

JUNE 2021

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BMW MQQQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

Established 1958





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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
vpres@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; K100RS4V; 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.54
Northside Motorcycles - P.55
Munich Motorcycles - P.56
Good Wool Store - P.56

TeamMoto - P.57
TeamMoto M&W- BACK COVER

On The Cover

The *Cool Runnings* winner is Merv Bone - this pic was taken after the Wall to Wall ride of 2014, when Merv spent a few days riding around the Snowy Mountains. Congratulations to Merv, 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



Cindy & Duncan Bennett

Editors' Report

Never volunteer for anything is an old army saying, unfortunately neither Cindy nor I have been in an old army so didn't realise the pitfalls of volunteering to judge the photos competition. Unlike the International Olympic Committee we haven't had the joy of first class limousine travel over to someone's place to check out their photo album, with tins of Beluga caviar and magnums of Veuve Clicquot champagne discretely holding the pages open to display their entry.

However, it is a real pleasure to see what our fellow members have been up to, sometimes we forget that our membership have literally left wheel tracks all over the globe. Even though some* have recently suggested that the BMWCC now stands for the BMW Motored Caravan Club, getting out on anything is always better than nothing. We know there are a wealth of interesting stories to be told and photos to be shown, and your Journal is the place to do it.

Cindy & *Duncan



Editors - It was a bit hard to read Pres Tony's 4pt font caption, but we think it said:

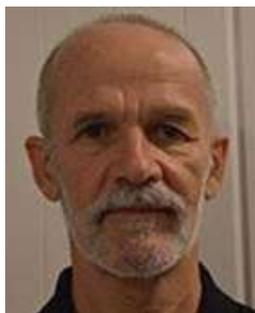
"Me and my 1972 K2 750 Honda 4 a few weeks ago out near Kalbar. Jane said I was due for a haircut because she hates a man with full-bodied long wavy chestnut locks, and I now realise that my devil-may-care attitude and attire weren't cool, especially the James Dean leather jacket - he was a bit of a dweeb."

The bike was a true superbike in its day and a very collectable classic today.

Submissions for the Next Journal close 27-ish June

VENUE FOR BMWCCQ GENERAL MEETINGS
GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG
MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM
NEXT MEETING: Thursday 3 June 2021!



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

It would seem that motorcycling is riding the crest of a wave of popularity. Our club membership sits around the 250 mark which has been the 'normal' for several years with new members filling the gaps caused by natural attrition. New enthusiastic members have been rocking along to recent events and they are warmly welcomed. Thanks to all of our 'older' members who go out of their way to welcome a new face. A smile and a welcome cost nothing but can be invaluable to someone trying to find their feet in a new environment.

As reported last month our Cane Toad Rally was very well attended and this month the Moto Guzzi Club organised the Ruptured Budgie Rally which had close to 600 attendees. The HMCCQ 'Ray Owen' display day and car boot sale at Canungra saw a bumper attendance. Weekends around popular SEQ bike ride sites like Mt Glorious, Mt Mee, Kenilworth, Boonah and Canungra are 'alive' with motorcyclists. Coffee sales must be going off the scale. When the riding day has finished we have been able to kick back and enjoy watching our own Jack Miller dominate the last two MotoGP rounds in Spain and France.

If you are a late starter to motorcycling then you may have also noticed that there is a very high demand for motorcycles both new, pre-loved and 'classic'. I am a dabbler in this last category having long held a few seventies 'classics'. The 'Ray Owen' concourse at Canungra certainly put on a display of true 'classics' in eye wateringly beautiful restored condition. They were an absolute credit to the people who undertook their restorations. A walk around the carpark also revealed a lot of true 'classics' but in everyday ride condition. In some ways it is more appealing to see bikes that are being ridden as their designers intended rather than 'museum' pieces. Some of the display bikes however were well over 100 years old so may be deserving of 'retirement'. The flip side to this active interest is the prices being sought for what I call old clunkers. Just because a bike is old does not make it a classic. I have seen quite ridiculous prices being sought for some pedestrian piece of old Japanese rubbish that has been sitting in a shed for years and is now presented as a 'restoration project'. Let the buyer beware.

Unfortunately all of this renewed interest in motorcycling both from new and returning riders has seen a spike in road fatalities particularly around SEQ and the popular ride locations. A strong Police presence is an expected Government reaction but there are other initiatives happening behind the scenes. I know of a few of our club members who have been involved in focus group meetings staged by the Dept. of Transport and Main Roads (TMR). I was invited to participate in a small but targeted focus group that included Police, Rider Trainers, Motorcycle Business and Clubs. BMWMCQ member Peter Jeremijenko, who does rider awareness work with students at QUT, was involved in my group. There were a lot of new ideas put forward and discussed. Peter and I came away with a positive belief that there is real intent within TMR and QPOL to make significant and long lasting changes to how riders can be better prepared, to not only survive, but enjoy their motorcycling experience. Watch this space as these ideas are further developed.

On the touring front, Jane and I managed to sneak in a week away from domestic duties on the Grey Ghost during all of this activity (story in this journal). Our lesson from that week traveling to Central Qld and the northern NSW Tablelands is to book ahead. There are plenty of people on the move across our road networks at present and accommodation is at a premium. Stay safe and enjoy the ride.

Tony.



BMWMCQ Club Events for JUNE 2021

Date	Start	Event	Details	Contact
Thurs 3 June	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sat 5 June	9:30am	Club Service Day	61-63 St Jude Circuit Jimboomba	Tools Officer - Bill
Sun 6 June	9:00 for 9:30am	Club Monthly Ride	Ride to Gold Coast Motor Museum for lunch. Meet at BP Stapylton (Yatala)	Editor Duncan (ride leader)
Sat 12 June	9:00am	Coffee Meet Up	The Reserve, Corner Mt Crosby & Hawkesbury Rds, Anstead	Events Coordinator Mark
Wed 16 June	9:00 for 9:15am	Mid Week Ride	D'Aguiar National Park circuit Meet at Ampol Servo Samford. NB: BYO Picnic Lunch	President Tony
Sun 27 June	12:30pm	Club Lunch Ride	Tumbulgum Tavern, NSW make your own way there or team up with some buddies!	Events Coordinator Mark
Tues 29 June	6:00pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	Events Coordinator Mark

EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
11 - 14 June	BMW Clubs Australia National Motorrad Rally	Condoblin, NSW	NMR21@bmwmccact.org.au

