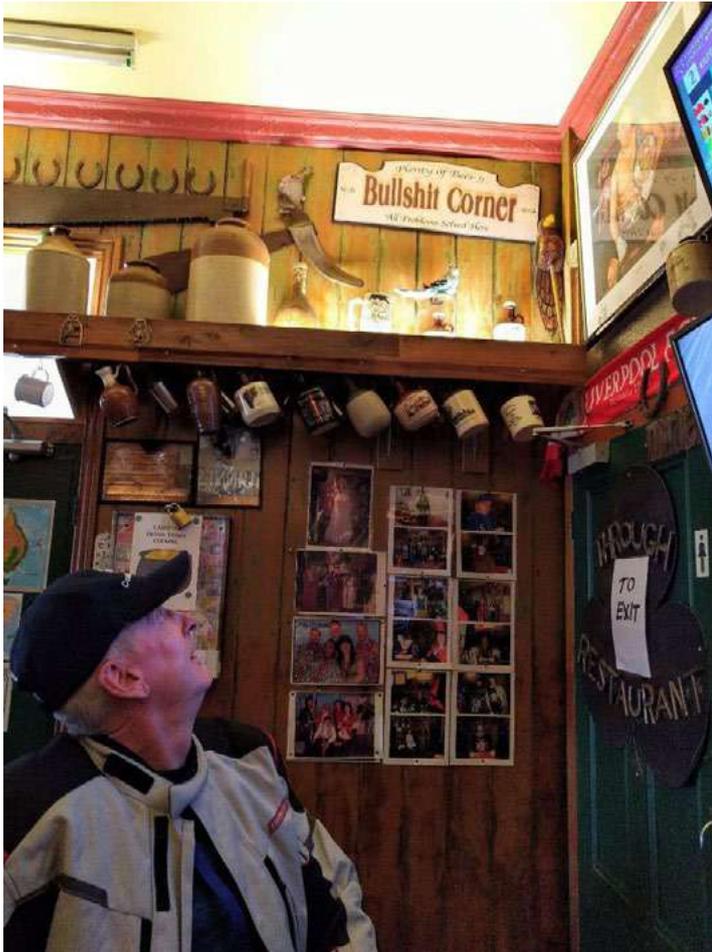


*Richard de Groot, Member #769 "Winter in June 2006 on the Barkly Hwy having a rest and snack stop at QLD/NT border. 2002 R1150RT"*

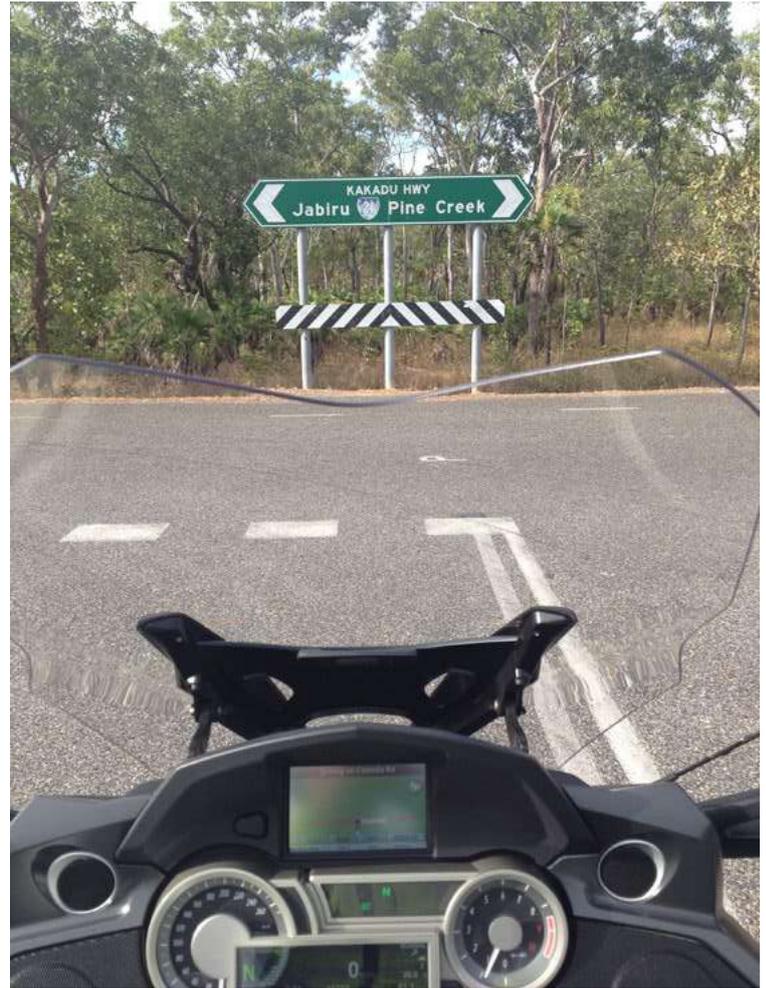
*Mark Mustchin, Member #4249 "Somewhere in the outback"*



*John Eacott, Member #4385 "Red Centre"*



**Steve Maney, Member #4287**  
*"Not sure how I ended up in  
 this corner during our travels"*



**John Eacott, Member #4385**

**Paul Hughes,  
 Member #3216**  
*"October 2015  
 at the border...a  
 motley crew  
 indeed"*





**John Eacott, Member #4385**  
**"BMWCC Victoria ride through South Africa"**

**We're not sure what he traded the 1200GSA in for at Ronnies Shop?**





## View From The Oval Office

By Tony Gray, Member #3905

I am coming to realise one of the consequences of being President of this great Club is that people give me credit for good things for which I have had very little input – I suppose there is a flip side to that scenario but (touch wood) no bad things have happened since I parked my size 10 Alpine Stars under the Oval Office Desk.

The 27th Cane Toad Rally was brilliantly conceived, planned and executed. That outcome just didn't fall out of the sky, some people have put in a huge amount of work leading up to (and following) the event to ensure everything ran smoothly and that the community at Mt Perry were happy with the running of the event and will welcome us back. Certainly the feedback I got from the locals was 100% positive. As well as the major players who organised the rally, there were those club members who saw a need and just rolled up their sleeves and pitched in without the need to be asked. This is where Club Spirit really comes to the fore and it is a great sign for our club. I won't name names for fear of leaving someone out but you (and we) know who you are so take a collective bow!



I will leave it up to Gary and Darryl to provide their story with all of the details on the Rally numbers, award winners and 100 other things that happened over the weekend but here are a few take-outs from this romantic:

- Arriving at the site Saturday morning to see tents spread all around the grounds from

the unexpectedly large group of Friday night attendees.

- Walking around the tent arrangements and saying g'day to such a diverse group, young and old, viragos to Harleys, Wings and Chairs, we had them all.
- Listening to the camping regulars comparing tents, chairs, stoves and bedding. I shudder at the thought of Grey Nomads eyeing off their Caravan latest doo-hickey.
- Fun activities with Darryl acting as the round-up Kelpie, keeping everything running smoothly.
- The fun of the awards ceremony when a young lass attending her first Rally on her first bike (BMW 310) was incorrectly awarded the longest distance female award, then to be unanimously voted the 'hard luck' award winner for having just missed an award. Her smile was priceless.



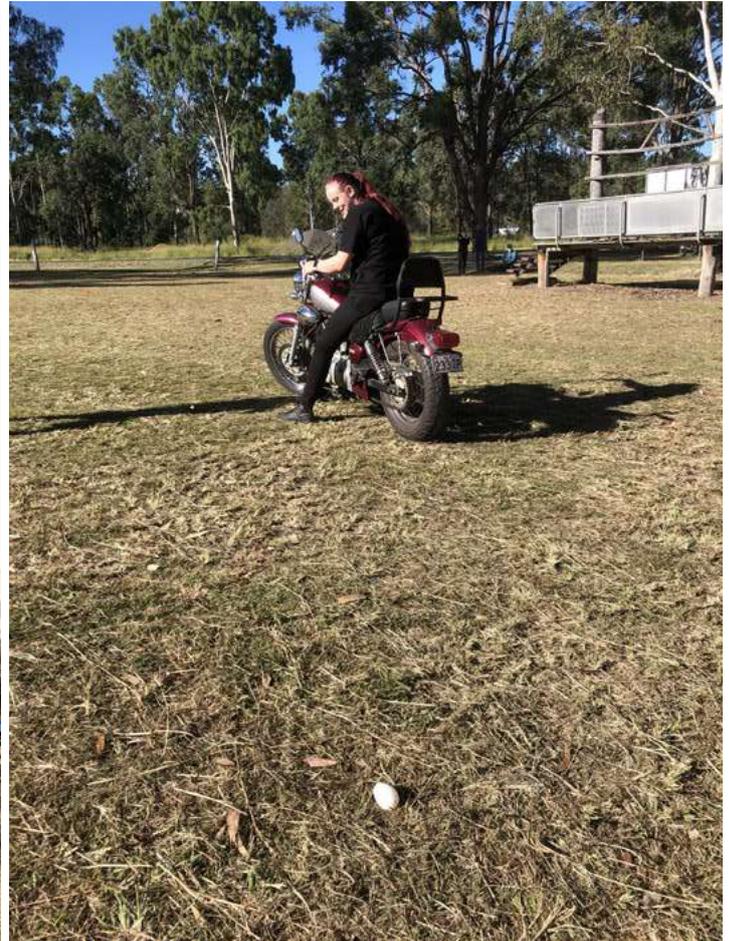
- Saturday night with the cheery Mt Perry ladies keeping everybody's belly full. The boys from the pub ensuring nobody went thirsty and having my favourite 'Tooheys Old' in stock.
- Campfire chats and dinner table banter with friends new and old.
- The (near) Full Moon bathing the site in a warm glow.
- The sound of a dingo pack breaking the quiet of a cold night after the revellers had settled.
- The clarity of early morning stars in a clear dark sky after the moon had dropped and the bladder was full.
- The gathering of dark shapes for an impromptu ANZAC Day Dawn Service listening to the National Ceremony from Canberra on good old reliable Aunty ABC.

# 2021 CANE TOAD RALLY



- The kookaburra that joined into the Dawn Service with his choral contribution cementing for us all what a great country we have to call home.
- The early morning mist rising over Mt Perry.
- Young 15yo 'Steph' who with a smile and banter was happily making coffees for the bleary eyed. Steph had spent the previous day (when not making coffee) badgering one and all for their empty cans and stubbies for their local fund raising charities.
- Fond farewells and 'see ya next time' comments as we all prepared to wend our way home.
- The many club members and other bikers who stopped or slowed to ensure we were OK when I got a rear flat after the Mingo Crossing on our trip home.
- The taste of a Goomeri pie.....

If you didn't manage to make it along this year then mark your calendar for 2022 – it just might be a sell-out.



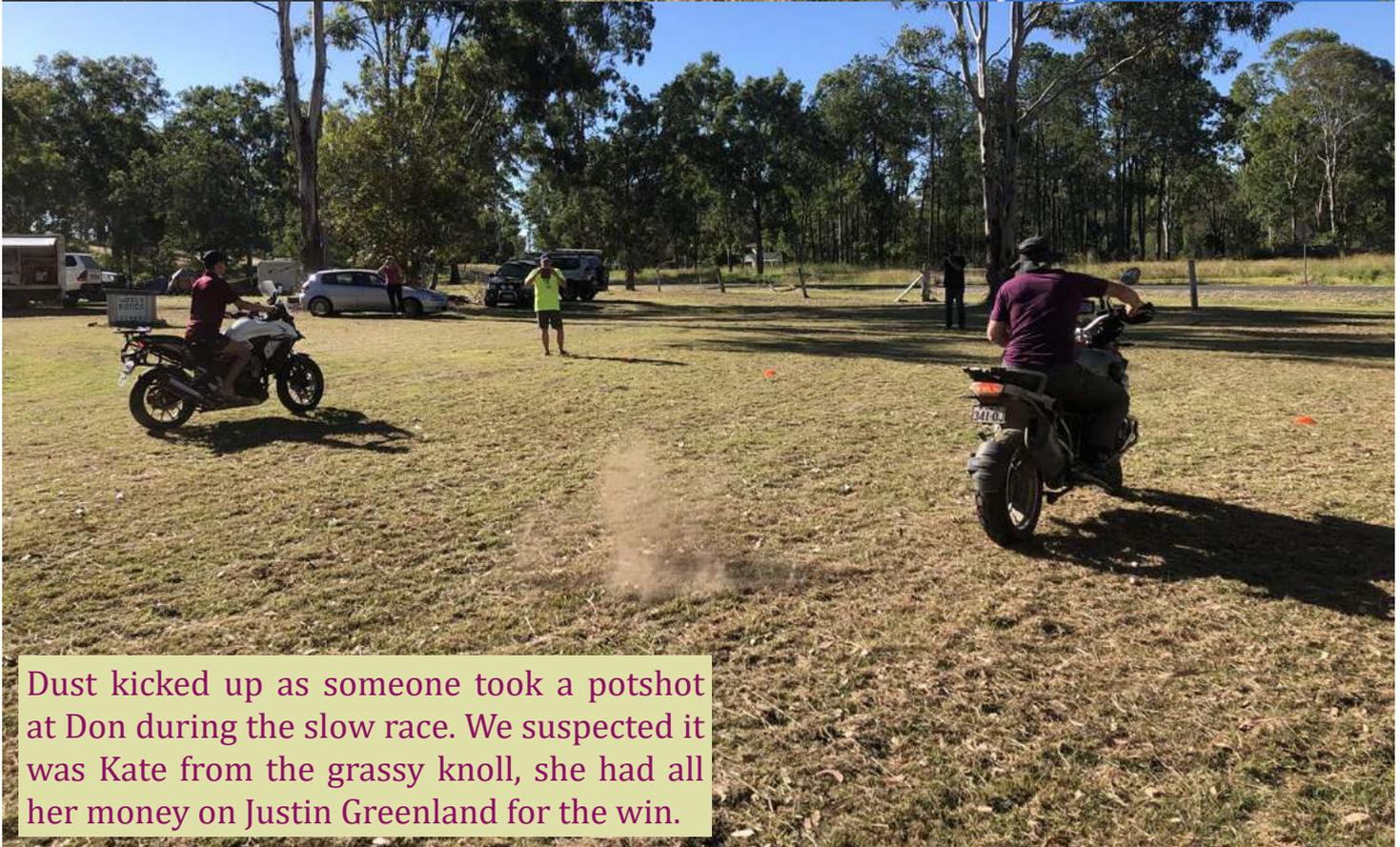
As always the gymkana events were popular with the professionals...