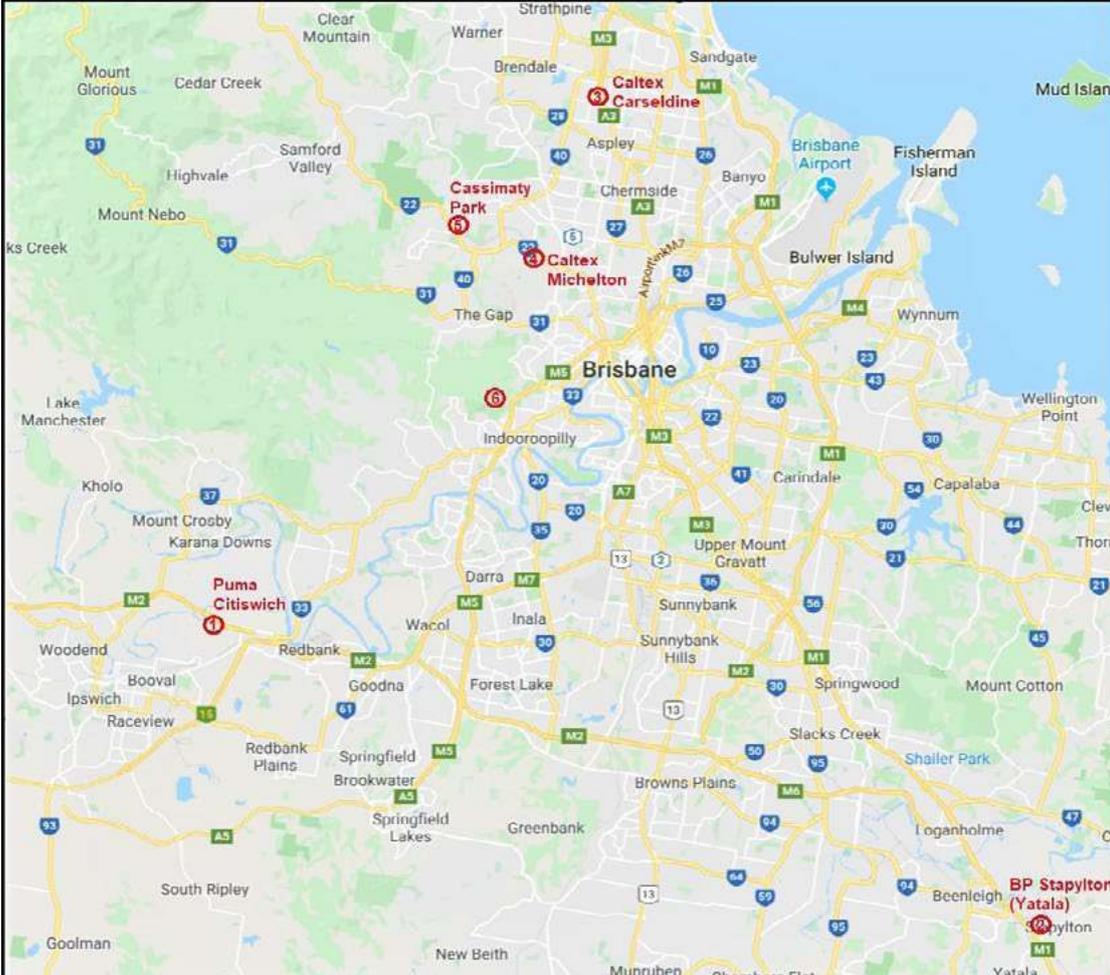


Can't wait for "Our Rally" again...

BMWMCQ Club Events for JULY 2021

Date	Start	Event	Details	Contact
Thurs 1 July	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sat 3 July	6:00pm	Christmas in July	"Midnight at the Oasis", Oasis Motel Kingaroy <i>*See separate ad in Journal*</i>	Editor Cindy
Sat 10 July	9:00am	Coffee Meet Up	Destination TBA	Events Coordinator Mark
Wed 14 July	9:00am	Mid Week Ride	Destination TBA	Events Coordinator Mark
Sat 24 to Sun 25 July	08:00am	Frigid Digit #22	Meet at Mt Coot-tha Lookout to depart at 0800 to a mysterious and cold location!	Gary Bennett
Tues 27 July	6:30pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	Events Coordinator

Regular Ride Meeting Places



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 Mitchelton	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

Well, another month of fabulous riding weather. I have been riding a fair bit in May and have been on some great club events. Scotty's garage, Binna Burra, Boreen Point, as well as a great night ride to see the lights of Brisbane. Also, some private rides out in the Kilcoy Murgon area. It is just so nice to get out on the bike. I am not alone in being out and about. The scenic rim roads have been very busy with lots of bikes touring. A very small number of them are behaving terribly on public roads and rightly drawing attention to the entire motorcycling fraternity by the enforcement authorities. The Government is currently looking at innovative ways of making motorcycling safer and a lot of work has gone into a programme. A few members have been contributing to these focus groups. I hope will be released soon with positive effects. The "idiots" do nothing to improve motorcycling or its reputation. All they seem to be able to do is "scream Police crackdown" and continue to ride dangerously. Hopefully this group will get smaller and smaller, and some respect will prevail on opinions on motorcycling.

On that "safety" theme, the club has a training subsidy scheme which few people have taken advantage of. Training is something everyone benefits from, and a subsidy helps make it affordable. Please utilise the club scheme.

Looking forward to the weekend away rides coming up soon. Christmas in July and The Frigid Digit and in August the Biscuit Ride. Always great events. Do not miss them. In this edition of the journal, we have released the details of the Club Christmas Party.

Enjoy the early winter weather and join in as many events as you can. Will be great to see you all on the road.

Keep safe

Paul



Tunnel Ridge Road turnaround by Leader Tony on the return from the May lunch ride!

**Darryl Gowlett****Treasurer's Report**

G'day Everyone,

I went for another ride this month, traversing south-westerly to attend the Ruptured Budgie Rally put on by the Moto Guzzi Club of Queensland, even though they hold it in NSW – just. Over 500 attendees and many of them on new Guzzi's. The company must be doing something right. The new 850TT appears to be a winner as many BMW owners are buying and enjoying them, and are thinking about organising a splinter group. They want to call it the 'BMW /8 Appreciation Society', due to the simplicity of the functional bits similar to airheads of yore, but with many modern rider aids.

As can be seen by the report next page, the Cane Toad Rally was not just a success based on experience, but also financially. It netted another \$3,100 this year, taking the running total to \$4,400 for the four years since Gary Bennett resurrected the event. We don't make any money out of this event, as we donate it all to charity. This has always been part of our annual donation to the RFDS, which is why the Rally has 'officially' made a loss. As the townsfolk of Mt Perry put in a huge effort for us, we've allocated the bulk of the proceeds to two of the town's charities that most benefit the town. The organisers have decided to retain some of the profits to put towards preliminary expenses for next year's event.

Without including the Cane Toad Rally we had an income of \$1,900 this month, being memberships and advertising, and again leaving the CTR out, we spent \$2,500. We have finalised the defunct Clubs Australia Rally and had to reimburse the residual of \$420, and there was an outstanding reimbursement to me of \$400 for stickers, half of which was for the CA Rally. The rest of it was for the annual fees for the website and peripherals.

Avoid loud and aggressive persons, they are vexations to the spirit. This is why you don't see me often – It's my way of helping you achieve this.

Ciao,

Darryl



Speaking of the CTR weekend, a photo of The President giving half a "V for Victory" sign on the way up to Mt Perry. He gave the whole V sign at the end of the highly successful event.



Cane Toad Rally 2021 Reconciliation			
April 25, 2021			
Income			
	Sales	4540.00	
	Screen printing	253.00	4793.00
Expenses			
	Rent	920.00	
	Consumables	66.00	
	Prizes	250.00	
	Badges	439.78	1675.78
	Profit (Loss)		3117.22
	Tally (+\$1352.36)		4469.58
Donations			
	RFDS	500.00	
	Mt Perry Sports and Recreation Club	1000.00	
	Mt Perry Community Gardens Scheme	1000.00	2500.00
Retention			
			617.22

Trading statement as at: **May 25, 2021**

BoQ Balance as at:		April 24, 2021	\$ 10,297.45	Year to date	\$ 11,067.37
Income:	Membership	\$ 1,175.00		\$ 4,150.00	
	Advertising	\$ 700.00		\$ 950.00	
	Regalia	\$ -		\$ 27.50	
	Tools	\$ -		\$ -	
	Events	\$ 4,457.00		\$ 4,987.00	
	Interest	\$ 1.15		\$ 3.48	
	Sundry	\$ -	\$ 6,333.15	\$ 156.28	\$ 10,274.26
			\$ 16,630.60		\$ 21,341.63
Expenses:	Administration	\$ 555.67		\$ 597.67	
	Website	\$ 857.31		\$ 2,012.31	
	Paypal	\$ 20.95		\$ 78.70	
	Regalia	\$ 203.04		\$ 230.54	
	Tools	\$ -		\$ 734.27	
	Events			\$ 3,315.02	
	BMWCA ref & stckrs	\$622.01			
	Cane Toad Rally	\$920.00	\$ 1,542.01		
	Awards	\$ 253.50		\$ 381.00	
	Sundry:	\$ -	\$ 3,432.48	\$ 794.00	\$ 8,143.51
Balance			\$ 13,198.12		\$ 13,198.12
BoQ balance at:	May 25, 2021		\$ 13,198.12		\$ 13,198.12
Term deposit:		\$ 20,439.64		\$ 20,352.43	
	Interest		\$ 20,439.64	\$ 87.21	\$ 20,439.64
Available:			\$ 33,637.76		\$ 33,637.76



Steven Johnson

Secretary's Report

Hi all,
I am working away still, so I have a bloke filling in for me. I've been fielding calls from a distraught member telling me the bloke is bloody hopeless so begging me to come back, not sure who it is but his phone number is suspiciously similar to one of the editor's phone numbers. I'm saddling up the white charger.

Steven

BMWMCQ Meeting Agenda/Minutes 6 May 2021

Venue: Geebung RSL

Meeting Opened:	7:34 pm
Apologies:	Paul Hughes, Michael & Ann Ahlberg, Mark Mustchin and Donna Wiltshire, Geoff & Ellen Hodge, Ross & Jenny Layther, Steven Johnson, Charlie Brown, Peter & Sue Ferguson, John Allan, Frank Hills, Anita Wyndham.
Minutes of Previous General Meeting:	Accepted: Rosi Johnson Seconded: Darryl Gowlett
Number of Attendees:	21
New Members (Name & MC):	Nil
Visitors:	Nil
Returning Members:	Noel Hartnett
Treasurer Report:	\$10,000 in bank, \$20,000 in other bank, spreadsheet working well.
Editor Report:	Thanks for contributions. Cool Runnings photo competition.
Tools Report:	June 5th service day. Now have servicing stand. 9:30 am start. Will run a tyre plugging demonstration.
Regalia Report:	Bill Luyten winner of monthly shirt has received it. Winter gear now available. Men's shirts with pockets. Still looking at transition on new logo.
Records Report:	245 members. 3 ways of making payment now. 1. Paypal from website, very easy but pay \$1.60 per \$50. 2. Direct deposit, requires manual update of data-base. 3. Credit Card, easy to do via PayPal app but won't be able to continue. Now have QR code, so can scan it to make payment, super easy, \$0.55 fee.
Events Report:	MM not present. May 15th Coffee Café 63 Enoggera. May 16th Canungra Bike Show. 19th Binnaburra lunch mid-week ride, Springfield meeting. Ruptured Budgie. Sunnie Coast 15th night ride.
Month Ride: Saturday 8 May 2021 Leader: Don Grimes TEC: Duncan Bennett	Ride to Flagstone Creek. Meet Blacksoil at 8:45am, 9:15 am departure. To Gatton via Wallon, Tins & Trays Bakery morning tea. Then to Helidon, U-Turn onto Murphy's Creek Road to Toowoomba, cross main road, Picnic Point, into Scotty's Barn & Garage.
Secretary Report:	2 x BMW Touring Club NSW magazines.
Dealer Liaison Report:	Dealers flat out with servicing, stock coming in. 10% discount at M&W also applies to spare parts also, but not tyres.
Vice President Report:	Reminder for Condoblin Nationals in June, must pre-register.
Clubs Australia Report:	Nil.
President Report:	Cane Toad Rally, some young members coming along which is great to see. Just finished a trip - something to think about when planning trips now is hotel bookings getting very tight, everything was booked out.
Other Events/Buy/Sell/Swap:	Nil.
General Business	Big praise for CTR and general discussion for what worked well and what will be looked at for next time. 44 members of the BMWMCQ turned up. Screen printing did 100 shirts in 2 hours. Will do an events program next time to make the activities run smoother. Chris Lancaster donated camp chair. Peter Todd won regalia.
Closed:	8:23 pm, next meeting 3rd June.





Greg Gaffney

Records Officer Report

I spoke at the May General meeting about PayPal no longer supporting an app we have been using called 'PayPal Here' which enabled me to take Credit Card payments. Instead, PayPal have supplied us with a QR Code which can be scanned, and payment completed from your smart phone.

This QR Code will start appearing on membership application and renewal forms and elsewhere.

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

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

If your membership is due about the time of our June meeting come and see me and give it a try.

Welcome to New Members:

Flayne Erni, FITZGIBBON, R1250RS in GOLD, pictured right:

Steve Wittmack, KENMORE HILLS, R1200GS Adventure

Wayne Sheridan, OAK BEACH, R1200GS Adventure

Geoff Rohde, TELINA, R1150GS

Ben Nazzari, BALD HILLS, R1200RT

Daryl Masterson, WARNER

Peter Waugh, CALOUNDRA

Andy Letchford, BELLBOWRIE

Anthony Bunkovic, YARRABILBA, K1100RS



Rosi riding the Mt Mee corners



Bill Luyten

Tool's Report

SERVICE DAY

The Club is holding a Service Day on **Saturday 5th June** at Rob Wynne's workshop at 61-63 St Judes Circuit in Jimboomba starting at 9:30am.

The newly acquired Hydraulic Bike Lift will be available to help working on your bike a bit easier.

Oil drain pans, oil disposal as well as a comprehensive tool kit is available.

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

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

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

Tools for loan

There are special tools available including the GS-911WiFi and 3 pin diagnostic tools.

Special Tools

- 34mm socket for rotating crankshaft
- Twinmax electronic carburetor balancer (Twin BMW engines)
- Vacuumate (electronic synchronization of throttle valves up to 4 cylinders)



Rosi Johnson

Regalia Report

Hi all,

We are still working on the new logo, and have made good progress with some example swatches embroidered. Last month's winner

of the monthly shirt was Gary Bennett. Looking forward to be out riding again with everyone.

Cheers,
Rosi

regalia@bmwmcq.org.au

- 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





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
*"Wicks away the sweat by
the bucket load" - Angela
Merkel*

Bloke Shirts



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



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



[7PIP](#) - \$29.50
100% polyester
*"I couldn't wait to
grow into this!" - Tom
Thumb*



[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 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

It's June already, the first half of the year has offered plenty of great club rides & social activities. The 2nd half of the year will be just as good if not better. The mid week BYO lunch rides have been well attended and are proving very popular. The coffee meet ups & German club dinners attract the usual suspects who enjoy the socialising. June kicks off with the club led ride which has been organised by Cindy & Duncan. The destination is the Gold Coast Motor Museum. The BMW Clubs National Rally is taking place on June 11-14 at Condoblin NSW. Hopefully Covid border closures & restrictions won't prevent the Rally from happening.

For anyone not attending the rally the club's Coffee Meet-Up is on the Saturday morning at the The Reserve Anstead. Tony Gray is organising the Mid-week Ride to a location somewhere in the D'Aguiar National Park, no doubt Tony will plan an interesting route for the ride. June will finish with a Club Lunch ride on the 27th to the Tumbulgum Tavern, always a nice ride through the Numinbah Valley and the German Club dinner on the 29th. There are some great events happening in the 2nd half of the year, July kicks off with Christmas in July at Kingaroy followed by the 22nd Frigid Digit at the end of the month.

The 18th Back to the Bush is scheduled for the long weekend in October and will visit Miles & Gayndah. If you are planning to go I suggest you book the recommended accommodation early. Due to an influx of work contracts from mining companies & the general public travelling accommodation is in high demand (*Editor - I blame people with caravans, have you noticed that war crimes and genocide always happen in caravan parks? Well no they don't, but regardless I still blame them*). The Christmas party in December will return to Evans Head and again booking accommodation early is recommended. I have been to two Christmas parties at Evans Head & it is always a thoroughly enjoyable weekend away. Looking forward to catching up with everyone.

Happy and safe riding.

Mark Mustchin

Survivors Mark Mustchin and Paul² (Hughes and Jacobsen) pull up dusty at the Linville Hotel after their Monsildale (Off) Road adventures.





It's on again, back by popular demand!