# 2021 CANE TOAD RALLY





Dust kicked up as someone took a potshot at Don during the slow race. We suspected it was Kate from the grassy knoll, she had all her money on Justin Greenland for the win.



## CANE TOAD RALLY

### 2021 Award Winners

**Total Attendance;** 185

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**Longest Dist. Male Rider;** T 4 Tom  
**Distance Travelled;** 2,500km

*\$50 Dan Murphy Gift Card*

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**Longest Dist. F/M Rider;** Kathleen Parsons  
**Distance Travelled:** 1460km

*\$50 Dan Murphy Gift Card*

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**Longest Dist. Pillion;** Rebeckam Stubbs  
**Distance Travelled;** 444km

*\$50 Dan Murphy Gift Card*

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**Hard Luck;** Kathrin Breitenstein (BMWMCQ)

**Why;** gave away "longest distance award" after a mistake was discovered.

*\$50 Dan Murphy Gift Card*

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**Oldest BMW;** R60/2  
**Age;** 1967  
**Owner;** Ian (dog) Elliott

*\$50 Dan Murphy Gift Card*

---

**Largest Club/Forum  
Attendance;** Ulysses  
**No. of Attendees;** 13

*1x Free Beer each*

---

**Gymkhana Winners;** Slow Race - Justin Greenland  
*1x Free Beer each* Egg and Spoon - Martins Bray  
Long Thong Toss (male)- Hugh Samuel (BMWMCQ)  
Long Thong Toss (f/male)- Suzanne Greenland  
Thong Toss into Milk Crate- Neville Deysel

---

**Rum Hunt Winners;** Con Schuit & Debbie Collins  
*1x Bottle of Rum each* 3<sup>rd</sup> time winner





# 2021 CANE TOAD RALLY





**Been there! Bought the T-shirt!**



## By Tony Gray, Member #3905

If you follow Mark Morrissey's posts and videos on his MMM Boxerworks FB site (and who doesn't?) you should be impressed with his total commitment to cleanliness in his workshop and on the components on which he is working.

Applying the Master's mantra to my own workshop I have developed a few techniques and materials that work well for me.

You cannot go into Repco or Supercheap stores without being confronted with a shelf stack of aerosol cans of degreaser – usually on special for \$2 a can of 6 for \$10. Have you considered how many of these cans are produced and that end up in landfill? It is also impossible to control the flow so that you get a firehose even though you only need a garden sprinkler. Why not buy a 4 litre tub of degreaser and decant into a spray bottle where you can control the spray volume. You will find it is also more economical than using aerosols. Apply the same principal to washing fluid. I find CT18 to be a very effective detergent so I dilute and keep in a spray bottle. Using these two mediums your bike or machine component will be clean and ready for disassembly.

Next step on the path to cleanliness requires the use of absorbent materials to mop, wipe, clean or polish components. If you are like me then all of the old cotton Reg Grundies and T shirts end up in a storage bin in the workshop. These are great to have and are very useful BUT there is a strong temptation to reuse the old T shirt – I know, I have done it. The risk of cross contamination exists and isn't worth the risk. That unnoticed piece of metal swarf caught in the fabric can do irreparable damage to paintwork if used again as a polishing rag. There are three items that I have ready to hand at the workbench and these are – roll of paper towels, roll of chux wipes and micro fibre cloths.

The first two items are very cheap and definitely one use items. Paper towels are very effective at wiping up oil spills and the chux for a range of cleaning/wiping tasks including your hands between tasks. The micro fibre cloths are a bit more expensive but if you restrict their use to finer tasks then they are washable and reusable.

I hope those few ideas help you in your workshop.

What other effective workshop habits do you have that can be shared with fellow club members?





**Editor:** I'm glad you asked Tony. In the olden days I had a bad habit of taking things off the bike and putting them in random places around the work area. Much time wasted trying to figure out what order they should go back on. Coupled with that, I would also put tools down in even more random places, finding them hours later sitting next to the TV remote or on top of the toilet cistern or in the fridge. The answer? An old egg carton which allows not only all the bits to be stored in the order they were removed from the bike, but also has the lid to put the tools in.

I've also found an old toothbrush, or someone's who isn't home during your cleaning program, is ideal for soaking in degreaser/cleaner and getting into those hard to reach spots such as around brake pistons. For we plebs with chained bikes, a bit of degreaser or diesel on the toothbrush will have those chains and sprockets pearly white in no time.





## The Lights & Tastes of Brisbane Ride Mark 2 - Saturday 15th May

*The previous event was held in May 2018*



There are only two (2) departure locations and times for all members participating in the event.

### Departure location and time for all Sunshine Coast area members –

1. In the car park of the BP Service Station southbound, M1, Morayfield.

**Arrive in time to depart at 1630 hours.**

### Brisbane area pick up point –

2. Countess Street, Petrie Terrace, Brisbane on the right hand side of the roadway between Normanby 5 ways and Secombe Street adjacent to Hardgrave Park.

**Meet time - 1715 hours and wait for the Sunny Coast ride group to arrive.**

### The Ride –

The ride from Countess Street will be to the lookout at Mt Coot-tha where the group will stop to allow members time to take in the atmosphere and the fantastic views of Brisbane City by night.

The ride will then return to the city CBD, travel onto the Captain Cook Bridge, exit to Vulture Street and left into Main Street, Kangaroo Point and continue across the Story Bridge, through the Brisbane CBD and onto the Pacific Motorway (M3). The group will continue south on the M3 and make their way to the Mt Gravatt Lookout.

The group will then ride to Sunnybank and park at Sunnybank Plaza Shopping Centre car park at the intersection of Mains Road and McCullough Street.

### Dinner –

At the Market Square Asian Cafe precinct diagonally opposite Sunnybank Plaza. There have been many changes to the precinct since the last event in May 2018. Whilst it is intended for the group to have dinner at one of the many Market Square Asian Cafes; members may choose to have dinner at any of the Asian Cafes in the precinct which includes establishments at Market Square, Sunnybank Plaza and Sunny Park which are located on 3 of the 4 corners of the intersection. The Sunnybank Hotel is located on the 4th corner.

No dinner booking will be made in advance as members will have a wide choice of food outlets.



### After dinner –

Members will ride to River Terrace, Kangaroo Point and stop in the vicinity of the Kangaroo Point Cliffs. Magical view of the Brisbane CBD by night.

The group will then travel a short distance to a nearby secret location which will provide excellent views of the Brisbane CBD on the opposite side of the Brisbane River. The organised event will conclude at the secret location near the CBD.

### Return to the Sunshine Coast –

The Sunny Coast group will return to the Sunshine Coast via Fortitude Valley, Newstead and the reconstructed Kingsford Smith Drive through Hamilton to the M1 northbound. Great night views along the Brisbane River with the Gateway Bridge in the distance.

Sunny Coast group members can also elect to travel back to the Sunny Coast by their own chosen route.

### Please note -

- All members should commence the ride with sufficient fuel to complete the event.
- This is a led ride; however, all members will be given a list of catch up locations to use should they be separated from the group.

## Tips from the Editors Following Their Big Trip:

1. Practice likely “on the road” maintenance (tyres, broken stuff, brake pads) using only the tools in your tool-kit and the spares in your spare-kit before setting off. Sure you may be an RACQ member but even if you have mobile coverage they might be hours away - best if you don't need to call them or have the offending wheel already off.
2. Carry tyre valves and a tyre valve removal tool (or have those valve removing caps). These have failed on me numerous times, and are incredibly easy to remove and replace if you have the means to do so, otherwise nearly impossible.
3. Carry a small expanding umbrella in your top-box. Often we are fully watertight in our riding gear but once we take our helmet off in come the floods, and opening luggage boxes in heavy rain means everything inside gets wet. With a stylish parasol you can avoid harmful sun rays ruining your peaches and cream complexion, and you can sashay your way about town and stay dry.