Saturday 3rd July 5:00pm

\$30.00 per person

Midnight at the Oasis, Oasis Motel 50 Walter Street Kingaroy

To book a room call (07) 4162 2399

Menu

Nibbles by the pool @ 5pm

Buffet dinner

Turkey and cranberry sauce

Roast Beef and red wine jus

Australian Prawns

Pork Belly and Apple Sauce

Selection of Vegetables and Salads

Dessert Buffet

Selection of 6 mini desserts

Tea and Coffee

Buffet Breakfast at Oasis for only \$18 pp

Selection of Cereals and hot buffet (eggs, bacon, sausages etc)

Tea, coffee, fruit juice and water



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 & Accommodation 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



COOL RUNNINGS

JEGMay2021

*For our Northern neighbours where the winters are long
There's a phenomenon that just seems wrong
When the days get shorter & the temperature falls
Most motorcycles are put in the stalls
There they will stay till Spring warms the air
Only a brave few will go out if they dare
No leisurely jaunts in the ice, sleet or snow
Frustrated riders with no place to go*

*But here in the South there's no such dilemma
We're out on our bikes in all sorts of weather
From mild winter days with the air crisp & clear
To cold windy days in the Snowy Mountains here
In groups or solo, bikes are always about
Enjoying cool runnings, of that there's no doubt
Extra layers and a coffee or two
Riding in Australia is great all year through*





The photo competition runs from April 2021 for 12 months, send your pics in to us by 25th June for the fourth 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 fourth round is **“Landmarks”** - show us your riding pics with some popular or not so popular landmarks. *Thanks to Rosi Johnson for suggesting this theme, it’s a good one!*
- 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 **\$200** to spend at one of our sponsors! In addition you will have the honour of your photo being the Journal cover shot*.
- Each member (or dual membership) is only eligible for one prize over the 12 months of the competition.
- Photos submitted do not have to be current photos however they must be the property of the member and are entered on the clear understanding that the photos may be used by the Club for promotional purposes.
- **To enter:** email the Editor at editor@bmwmcq.org.au with your name, the photo, and photo details by the 25th of each month to have your photo included in that month’s competition - no correspondence will be entered into.
- Entries will be judged by the Editors of this Journal who will of course be ineligible to enter (and will resist all but the most tempting bribes...)

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

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



The Winner of the third month **“COOL RUNNINGS”** Photo Competition is Merv Bone, featured on the front cover. Great photo Merv, thank you!

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



Gary Bennett, Member #509
“There were many Frigid Digits at that event”



Stef Gard, “on my way to Phillip Island to see the Moto GP race, didn’t expect Thredbo to be like this in October.”



Mark Morrissey, Member #1123
“Ruptured Budgie Rally - after the fun was had.”



Jane Gray, Member #4300 “ Our host Mike disappearing into the mist in Switzerland, 2012”



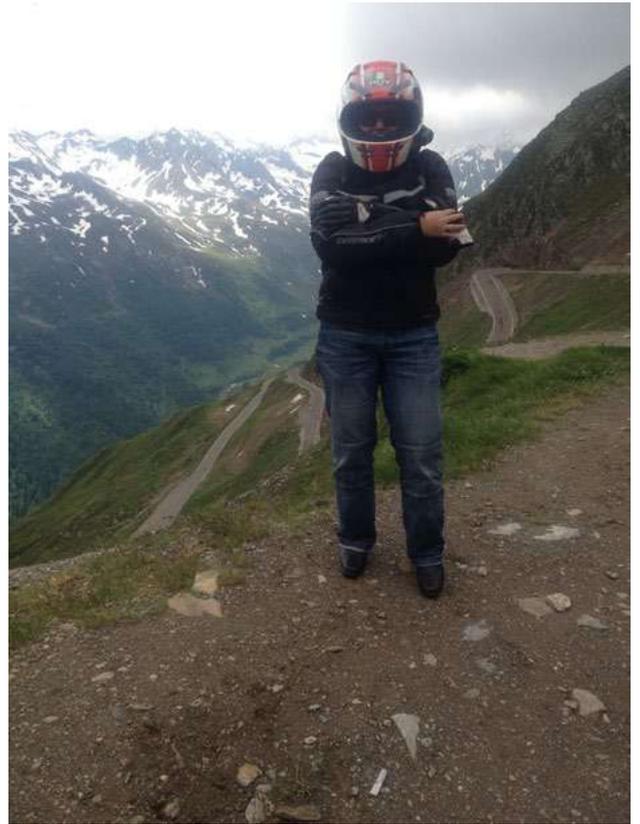
Kim Richter, Member #4548 “ Snowy stop on Sustenpass, 2015”



PHOTO COMPETITION



Tony Gray, Member #3905 "Beartooth Pass at 10,947 ft straddles the border between Montana and Wyoming. Lucky to cross it on the first open day in spring 2015 on our hired mount 'Rocky'. And yes, it was COLD"



Gino Micallef, Member #4549 "Chilly on Timmelsjoch, 2015"



John Eacott, Member #4385 "Every year I'd do a Winter 1000km run over Hotham and back home in a day so I could visit friends that I used to work with. Here's one of my K1600GT's with my old helipad in the background."



Mal Cremer, Member #1138 "The snow line Mt Hotham VIC 2016. Taken by a passing visitor using my camera."





Gary Stirling, Member #844
“Photo of me on my R100RS and my mate Peter’s R90S with Mt Kosciusko in the background. Belstaffs were the BMW riders jackets and pants of choice back then. Taken mid to late 1980’s.”



Jane Gray, Member #4300
“Tony on Grossglockner, Austria during our 2012 UK/European trip”



Merv Bone, Member #3663 *“Wall to Wall Ride 2014”*



Paul Hughes, Member #3126
“Wulgulmerang, Barry Way VIC on the 2015 BMW Safari. Heavy fog and bloody cold.”



PHOTO COMPETITION



Paul Jacobsen, Member #3126
"Cold and wet Tassie, 2019"



Kim Richter, Member #4548
"Swiss Lakes are cool"

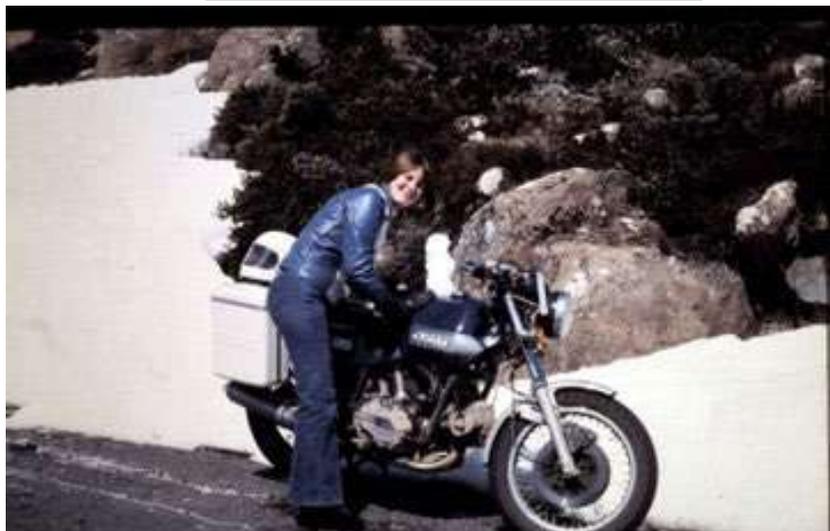


Laura Blake, Moutere Highway, NZ



Paul Hughes, Member #4426
"Charlotte Pass, Snowy Mtns"

Tony Gray, Member #3905
"Jane's first trip to Tasmania, and also for Duke, our 1977 GTS860 Ducati. The year was 1978 and the top of Mt Wellington was still under heavy snow late in September - our Honeymoon"





Meredith Herpich, Member #4295
“Cool Runnings’ over the highest mountain in Austria, the famous Gross glockner”.

Editor - This photo would have won if there had been bears in it.



Paul Jacobsen, Member #3126
“Pic from 2018 VIC High Country Run”



Paul Hughes, Member #4426 “Charlotte Pass, windy and cold”



Steve Herpich, Member #4294
“On our F700GS’s over the highest Austrian mountain, the Grossglockner in June 2013”





By Tony Gray, Member #3905

There are many joys of Grand-parenting but one of the few downsides is the calls on your time. One of our daughters was returning to work after the birth of her latest (now 10 months old) and Jane had agreed to a regular weekly baby minding stint. Before this was due to happen we had a week spare (8 days to be exact) before the May Club Meeting and baby-sitting duties. OK so where can we go in 8 days?

I had just returned from the very successful Cane Toad Rally with a plugged rear tyre and Mark M was doing a reconnoitre over a planned course for a forthcoming B2B in SEQ so I had a day to get a new hoop fitted so Jane and I could join Mark & Donna and Paul H for a couple of relaxed caffeine/alcohol infused days and nights on the road. Our first two nights were spent at Condamine and Gayndah, both with accommodation pre-booked by Mark. I will not intrude into the details of this part of the trip, saving that for Mark to outline in his forthcoming event post.