*A President who shall remain nameless showing off his “That’s not a tool roll, this is a tool roll” during a routine and scheduled road-side maintenance stop.*



*The rain in Echuca falls nowhere near the Cindy.*



**By Duncan Bennett, Member #4171**

Tasmania. The mere mention of the name brings up happy thoughts of glittering golden temples, tropical beaches, and green curry. Oh hang on, that's Thailand. Pretty much all happy dreams are taken out the back and shot by hooting of the 4:45am alarm as the Spirit of Tasmania drifts into Devonport, why isn't there a snooze feature? We are experienced Spirit travellers though so manage to get to the right vehicle deck, get the tie down straps off the bikes, have all our gear packed, and use exactly the right tone of condescension when telling other motorcyclists they still have a rubber band locking their front brake on.



***The duck-people hybrids are breeding up in the time of the 'Rona***

Tasmania riding plan was a novel one for us. The norm has always been every day up, pack, get on the bikes and move to the next place. With 12 days on the island this would result in at least 6 laps or only riding about 100km before calling it a day, so the novel plan was to set up in a town/city hub and radiate (rideiate?) out to places of interest before being sucked back to the hub. First hub was Burnie, an exhausting 46.3km ride from the ferry terminal. So there was time for some deviation via Railton (for no particular reason) and the House of Anvers, place of the greatest hot chocolates on earth, to meet up with old friends Denise and Jon for an aforementioned hot chocolate plus other stuff with chocolate in it. That was about it for the day, we had the code for the Airbnb apartment in a fairly dodgy part of Burnie near the Centrelink centre so got in early to complete the exciting activity of laundry. A nice steak dinner in town with

## AROUND - TASMANIA PART 2

friends and Day 9 was completely done.



***Cindy's Covid-free happy face unfortunately vomited after too much strawberry panna cotta***

Day 10 was mainly about doing real work as there are some world class laboratories and mineral analysis providers in Burnie. We did get in an afternoon ride out to one of our favourite places – Boat Harbour. As a rare north-east facing beach the number of days when it isn't calm are practically nil and with the white sand and turquoise water between the rocky headlands it a beautiful place. A return trip via Table Cape and Cooee Beach for Cindy to collect some sea glass and it was all over.



***8 minus 5 equals 10 Days? Maths has changed a lot since we left school***

We took the riding up a big notch on Day 11. Out to Somerset for a coffee, admittedly that isn't much of an achievement at 7.5km, then the Murchison Highway. When we lived in Burnie we used to warn people off this because of Hellyer Gorge car sick risk, now we were encouraged to do it because of Hellyer Gorge. Oonah Road on the left looked attractive as the mandatory dirt of the day so was placed in the memory bank. The gorge was empty when we arrived so we had a nice wander along the river before the crowds started swarming in, which was our cue to head into Waratah.



***Cindy admiring the surprisingly un-grey sky in Hellyer Gorge***

Waratah holds the record for the most consecutive rain days in Australia, something like 370 in a row. So a clear blue sky is like finding a natural pearl that would choke a mule. We revelled in the conditions; no icy blasts from the south west and it was suns out, guns out. A great cauliflower soup lunch in the MUSHroom café, a chat with a nice Husqvarna adventure rider named Doug from Noosa and we headed for the Kenworthy Stamper Mill to experience olde worlde tin ore processing.



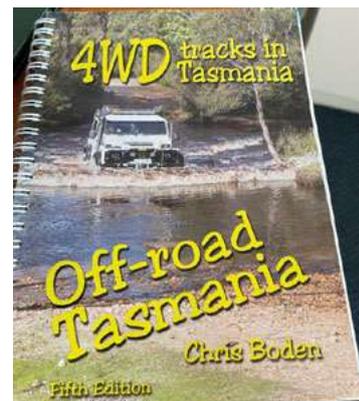
***Of course I'm pushing it, it's a button!***

On the way back to Burnie I noted that we hadn't done any dirt so decided Oonah Road must be completed to tick that box. Cindy said wanted to peruse the extensive Burnie Bookshop in peace, so I turned left at Hampton, and Cindy didn't. Oonah Road is a primary logging area access road, so is jolly nice riding. "They" look after this road, with "they" the forest management company, whomsoever "they" may be – but "they" are certainly inadvertent friends of adventure riders.



***Tiger Woods***

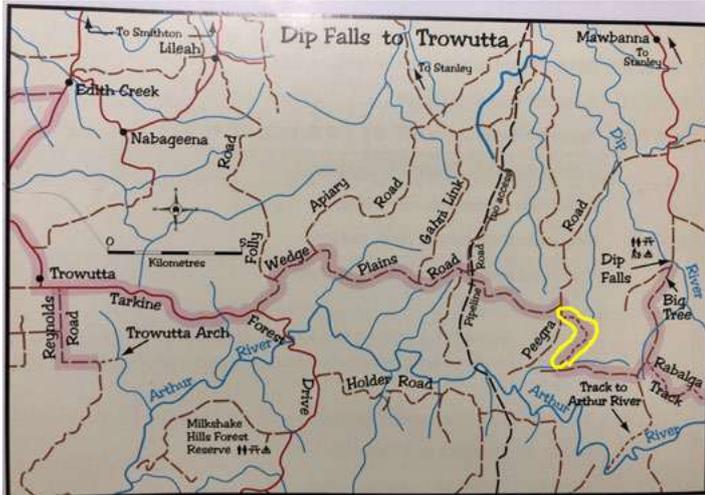
Back in Burnie, Cindy had indeed been to Burnie's excellent book shop and said she'd seen a Tasmanian 4WD tracks book, so should we buy it? With visions of smooth graded tracks taking us over gently rolling hill and dale around Tasmania while white fluffy lambs gambolled through green grass and non-invasive flowers, I said good idea. The book was very precise in its descriptions of the tracks, many of which looked like they would take us through great country, and used an "easy", "medium", or "hard" classification.



***The Doomsday Book***



With the Western Explorer to Corrina and onto Strahan in the plan for Day 12, it was up early and go. We wanted to go to Mawbanna, a place of historical significance, and the Doomsday Book suggested that there was a shortcut after that through Dip Falls to get to the Western Explorer. The route was classified as “medium” apart from a section down to the Arthur River that we weren’t even going to take. Looked good. What we didn’t read was the disclaimer up the front of the book that gave no guarantee the tracks would be in the same condition as when they were first recorded.



### **Dip Falls to Trowutta, note bit marked in yellow**

So west we went with food and water packed, there aren’t many places for cups ‘o chino out in western Tasmania so we had to BYO. Out to Black River, home of the world’s best oysters if you can sneak through the paddock to get to the mouth without getting caught. Then we discovered the world’s most hyperactive French Bulldog who raced a long way up and down the fence when a motorcyclist passes, and into Mawbanna. There isn’t much in Mawbanna at all, but as Tiger riders it is a sad place as the last wild Tasmanian Tiger was shot there in 1930 by a Mr Wilf Batty, who we assume was a dentist.



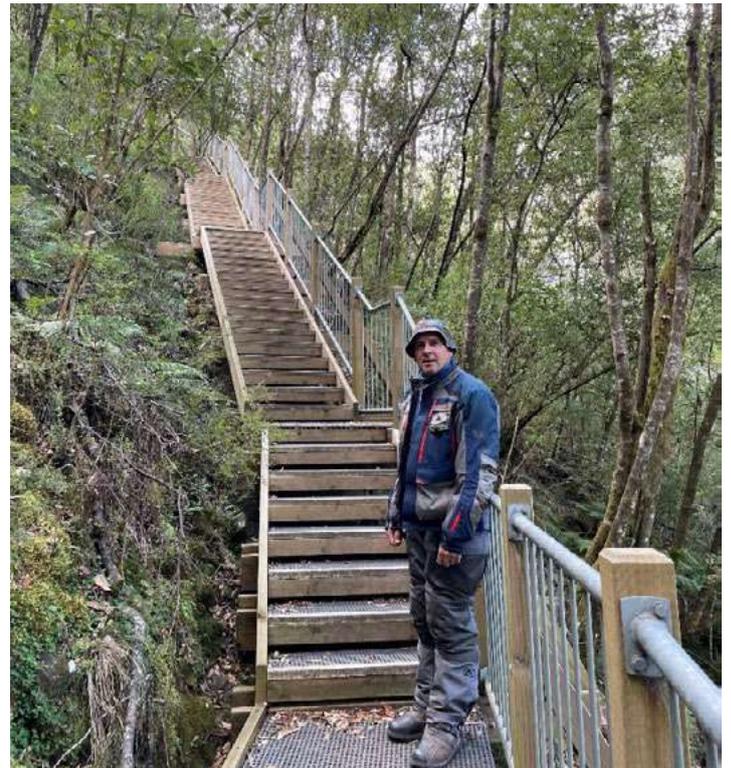
### **Tiger respect**



Onto Dip Falls with the road turning to dirt, easy dirt, just beforehand. It is a very nice place so there were a few other van people slogging their way down to the base of the falls, fully realising that what went down must go back up if expensive coffee was ever to be had again.



### **Dip Falls**



### **No, I wasn’t resting, my head was between my legs to get a better view**

Then about another kilometre in on an easy dirt road comes the Big Tree. It is big. Perhaps all that saved it from logging was it has some nasty knotty bits in it, but there are also others nearby so another self-developed theory is that they may have been simply too big to get them out easily. The trees here are Stringybark Eucalypts, with the

focus groups suggesting to the marketing team that Tasmanian Oak might sound better to customers.



### **The Big Tree behind The Small Cindy**

We then realised that Henry V had been an adventure rider - *Once more unto the "easy" track dear friends, once more... But when the blast of dust blows in our ears, then imitate the action of the Triumph Tiger: Stiffen the suspension, summon up the blood, disguise fair nature with hard-favoured rage and off-road mode...* With Mud Maps supporting the navigation, only one error was made, and coincidentally it was morning tea-time so we could pretend the Trip Turnabout No.2 was simply to utilise the nice big space and a perfect big flat rock to set the kettle up.



### **Turnabout No.2**

Joining Henry V back on the "easy" track, it was indeed reasonably easy riding on the secondary logging roads, although a couple of k's in it was becoming obvious that not many people had bought Chris Boden's fifth edition as there was no sign of recent tyre marks. Then the bit marked in yellow in the map was reached. Started with a few puddles and 1" sticks, no dramas.

Then the steep bits down into the low bits began, which means ruts, and while heading down one of these a 6" log sitting about 2" off the ground appeared. Neither of us have ever ridden over a log this size, and to make it more interesting it wasn't perpendicular across the road, but a bit angled down the slope. Lucky it wasn't wet or getting over it might have been very interesting. Not that there was an option as turning around or even stopping was close to impossible, so turning to line it up at 90° and a blip on the throttle to try to lift the front up, to my surprise Aquaman went over like a champion steeple chaser. Even more surprising, Cindy came over with no dramas after me on the much-closer-to-the-ground Ruby. Confidence high, the next nervy challenge was through a very big and very dirty puddle then up a steep rutted road around a bend. Cindy had remembered to turn the video on this time:

<https://youtu.be/tui8Gku4gbA>



### **The moment when there is only one direction - forward**

And then the yellow section was over and the road improved dramatically, we'd apparently crossed between plantation areas and so they don't really put much effort into maintaining it. The *joie de vivre* kicked in and soon we were blasting along, with the road eventually turning to bitumen. Into Trowutta, then down the Arthur River Road which somewhat obviously goes to the Arthur River.



### **The technical terror was over by the Savage River Pipeline Access Road**

A little shelter near the bridge provided a nice luncheon venue. Where we met for with a chat with a nice Husqvarna adventure rider named Doug from Noosa. Yes, Tassie isn't that big so it was the same Doug as the Waratah Doug, who had done the Western Explorer and back that morning and said it was a bit loose gravel squirrely in places and had a few potholes but otherwise nice.



### **Keep to centre? What are the alternatives?**

The Western Explorer has become a "must-do" road in Tasmania, and as it is dirt it tends to discourage most van people. To be honest the scenery isn't blindly beautiful and a lot of it is across stony and scrubby heath country that is a feature of the extreme wind and weather of the west coast, but there is little traffic and it makes for a great ride. Apart from the lack of heated-seat lavatory facilities.



**OMG. I'm busting. I'm in the very heavily wooded wilderness. Do I go forward or back?**

Into Corinna with plenty of time to spare; the sign at the start of the road says the ferry closes down at 5pm but reality in peak season is 7pm. A cool drink and and a chat with the friendly staff and we paid our \$8 or \$80/km per bike fee and we were across.



### **First on, first off**

We were now well within old stamping ground territory, having lived and worked on the west coast for 5 years the challenge is not to fall into old routines, rather to try new things. We pretty much failed. Through Zeehan and the fantastic day was done in Strahan – technical riding challenges, interesting things, great roads, Doug, a ferry ride - it had everything. Just to finish on a high, we wandered down to Hamer's Hotel on the waterfront to meet up with very good friends Bill & Deb who we got to know before they did the Cape Town to Cairo ride in 2019 and who we have caught up with numerous times since. They were lined up to get into the pub with friend Rory from Yamba on the NSW north coast. The Himalaya area of Yamba where the air is thin. A great night ensued, although by 9pm we were the last remaining guests and the staff were firing up the vacuum cleaner.



***Gaiety Theatre Zeehan, from the time when it was a rich silver town***

Day 13 was fairly casual. More stick-to-west-coast-routine stuff happened but we also walked about 14km for the day which is completely at odds with acceptable adventure motorcycling behaviours. So to avoid being black-balled from the self-image club we did a ride out to Ocean Beach. Cindy and I were on proven hard core adventure bikes so when we hit the dirt we respectfully offered Deb and Rory the option to turn around. Self-image was totally destroyed by Deb riding her Indian Scout and Rory riding an old Kwaka with bald tyres – zero clearance and zero suspension – down the very rough track.



***What do you mean off-road? We were always on a road!***

I could have saved the reputation by riding down the sketchy and sandy track to the beach, but if I dropped it I couldn't shelter behind the

“we’re just out here having fun, whatever” façade, so didn't.