My initial thought after leaving the others in Gayndah at the start of Day 3 was to head up to Finch Hatton Gorge, the historic and symbolic home of the Cane Toad Rally. I never made it to the rally there but it would have been nice to visit just a week after the '21 Toad. A check of the BOM showed a big low off the Qld coast bringing down lots of rain. On a previous occasion Jane and I had been unable to get into the gorge across the flooded creek and I didn't fancy a repeat performance so we set our sights west. We by-passed Mundubbera on the way to Eidsvold (nothing much to recommend there) then set our lunchtime sights on Theodore passing through Cracow on the way.



YOU CAN SEE A LOT IN A WEEK

This is another of those seemingly desolate communities where gold is still being viably extracted from the ground. No one has seen fit to invest in the old buildings in town apart from the substantial Pub that would do a good trade from the miners. There is a large 'transportable' residential camp on the towns' northern fringes. Theodore is showing signs of some renewal with a bit of an arts theme emerging around town and a strong presence of Grey Nomads in the pretty Junction Park at the confluence of the Dawson River and Castle Creek. I was starting to think about fuel but Theodore's only offering was from a 'store' pump that I classify as a 'place of last resort'. My fear with fuel from these places is that they have small throughput and a higher risk of contamination. Moura was only 50 km up the road so well within reach. That plan was fine except that the only fuel station in town was closed and the closest fuel was 20km down the road at Banana – but in the wrong direction! I hate backtracking. Closest fuel to the west was 74km away at Bauhinia at the intersection of the Fitzroy Development Road. Google maps indicated a BP Truck-stop as well as a Shell servo. We arrived there with 12km to go on the distance to empty gauge.



The 20L tank took 19.81L to fill. Arriving safely was never in doubt! A note of warning however to other intrepid travellers not to rely on Google Maps as the 'Shell Servo' that Google Maps showed has been gone for many years. There is no evidence remaining of it having ever existed, just the word of the BP operator. In a strange twist we visited on the last day of his BP franchise with the next day being rebadged as Shell. Might be a while before Google wakes up to that one!

We 'rolled' into Rolleston and were not impressed with the Motel Units on offer out back of

the pub so looked at alternatives. Mark Morrissey and Paul Tierney had been at the Cane Toad returning from a trip around these parts. They had mentioned a great backroad ride from Rolleston to Blackwater via Humbolt. It was 'only' 123km and the time was about 3.30pm. The sun sets later in these western parts and the sun was still quite high so a metaphorical coin toss in my head and we took off with some haste towards Blackwater. Not 10k out of Rolleston and a big grey bounded across our path. I backed off the pace and then three little fellas came into view sitting unconcerned on the road.



Shortly after another couple of biguns' came into view a couple of hundred metres up the road. I briefly reconsidered my decision but pushed on as it was still very bright. The country then started to open up with wider visibility and the roos did not reappear. The wick was wound up again and the road was a delight as Mark & Paul had described. As we drew closer to Blackwater and encountered the first of the open cut mines the Heavens finally decided to start dropping their heavy wet load that had been threatening with thunder and lightning for the previous 20km.



It was getting dark as we rolled into Blackwater under heavy skies. We encountered the first of the signs that were going to become

the signature for this trip – NO VACANCY. We got an average room at the Capricorn Hotel which is off the highway and they had a pretty reasonable bistro running – Friday night in a mining town, what more can I say!

Day 4 dawned clear and bright after the previous night's storm. Blackwater doesn't offer a lot in the way of food on a Saturday morning so we sailed down the 80km of tar-top to Emerald where Theo's Café in Anakie St was doing a roaring trade – always a good sign. Over a hearty brekkie and caffeine fix we planned the day's ride. We had been following Steve & Mandy M's travels in the RV and knew they were in Longreach but were planning on leaving for Winton the following day. Looking at booking sites there was not a bed to be had in Barcardine (Labour Day weekend) and very limited beds in Longreach. It was 420km from where we were sitting enjoying a late breakfast which meant we would have been riding into a setting afternoon sun to get to Longreach – not pleasant. A text was sent to Steve that the catch-up coldies would have to wait for another day and we reset our sights south. On the way out of Emerald we popped in to have a look at Fairbairn Dam which when full, has three times the capacity of Sydney Harbour.



Well for all of the good news stories about the wet season we have had, Fairbairn Dam didn't see a lot of it. The most recent advice I could find placed it at about 21% capacity. Perhaps all of those water sucking cotton crops may have had some effect – OK off my soap box about growing high water demand, non-edible crops in a very dry country. It was still over 400km to Roma but with no worries about the setting sun. The Gregory Hwy is a pleasant ride through to Springsure where the impressive Virgin Rock – part of the Minerva Hills NP – came into view and loomed right up to the edge of town. It is quite spectacular and well worth a stop.



YOU CAN SEE A LOT IN A WEEK



The Highway at Springsure also changes from the Gregory to the Dawson as it wends its way south to our next stop at Rolleston for a sandwich and coffee in the park (a coffee van operates during the busier months in the middle of the year). After Rolleston the scenery takes on a much more scenic hue as the Ranges of the Carnarvon Gorge come into view.



It really is a very pretty scene. On a previous occasion Jane and I have camped and trekked in the Gorge and it is a hidden gem in Queensland's tourist catalogue. Somewhere along this road is a one teacher school (possibly Bymount East SC) that provided a laugh inside the helmet moment and may well have been a contender for the Club sign competition. The School sign read – *Our teacher is Mr Turtle, He Tortoise.*

We know Roma very well as our eldest son served here for over 7 years in the QPS and we know there is an abundance of accommodation available. We had been wary however and earlier booked a room at the Club Hotel/Motel from

Rolleston. Not our first choice but the town was full of NO VACANCY signs so we were happy to have a room. A group of graziers in the rooms next to us were enroute to Rockhampton from Gunnedah for Beef Week. They were then heading down to Brisbane for the Super Rugby Final being friends with Qld #8 Harry Wilson's father. The Wilsons are a Gunnedah family. I hope they did well at the beef sales but they certainly would have been happy with the result at Lang Park with a hard-fought Qld win. There are plenty of people on the move throughout the State. Roma has a top class pub in the Royal which was rebuilt after the original Royal was completely destroyed by fire in 2014.



The town also boasts the Bakearoma Bakery & Coffee Lounge which is a great place for a feed. If you have a Man sized appetite then try tackling one of their Truckers Breakfasts – too big to believe and way too much for this breakfast wimp to even consider. A bit bigger than the Truckers breakfast is Roma's largest Bottle Tree - *Brachychiton rupestris* – with a girth approaching 10 metres and still growing at over 100 years of age. She/he is quite impressive.





Plans were formed in Roma to keep pushing south over the border and on to visit long-time friends who now live in Dorrigo. What started out as a ho-hum ride of 530km to Inverell turned into something else as we got more than a little distracted? The first part of the ride continued on the Carnarvon Hwy to Surat where we turned on a south-easterly path along the Surat Development Road towards Glenmorgan across expansive open grassland.



This is known locally as 'Melon Hole' country. The black soil is a nightmare for road builders as the land goes up and down with the changing water content. It is best likened to a roller coaster with the regular ah-humph, ah-humph, ah-humph interspersed with the occasional OH S... HOLD ON moments. There was one such Oh S... depression where a local had hand painted SLOW DOWN in metre high letters across both approaches to the 'dip'. This was just as well as the depression was hard to see and if the Grey Ghost had hit it at speed I fear that Jane may have been launched into orbit. Glenmorgan presented us with 'Monty's Garage' and a collection of rustic antiques at 'Monty's Car Sales'.



Apparently Monty was the district mechanic decades ago and the last bloke to own the garage was killed when he drove one of his old cars into a tree – he was 'full of rust' a local told us which we

assumed to mean the big C so the accident may have been premeditated. There doesn't appear to be anything happening with Monty's Garage but best to get out there to have a peek if you are interested in old cars, before something happens and it is all removed.