***Key information missing – dead whales are also highly inflammable and don't smell that good***



***Dead Whale Blowies. What is it about me and flies?***

That night we were up in View 42 restaurant, it is a buffet so 28 oysters (12 entrée, 16 dessert) later I was replete. By 8:30pm the bus tourists who had packed out the place had completely cleared out and the staff were firing up the vacuum cleaner, signalling time for the 2km walk back to our accommodation. That night as per west coast tradition, it started to rain.

Day 14 was rain continued, the sort of rain the west coast word for is “normal”, i.e. relentless. To Queenstown, then some attire adjustments as



we knew it would get a lot colder up high. Then commenced the slog. Carefully up the “awesome when dry” road to Gormanston, over to Linda, over Lake Burbury, and the rise commenced.



### ***Les Misérables outside the Queenstown Theatre***

The rain didn't get worse, and it didn't get better, so like the zombies in World War Z the rain just keeps working at the weaknesses until it finds a way in. Usually the neck region is a weakness, but the feeling from the boots and hands seems like they are immersed from the get-go. After an hour the upper front pants area starts to feel sub-comfortable – did I tuck my shirt in? I can't remember! Is it providing a Panama Canal volume of water to the area that is least able to handle discomfort? It feels like it. The helmet chin strap is soaked. It has saturated my neck warmer which is designed to keep cold gas out but not cold liquid, it gives up easily and joins the other side, positively wicking cold water down my front. Derwent Bridge and the Hungry Wombat Café appeared just before hope was abandoned.



### ***Please let this end***

Plans to visit The Wall moved from “great idea” to “I'm not taking my gloves off again so can't

get at my wallet”, and we pushed on to Ouse which marked the eastern boundary of the rain, and besides one can't ride past a place pronounced Ooze. The water was doing just that out of every clothing item, with Rory's boots probably winning the prize for the most tragic looking, R.M. Williams didn't design his elastic sided boots for motorcycling in relentless rain. Mid afternoon we pulled into our Hobart accommodation, and commenced the “find everything wet and festoon everything with it” process. A full social calendar awaited in Hobart, our daughter Kate leading the program over the two full days we had.



### ***The furthest south car park in Australia***

Day 15 was a day off the bikes and we took a family road trip to complete the “drive as far south as possible” theme. Cockle Creek is it, accessible by adventure motorcycles and also small Hyundais. Again it is several hours walk to see the very southern point, which doesn't actually appear to be accessible. The fact that we had no food and it was already past lunchtime sort of destroyed the walking plans anyway. So we headed back and did a winery visit instead that required no walking. That evening we had a nice final dinner with Bill & Deb and Rory, and our day off the bikes was complete.



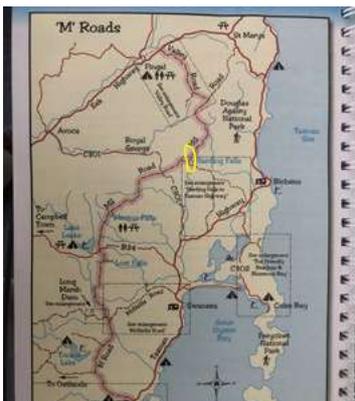
### ***Having a cetacean of a time at Cockle Creek***

Day 16 was more socialising starting with a breakfast catch-up with Compass Alaska 2019 tour friends Tim & Karen. Tim was a wealth of local knowledge including where I could find two sets of rear brake pads for Triumph Tigers. For some reason the dirt roads in the west had worn the pads down a lot on both bikes, and with only a trip up Mt Wellington with daughter Kate planned I had time to change them. I carry all the tools for this type of thing, although a trip had to be made to get yet more expensive tools when one bolt just would not come undone no matter how much swearing I did or how much WD40 I accidentally sprayed on the brake discs while trying to hit the bolt.



***A bit close to metal on metal***

Day 17 was breakfast at Banjos where the egg and bacon pie phenomenon was discovered. Yes it is a pie, but it has egg and bacon in it so contains all essentials in the breakfast hierarchy of needs, so can be eaten before 7am. The plan for the day involved the Doomsday Book once more, head up the east coast and cut inland on the 'M' Roads which are primary and theoretically well maintained logging roads. "Easy" according to the book, although we'd seen that before. So ride to Triabunna where a break was taken and lunch ingredients gathered, then to Little Swanport where the 'M' Roads started.



***'M' Roads, note bit marked in yellow. Again.***

The M Road was rough and rocky in places but otherwise no dramas for bikes with new rear brake pads.



***Stress-free M Road***

Just before the B34 Lake Leake road we called a break for lunch, we were making excellent time and so could expect to arrive early into St Helens for the booked glamping experience. We were in fairly dry eucalypt scrub so there didn't appear to be any concerns heading off the road into the heavily wooded wilderness, well not for chaps anyway. Cindy disappeared into the heavily wooded wilderness, and then a minute later emerged with Klims at half-mast screaming "Get them off! Get them off!". There were two of them, and their transition from the Gore-Tex to the exposed transom was imminent. Not having a cigarette lighter or salt to hand, the only course of action was to pull the very slippery things off the Gore-Tex, not easily done. Feverishly inspecting other exposed areas without finding anything, the crisis was officially declared over, quickly forgotten about by me, and we packed up and rode on.



***Leeches - a cause for crisis in the wilderness***



At the B34, the survivor of the crisis decided she would head up the highway through Bicheno, while I continued up the 'M' Road now designated as the MS Road. The MS Road was a dirt superhighway in very good condition all the way up to the junction with the C301 road to Avoca. After that it became the MG Road and suddenly looked a lot more secondary and the heavily wooded wilderness closed in, but it was still reasonably easy going. Passing the turn-off to Harding Falls, the road deteriorated even further which seemed odd as the lines on the map were still the same chunky dashes as the MS Road. Then the reason for the deterioration was discovered.



### ***Turnabout No.3***

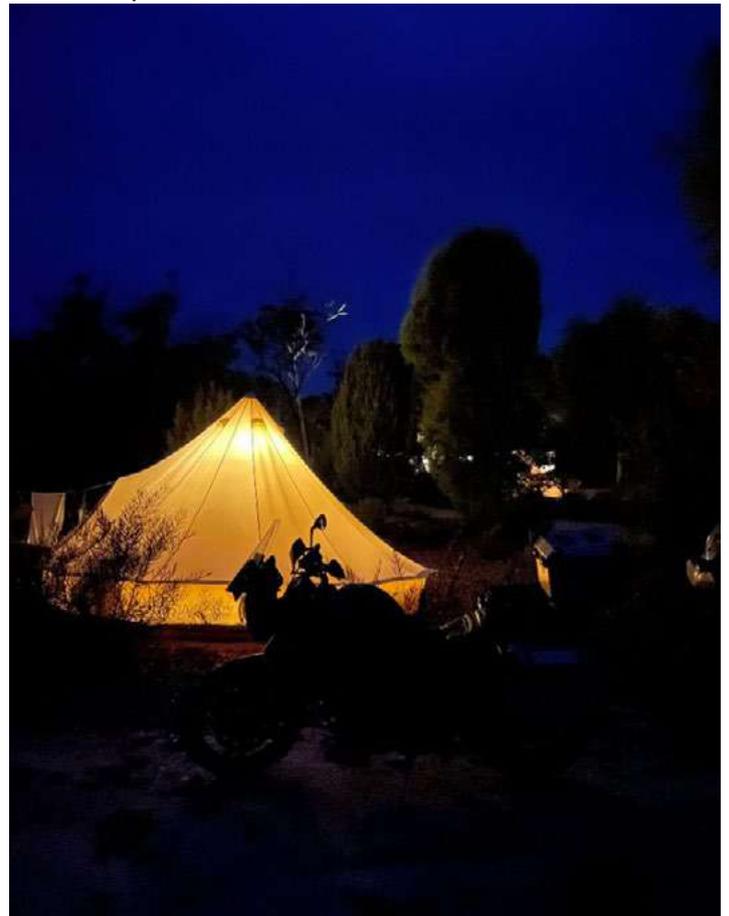
The road over a major creek was gone, with a bit of caution tape stopping anyone from plunging off the edge. A bypass and creek crossing which featured large and almost certainly very slippery rocks was inspected, with chance of dropping the bike in the creek given as 50-75%, too high for a lone traveller who had a glamping experience schedule to keep. Besides, who knew what it was like further on, it showed signs of zero traffic. So turnabout No.3 back to the Harding Falls turnoff which had a sign saying 22km to the highway. That's not too bad I thought. 2km in on a fairly atrocious road I reached the Harding Falls car park, which had a sign saying 28 km to the highway. What? How could I have come 2km and yet have added 8km to the distance? Who is doing signage around here? I want to speak with your supervisor! Those who glamp are renowned for their toughness, but it was after 3pm by now and I was in serious danger of missing pre-dinners if I continued on. So turnabout for the trip No.4.

Back to the C301 which was a high-speed dirt super road and onto the highway at Cranbrook, seeing the first cars since the 'M' Road experience began.



### ***Turnabout No.4***

I went through Bicheno about 2½ hours behind the advance party, and arrived at the glamping at Binalong Bay at about 6pm, just in time for pre-dinners.



### ***Waiting for the shadow puppet theatre to start***

Day 18 was to Launceston. Via Derby or not via Derby, that was the question. Is it pronounced Darby or Derrby, that was also the question. With so many unanswered questions, we went to Derby. I'm making a big statement here, but the Tasman Highway up here has to be one of Australia's best motorcycle roads. Not many corner speed

caution signs, so the motored cyclist has to rely on one person and one person only; themselves. A 100kmh speed limit, so effectively no limit on such a winding road as only Casey Stoner himself could do it at 100kmh.



***Suddenly we were cheap***

Derby is the mountain bike capital of Australia. The national championships were on the coming weekend and most of the QLD Sunshine Coast was in town to get amongst it. Coffee with a Noosa lady rider put our rides in perspective – some of the tiny waifs hanging on the coffee shop bike rack out the front were around the same cost as a 2020 BMW F850GSA. On road. Back on and racing away to show the 2 leg power people the value of 100 horses with zero banana bread calorie burn, we headed to Scottsdale to complete leech-free toileting. With Cindy having a Launceston engagement, I decided that Mt Ben Lomond was a good plan. We split at the Camden Hill Road.



***Bumblebee rider Rod Wright joined me for Jacob's Ladder***

With total confusion between Mt Barrow and Ben Lomond, there was some wild navigation happening before I ran into a 2009 BMW F800GS Bumblebee rider named Rod. We teamed up and found the road to Upper Blessington, and then ascended Jacob's Ladder. I remember this from 2015 on a motorcycle and less so from 2002 and 1982 in cars, and it has its challenges. There was a fine loose gravel covering on the corners that made it a bit technically interesting, but we made it to the top. Hardly a cloud in the sky, yet no people up there. A bite of lunch and back down which was way more difficult, the loose gravel meant that the rear brake was as useful as fingerless gloves at the South Pole, and the front brake just wanted to lock the front wheel up so it was a slow process.



***Last technical bit for Tasmania***

At Launceston for Day 19 and the around Tasmania was nearly complete, the rest was about catching up with Compass friends Bruce and Maureen, Peter and Maxine, and Trevor, also veterans of the 2019 Alaska trip and reunions. Bruce and Maureen took charge of showing us around their home town, a highlight apart from the fun socialising included going to the National Automobile Museum of Tasmania and seeing the actual Holden HQ GTS Monaro that was hanging off the edge of the Batman Bridge which had been taken out by a ship on 5th January 1975.

Day 20 was about getting as much procrastination in as one could for a total required distance of 101km to the Spirit ferry terminal. We procrastinated leaving the Coach House Motel due to the almost vertical climb out onto York St, then procrastinated some more at Deloraine with

a lengthy coffee. Mole Creek was a bit early for lunch but gave opportunities for photos to slow the whole thing down enough so the arrival into Sheffield just fell after the 11:30am acceptable lunch period start time.



*Unlucky to be there, but lucky to survive*



*The Tasmanian Tiger theme continues*

A long procrastinating lunch with wanderings about the retail and murals zone completed, we waltzed up to Cethana and back down, with me coming first and Cindy coming second into Forth. Forth meant we'd gone past the Spirit, so we decided to keep on to Ulverstone and then Penguin, finally locating a safe place to turn around at the Maker's Workshop in Burnie which happily also does great iced coffees with maximum ice-cream and cream loading.

Speaking of loading, the sum of all the day's procrastinations equalled it was time to get to East Devonport and leave.



*Prepared for a seriously unlikely scenario*



*All Aboard!*

Twelve days and it seemed but a minor scratch on a 300km equilateral triangle island. What about the north-west, we had missed most of that, or the centre, we hadn't seen any of that. What about the east coast, had ridden up that in one day, or the north-east, had stopped there for a toilet break.

That sums up Tasmania; you can ride **Around** it in one day, but you can't see it in a month.





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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.



I recently started a new temp job working in the human resources team with RFDS, which is coincidentally the Club's charity of choice.

I took the opportunity to get some interesting stats from one of their publications, see below. Also I have gained another 2 collection tins which will be shaken at Club rides to assist in raising funds for this very worthwhile charity!



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*Our Glance Back this month - May 2011 and very relevant:*

## **Ms Bella Beemer**



**H**i girls (oh, and guys),

As I am directing this article mainly toward us girls, and many are pillions, I urge you to consider getting yourself and your rider along to a training course at some stage. Many of us are a little apprehensive about being on the rear perch; I know I am at times. Pillions are welcome at these and regardless of your level of experience, we can all learn from these courses. They cover theory as well as practical. Even if you are an experienced rider, a refresher is always a good idea to keep your skills up to date. How many of us dread teaching our children to learn to drive or ride? How many of us have been taught by our husband, boyfriend or father and had the occasional disagreement or frustration during the lessons? I would guess that covers just about all of us. Learning from professional instructors takes the family argument out of training and can provide a much more rewarding and satisfying learning experience. As a club member you receive a subsidy. After all, when we go out as a couple, we should be looking forward to a pleasant day and an enjoyable experience on the bike as well as the great social interaction we all love as members of our club. As the man in the hat says, do yourself a favour and get along to a training session soon. Suggest it as a gift if you ride or buy it as a gift for your rider if you are a pillion. It's a great investment that will pay off for many years.

*Bella Beemer*

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!

*More of Richard M's Trip to the Dealer series...*



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1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy 6/21 re-eligible 6/24.
3. Subsidy provided in the form of a \$50 reimbursement after course has been completed and invoice presented to the Treasurer.
4. The applicant must present details and receive approval for the intended training course from the Club Secretary prior to the course being undertaken.

There you have it, an incentive to help to make you a better and safer rider. If you undertake a course please let us know your thoughts on the success of the course, positive or negative.