I needed fuel somewhere along the way to Goondiwindi and with the experience at Bauhinia fresh to mind I detoured the few km into Meandarra to fill the tank. Meandarra has a 24hr card read pump dispensing PULP which is well worth remembering but it also held another little gem of interest. We stopped for a cold drink (coffee option was International Roast, 1 spoon or 2?) at the store/motel where we had a chat to the long term owner. He was a pretty dry character, typical of his bush upbringing. Are you experiencing a mice plague came Jane's question. Nah not here, I only got 15 in the water trap last night! When we did have a plague a few years back I had to pull the sheeting off the walls and took bucket loads of the little buggers out after the poison knocked them over – stink, crikey you couldn't sleep for the stink! Across the road was a very impressive ANZAC Memorial Museum which unfortunately is closed on Sundays.





The story goes that a local became an avid collector of war artefacts and memorabilia to the total disregard of his working property. The locals managed to get a Govt grant to build the museum and then to purchase some of his military stock to fill it. This isn't a small undertaking as the building houses an ex RAAF Canberra Bomber. Old mate at the shop told us to go down the side of the museum to have a look at the German U Boat engine – surely pulling our leg as Meandarra has to be 500km from the ocean let alone an ocean where a U Boat may have been sailing. Good to his word there is a massive lump of German built grey diesel/electric engine sitting outside the museum. I subsequently phoned the museum but they had no more information on where the engine came from and how it got to where it now lay. The original owner is in too frail a state to be contacted so the mystery remains unsolved.



Now well behind schedule we moved on through 'The Gums' where there is fuel available at a store and then Moonie where there is a larger Puma Fuel station which is open from 6am to 9.30pm. We made Goondiwindi for a late lunch and then detoured from the servo back into town to pick up some oil to top up the Grey Ghost at a Supercheap outlet. I came out of the store to find Jane in deep discussion with one of the organising committee for the Gold Wing clan gathering at the Tourist Park. It just so happens that he hails from Boonah where Jane's sister also lives – do you know so & so – ah yes it appears everyone in Boonah knows everyone else in Boonah. Now I can (and do) talk motorbikes to anyone (even Gold Wing riders) but the hour was getting late and we still had close to 200km to travel over an unknown road to a hot feed, cold beer & warm bed in Inverell. The hour was getting late and I only had a dark tinted visor. My thoughts turned to one of Movie-Dom's all-time greatest lines:

YOU CAN SEE A LOT IN A WEEK

Elwood: There are 106 miles to Chicago, we have a full tank of gas, half a pack of cigarettes, it's dark, and we're wearing sunglasses.

We left Goondiwindi on the Newell Hwy which became the Bruxner Hwy as we turned south-east at Boggabilla and then the appropriately named Yetman Road at Yetman. I cannot remember having ridden this section of road previously and it has apparently only become fully sealed in the past couple of years or so I was told. It is a cracker of a road – certainly rough in places as typical of rural roads but it dips and rises in constant harmony such that a steady high rate of knots can be maintained. We didn't spot any roos but there was a recent road kill closer to our destination so caution was required. We crested Cherry Tree Hill about 30km out of Inverell to be treated to a beautiful display of autumn foliage and a rainbow off into the distance. It was one of those unforgettable images that you enjoy so much from the saddle of a bike. The air was cool and the air-cooled boxer engine on the GG was lapping up the conditions, belying her age.



Again we had pre-booked a motel room earlier in the day but there were plenty of NO VACANCY signs through the town. At this late autumn time of year Inverell was showing off her best autumn plumage and at an elevation of some 550m it was not too cold just requiring a light jumper. Sunday night was MotoGP night in Spain so we ventured to the RSM (not RSL) Club – the M for Memorial – for dinner and to watch Moto3 and Moto2 (Remy Gardiner 4th place) before departing back to our Motel before the Club closed and MotoGP began. Unfortunately 10 Bold, which shows MotoGP in Brisbane, is not available in Inverell so Jane and I sat glued to Kayo Sports on the smartphone as Jack Miller kick-started his

season with his 1st MotoGP win in Ducati colours. That capped off a great day.

Mistakenly thinking Labour Day Monday was also a public holiday in NSW we wandered into a very quiet town for breakfast at the Inverell Australia Café. It wasn't a public-holiday; Inverell is apparently always this quiet! The only part of the pig that didn't arrive with my Eggs Benedict was the head, trotters & little curly tail. Bacon is apparently cheap & plentiful in Inverell. The town has some fine old buildings including the one in which we breakfasted. There is also a group of Heritage Listed former convent buildings which were featured on an ABC edition of Restorations Australia. This will ultimately become an upmarket B&B so well worth keeping an eye on that one. It promises to be quite spectacular.



We rode out to the Australian Motor Museum on the edge of Town just before the 10am opening hour. On the way out we had passed the Heritage Village which was advertising a machinery display held over the weekend. That helped to explain the restored vintage stationary engine that I had observed strapped onto the tray of a ute in our Motel's carpark. There is always something happening in these towns. Kevin rode in on his Suzuki M50 and proceeded to let us into the museum which is great value for \$10 for oldies like us. Kevin explained a lot about the vehicles as we walked around including the black R75/5 that he owned and was available for kids to sit on for a photograph – get them hooked on airheads early in life. Allow a couple of hours for a good look through the displays in the museum. There is a big Restorers Club in Inverell and we were told of collections around the district with sheds holding up to 100 vehicles – cars, motorbikes, tractors,

period engines & machinery. Now that would make for a very interesting few days if the owners were prepared to open up for a peek.



We left Inverell on a nice 90k blast into Guyra for lunch at Jo Jo's café in the main drag. The home-made pumpkin soup really hit the spot after having ascended almost 800 metres to cooler climes after leaving Inverell. The last leg of the day got us held up at major roadworks outside Ebor before one of my favourites rides into Dorrigo from the Ebor junction.



Riding this road always reminds me of riding in Ireland with its brilliant green rolling hills. Catch up with close friends over a good feed and a few drinks is always pleasant and especially so as Covid border closures have restricted Max & Lyn from visits or visiting Qld based family and friends. A slow start to Day 7 and a visit to Dangar and Ebor Falls saw us return over the same patch of road to revisit Jo Jo's for lunch a second time – we were fast becoming their number one customers. We had intended heading down the Armidale Road to Grafton but that road was closed as bridges are still being rebuilt after fires and floods throughout the district. A very disciplined trundle ensued along the NE Highway through Glen Innes to our



YOU CAN SEE A LOT IN A WEEK



expected overnight stay at Tenterfield. This was not to be as the NO VACANCY signs hung from every accommodation in Tenterfield. There was a severe weather front coming in from the west so we discounted the longer run down the Bruxner Hwy to Casino in favour of the shorter trip to Stanthorpe having first booked a room there. That was the last room available at that place. We later checked with friends who now live in Tenterfield and they said that this is the 'new norm' in Tenterfield and that house prices are going off – be warned. We had

a good feed at O'Mara's Irish Pub in Town before walking home in light rain. The Irish luck was not with us as Murphy's Law struck – the only night of the trip when the bike was not undercover was the only night it rained. We packed the Grey Ghost, donned our warm and wet weather gear and with a full tank set sail for home. 200km later and it was time for brunch. All up we covered just less than 3,200km and saw some varied and beautiful country. Sometimes you don't need a plan, just let the trip unfold.



Tip No.1:

You buy a new BMW, naturally it comes with heated grips, because you expect and deserve luxury. You ride it a lot, and the grips start to wear down because you ride it quick and love hanging on for grim death in the corners. Google “replace BMW heated grips” and you’ll see what a right royal mess that becomes, and many manufacturers say the only way to replace them is with the original items, big \$\$\$\$\$. So when the bike is new-ish, go to Bunnings and buy a roll of silicon tape, \$14 at time of writing.



This isn't sticky tape, it only sticks to itself and conducts the heat okay, and just a single layer of the soft rubbery material will protect your grips. And a few more layers will add a nice bit of cushion appropriate for your moisturised and manicured first-world fingers.



Tip No.2:



This is probably more for those that travel a little further, and those who camp will nod knowingly, but may be a handy thought for just about any riders over the age of 16. None above that age enjoy squatting and kneeling terribly much, and if you've ever had to stop for maintenance or a cuppa having your stuff in the dirt on the side of the road isn't ideal. The tip? A small roll-up camping table which are very light these days and have a hard enough top to put nearly anything on. We use a Mountain Designs one, makes a table 58cm x 42cm and weighs about 500g. Ideal for the Jetboil and the tools.