Tony Gray

**President BMWMCQ**



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*The Editors caught up with Mark in Gayndah on way back from Cane Toad Rally.*

*Here is a pic of his fine machine.*






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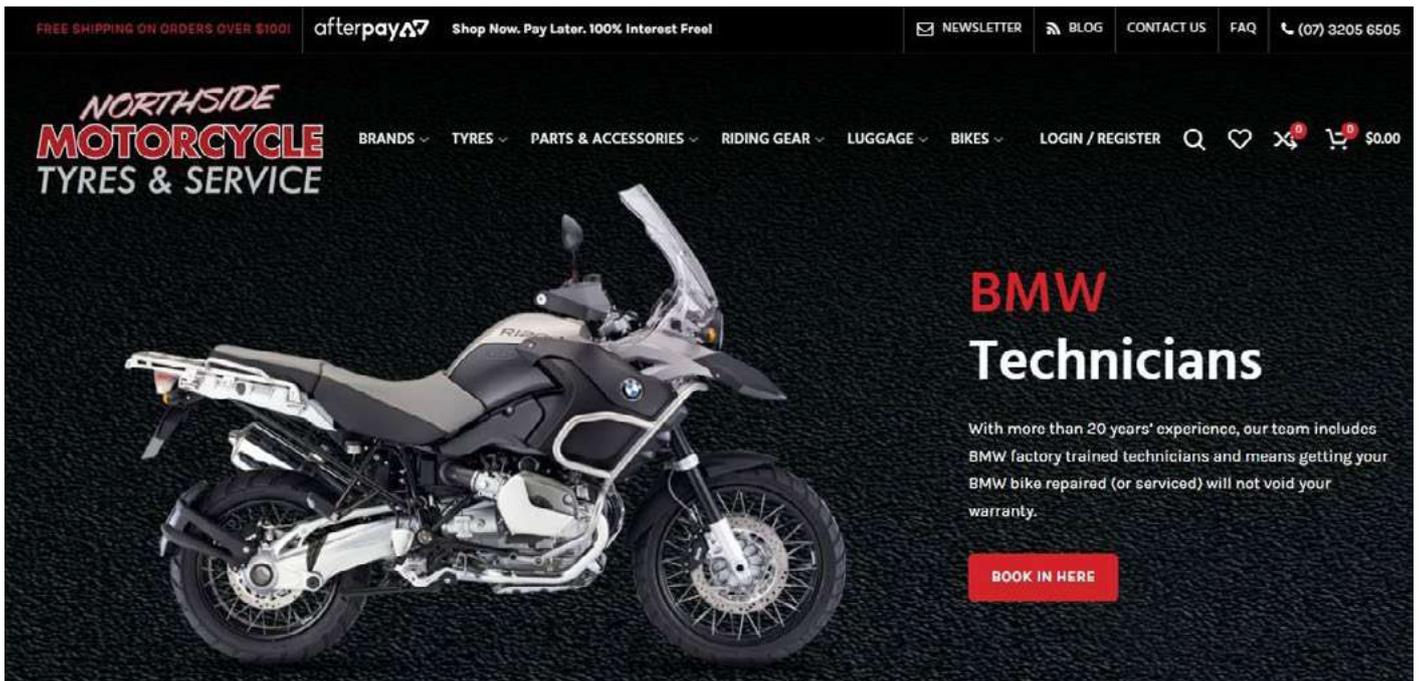


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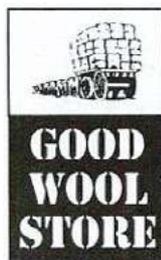
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## ON THE TRAINING TRAIN

*Cindy Bennett, Member #4170*

You will have read about the Club's Guidelines in relation to reimbursement for a training subsidy a few pages back in the Journal, which Tony has concisely written up.

I am a huge fan of ongoing training and the benefits that has brought to me as a rider. My first rider training was with Cycle Right Training here on the Southside when I undertook a "rider refresher" session in 2012 when planning to get back into riding again. After a 20+ year break from getting on the bike, it was a no-brainer to get some time on a bike in a controlled environment and coaching from a professional before exposing the greater Brisbane area to my two-wheeled shenanigans.

So Duncan and I did some training on Honda 250 bikes around their circuit and confidence duly restored we hit the bike retailers to get our wheels!

After a year of so of pottering around the roads we felt adventure beckoning in the form of a 2 wheel trip overseas. We decided on South America and the trip that suited our schedule involved some dirt riding, yikes!! So off to do some training. Compass Expeditions who our trip was booked with had a conveniently scheduled 'Off Road Skills' training weekend in Mansfield VIC a couple of months before we departed. Brilliant.

The structure and professionalism of this weekend was second to none, and we learned a lot of new skills to practice. We even practiced the most important skill – picking up a fallen bike!

So off to South America we went and had an absolute ball which got us hooked on this amazing way to see the world. Never a bus, train or push bike trip for us again.



Heading back to reality we did more off road riding around the local area but changed road surfaces to a one day Top Rider California Superbike School lesson one session with Bernie Hatton down at Pimpama. Cornering method went from hang on and pray to awesome fun - Duncan has never stopped raving about what this day did for him.



We signed up for another Off Road Skills, this time down in Tasmania in November 2015. This time as well we would do the 5 day ride out afterwards. This really helped with skill development and got rid of some bad habits, and introduced us to the "joys" of sand riding!

On the back of this training I was at crossroads work-wise, with a redundancy in the offering. So a quite timely opportunity presented itself, the Compass Expeditions "Cairo to Capetown" trip. We had the skills (so we thought) we had the bikes, we had some surplus cash (thanks to the redundancy) so off we headed to Africa!

While this was a life changing trip, I realised my deficiencies in my riding skillset – breaking an ankle in Ethiopia does that.

So upon my return to Australia I needed to get the confidence up again, so signed up for the BMW Off Road Skills weekend at Canungra. Duncan couldn't attend as he was riding the Triumph!

This was a very well designed course, and built upon current skills to progress slowly until you are suddenly careering down a near cliff face using only engine braking.

This restored my confidence somewhat – along with the purchase of a regular height 700GS (previous one was low suspension which was not ideal off road).

So from my perspective I have definitely benefited from rider training which always brings me something new to practice. Bad habits can creep in and these can be alleviated by professional guidance and advice.

So as Nike says "Just do It". Training that is.



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A Motorcycle Courier in the Great War	Captain W.H.L. Watson
Australia Motorcycle Atlas With 200 Top Rides (6 <sup>th</sup> Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
Adventure Bike Rider - issue #'s 44; 46; 51 and 53	
The Touring Motorcycle	Jeff Ware & Kris Hodgson
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**BOOK A TEST RIDE**

<sup>+</sup> BMW Finance, Australian Credit Licence 392387. Fees, charges, conditions and eligibility criteria apply. For new BMW G 310 R models with Limestone Metallic Paint and no additional extras ordered and approved and delivered between 01.04.2021 and 30.06.2021. Minimum finance term 36 months.

<sup>\*\*</sup> Weekly payments are estimated, 60 monthly instalments of \$130.72 and a total amount payable of \$9,951.00 apply. Offer based Rideaway price of \$8,230.54 for a new BMW G 310 R. Rideaway price for NSW buyers. Price and repayments may differ in your state or territory.

<sup>^</sup> Annual percentage rate 6.39% p.a. Comparison rate based on a 5 year secured loan of \$30,000. **WARNING:** This comparison rate is true only for the example given & may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate.

<sup>-</sup> Rate may differ based on the borrower risk profile.