By Tony Gray, Member #3905

I parked Rex the Kwaka in a very crowded carpark at the Ray Owen HMCCQ concourse day at Canungra. The ground was soft after recent rain so I put a side-stand pad under Rex's foot and readied to start looking around the carpark bikes. It took another 20 minutes before my tour started so what went wrong? It was the bike and rider that arrived and parked next to me that caused the delay. Ray from Wynnum was mounted on an older Kawasaki W800 twin so nothing special there. I loaned him my spare side-stand pad for his bike and we started to chat. There was a very obvious modification to Ray's bike that immediately aroused my curiosity.

at the Dutch GP at Assen where the might of Honda was called upon to design and build a thumb brake lever for Mick as he had lost movement in his right ankle. Well Ray was faced with a similar problem for his son and came up with this ingenious solution calling on his work experience and knowledge of pneumatic operating systems.

The bike is fitted with a pressurised air cylinder (an old fire extinguisher) which feeds compressed air to a 3 position 5 port open centre pump. The pump then raises or lowers the conventional gear lever to change gear via a system of hoses and a double acting air actuator. There is a 'rest position' (the open centre) of the 3 position valve where the supply line to the valve is blocked thus allowing the gear shift to



Ray is a retired Fitter & Turner who worked for Smiths Crisps at Tingalpa. His son had a bike accident that cost him his left foot and lower leg. He wanted to continue to ride bikes but his prosthetic lower leg was unable to operate a standard left hand gear shift lever. Remember back to Mick Doohan after his 1992 accident

be operated in the conventional manner (when Ray is riding the bike). The air pump is activated from a lever under the throttle grip – flick up to change up a gear and down to drop down a gear. I didn't ask for a test ride but Ray said it works a treat even though it might look a bit agricultural.



I was very impressed with the set-up and the skill of a Father determined to help his son achieve his goal to continue to enjoy riding a bike. Never underestimate what can be achieved in the shed with a bit of thought (and a lot of skill).





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

By Duncan Bennett, Member #4171

The ride started from the Countess St parking area just off the ICB under the firm leadership of Paul Hughes who was standing in for organiser extraordinaire Richard de Groot.

Leg 1

The first leg is simple - up Mt Coot-tha. Perhaps a bit like saying "the plan is simple - we'll just go up Everest", as every NRL game was being played at Suncorp the traffic up Milton Road was a bit clogged. Perhaps taking a little longer than normal except for the leader who was the only one who made it through the lights, we all arrived okay and squeezed into the parking at the peak. The lights were impressive in the clear atmosphere, with everyone trying to figure out how to set their smartphone up to take a photo that wasn't retina-incineratingly bright or squintinglly blurry or dull.



iPhone 8 is a night time photo taking failure

Leg 2

Leg 2 was Mt Gravatt. Back down out of the Mt Coot-tha snow line (which is just above the scenic drive rest area) and onto Milton Road, which by now was calming a little, then onto Coronation Drive. The half-falsely named Riverside Expressway (it does run down the side of a river - I'll give it that) was a battle due to the Margaret St exit exhibiting the same

free-flowing discharge signs as someone who has only eaten at Maccas for the past week. Off at Vulture St and past the Gabba, fortunately nothing happening there, and a "Youie" onto the Story Bridge.



Off at Ivory St, and straight into the maw of the Brisbane beast, bound up even more solid than the aforementioned Maccas patron. 45 minutes later we re-appeared out a very tightly clenched Alice St orifice and back onto the now appropriately named Riverside Expressway. Sheer joy kicked in as the poor old cramping clutch hands were retired and we could blast south and enjoy the clearing traffic. The road was dark and lonely up Mt Gravatt, at least for those who had taken a wrong turn just before the lookout drive so were a bit behind the pack.



A calming re-group on the Mt Gravatt summit, first successfully scaled without oxygen in 1840 by a bloke who smoked heavily and had asthma, and the thoughts of dinner had us moving on.



Leg 3

Leg 3 was Sunnybank Hills. The part where there are no hills, no banks except the Commonwealth

and Westpac, and by now not sunny, but happily plenty of restaurants. Suited everyone just fine, it was 8pm and several had already died from hunger, but on the third pork dumpling from the Singapore & Co kitchen they rose again. Amazing what a damn fine dinner can do; everyone was back in the zone for the final leg.

Leg 4

Leg 4 was cruisin' along digestin'. Traffic was a dim memory, and for a large number of the contingent the final resting place of Kangaroo Point was on the way home. Paul did a masterful job prepping us for the spaghetti junction that is this area of Brisbane, looking at Google Maps it just doesn't look possible to get there. A happy crew passed the Story Bridge Hotel and parked in various states of legality outside the Jazz Club.

Game over, a pleasant ride home in the cool followed.... Thanks very very much to Richard and Paul for a great evening.....





By Duncan Bennett, Member #4171

Day 21. A Sunday. The 4:45am awakening is an 8 on the scale between rude and harsh, closer to the harsh end because they are quite polite. No calling in sick from a cabin on the Spirit of Tasmania though, it's down and at 'em on the vehicle deck. Bags jammed into panniers, let others know that the crew only put the tie-down straps on, they won't take them off, and get ready for riding out into the darkness. One poor chap had forgotten about the rubber band holding the front brake on and doesn't recognise that his back wheel is spinning wildly, why isn't it moving? Soon we are out into the Melbourne pre-dawn, with caffeine joining air at the base of Maslow's hierarchy of needs pyramid – food and shelter could wait, and water is actually part of the sought-after long black with pouring cream on the side anyway.



All un-aboard

Breakfast with great mates Adrian and Hera from the 2017 Cairo to Cape Town trip got the day off to a good start. Exactly 4 years previously we'd all been in Botswana, happily asleep before a day of mixing it up with meerkats. Croissants demolished and the field of flakes swept from the table and Klim creases, we headed out into the appropriately bright sunlight for the day's journey to Bright. How to get to Bright without involving the Hume Freeway? The problem with planning the return on a major journey is that Garmin Basecamp motivation is at rock-bottom, the effort getting down has left nothing in reserve for getting back up. Google Maps to the rescue, if we put Kinglake in surely that is far enough east to make the GPS forget all about the Hume? Let's give the GPS full control!



Proof of GPS insanity, the Kinglake Black Saturday Memorial

After the slog through the 'burbs - I recall stopping at traffic lights 16,000 times and Cindy thinks it was 18 times - the Kinglake waypoint seemed in sight as we motored up the optimistically named Heidelberg – Kinglake Road. Then the GPS decided that was too easy and it directed us onto a side road. The GPS screen only allows you to see the small picture so trust is the key to the relationship, maybe the side road is more direct and we are taking a shortcut across a loop? Then it turned us onto a dirt road, and I was starting to feel like I was doing a trust fall into a group of 4 year olds.



To Kinglake via the sane way (yellow) and the insane GPS way (red)

This must be a totally awesome shortcut I was still thinking as the road meandered through

farmland, but thoughts were cut short by a very sudden rise up the narrow Bald Spur Road, which charges up the steep spur on a single dirt track to the top and the 2009 Black Saturday bushfires memorial. Speaking in calm and soft tones to prevent setting the GPS off again, we finally got into Kinglake.

Following signs rather than doing any more trust rides, we pushed up through Yea (yea!) and Bonnie Doon to Mansfield. The group decided to split up here, one prepared to risk unprotected contact with the Hume while the other decided that a more direct route to Bright through Whitfield Road, likely the only reason it isn't swarming with sports bikes is that it is a bit far out of Melbourne. A brief halt in Cheshunt to confirm with a group of harder-core-looking-than-me adventure riders which un-signed option was the delightful sounding Rose River Road and I was off. How is it that they get that rugged and dusty 3 day growth look happening when it's only the first day of the weekend and they haven't even got to the dirt yet? Expectations of climbing up the back of Mt Buffalo were soon quashed; the road follows picturesque river valleys so never ascends into the nose-bleed regions.



I think the pointy one is Mt Buffalo

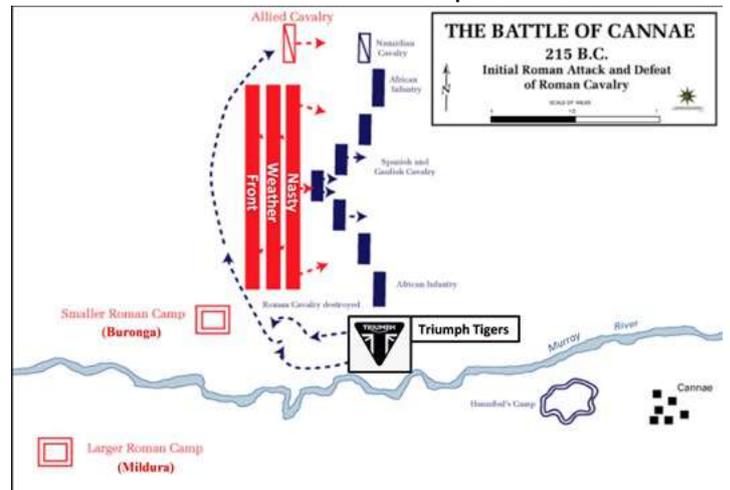
Up past Lake Buffalo and Nug Nug, apparently named by a junior government surveyor who was not allowed near important landscape features after that because he hadn't taken the job seriously, and onto the Great Alpine Road to facilitate a reunion at the Bright on Track motel. A place like Bright will inevitably have a craft

brewery, so we will inevitably end up there, but it will inevitably be packed. Sneaking a table with promises that we would skull our drinks and the ploughman's platter for two, dinner was all over by a rather embarrassing 6pm so after the dodging of families on bikes on the 1km walk back, the day was done.



To sleep: perchance to avoid 'Rona infested motel blankets

Weather, the frenemy of the motorcyclist, became a route-changer on Day 22. The GPS was up for heading over Kosciuszko on the Alpine Way and up to Canberra to catch up with Compass friend Craig Jackson, but relentless rain was in the way. Checking out the systems, strategically it looked as though we could head west to get in behind it, then follow it back into central NSW as the puddles dried. Hannibal utterly destroyed the Romans in the Battle of Cannae in 215 BC by getting in behind them. Cannae became the blueprint.



Our Weather Avoiding Battle Plan



Sticking to the plan, we started to outflank the weather around the south. Staying clear of Wangaratta, we drifted into Glenrowan for coffee, these days off the Hume Freeway and a quiet little town although still seething with Ned Kellys. The weather marched in from the west as we cappuccinoed and flat whited and had a long conversation with a Glenrowan couple who had grown up near Burnie. The tentacles of Tasmanian memories were still reaching out.



Ned Kelly the bushranger about to have his oilskin stolen by Cindy the shrubranger

Battling the rain on the southern flank through Benalla and Shepparton, we ended up in Echuca for lunch. The main street was packed, but we managed to sneak into a front verandah/car port to get out of the rain. Then the owner appeared, telling us he was expecting a furniture delivery from Shepparton in one hour. We promised we had never once been responsible for delayed delivery of a chaise longue and never, never would be. He didn't look convinced. A moment here to speak about adventure motorcycling wet weather gear. With helmet on over Klim gear it takes a long time for the rain to work its way into the suit. Helmet off? Less than a minute. Answer? A broolly!



The perfect wet weather outfit revealed to an adoring Echuca public (not shown)

Getting back from a damn fine burger well within the hour to push the bikes out of the way of impending furniture trucks, the big question was how far did we have to go to out-flank the frenemy? Barham – Koondrook was the next bridge over the Murray River, then Murrabit, then Swan Hill. Making a call, we decided the further the better in this time of precipitation paranoia and committed to Swan Hill.



Cindy was barely able to see the Big Cohuna

In Kerang the weather started to clear. Luckily just before we hit a huge section of road works that would have been either slippery or at least thrown up more fork seal and brake pad chewing paste than it did. Into Swan Hill, and the accommodation near the centre of the surprisingly

large town was perfect – lots of room to spread stuff out to dry and a guest laundry to address the pannier biosphere. A stroll up the road for an Indian dinner with a very good BYO Aldi \$6 red wine, and we were back to the motel full of confidence the weather system would surrender on the morrow.



Grinding paste road

We kept going west on Day 23 simply because the opportunity to see Mildura comes up once in a lifetime, it really isn't on the way to anywhere. Tracking the Murray, we had something vaguely resembling a coffee in Manangatang before heading west through Hattah and north up into Mildura for lunch.



Parked on the Murray riverbank cracks which form the Victoria – NSW border

Going around a roundabout in the middle of town, a 4WD pilot yelled at us out his window and when we pulled in to park, he followed us in. He was a Mildura adventure rider and was anxious to provide us any assistance he could, starting with a recommendation for a lunch venue. We said

we were heading east after lunch to overnight in Balranald, and he said the highway was truly awful and recommended going via Mungo National Park, it was easy to find the turn-off. The road should be OK.

The party split after fuelling up, Cindy said she was going straight to Balranald to check out the cultural scene or something, I wasn't really paying attention as it is not really appropriate for someone heading up a road that "should be okay" to not be utterly and totally self-absorbed. Over the NSW border, Cindy went south-east and I went north-east. Not much happened on the highway, so we'll stay with Duncan on his bold trip to Mungo NP.



This didn't encourage a walking tour of Mildura

Up the Silver City Highway and the turn onto Arumpo Road, initially bitumen which is obviously being extended; the sign stating that the end of the bitumen was in 1km was in fact about 5km from the end. Off the black and onto the white, the road started as very hard packed "bravel", then some patches of loose stuff started to creep in. Another few k's along, the hard packed bits started to lose dominance and the red patches of thin sand started to take control. Then the sand was getting thicker and the hard bits were getting harder to find, the speed took a big decrease as the odd really soft patch leaped out. Rarely have I seen a road that so relentlessly got worse and worse, motoring at 40kmh by now and suddenly the wheel tracks started the weaving about so characteristic of deepening sand. Decision time. Keep going under the assumption that it wouldn't get really, really bad? At the present speed, 1 hour to Mungo NP, then who knew what it would be like out the other side which no-one much uses?



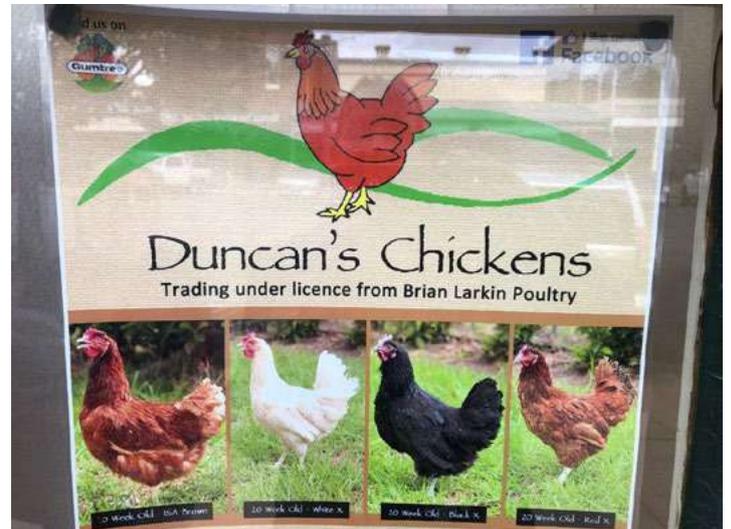
Turnabout No.5

Maybe 2 hours? Dammit, yet another turnabout. Just getting back to the bitumen was exciting, but once there it was at least quick. The highway was nowhere near as boring as our adventure riding friend had suggested, and soon I was blasting into Balranald to join Cindy at the Returned Services Club Motel. Our Frenemy made a counter-attack that night as we headed to the restaurant next door for a counter meal, hopefully it would be over on the morrow.



We made Hay while the sun didn't shine

Day 24 was riding through mist more appropriate for The Hound of the Baskervilles than the Hay plain. Damp but not raining which suggested we'd defeated the frenemy. A coffee in Hay after admiring the mural art showing Hay residents who had volunteered for service in WW2 including Lieutenant Lorna Whyte of the Australian Army Nursing Service, and it was time to push into the Murrumbidgee Irrigation Area, locally known as the MIA. Lunch in Leeton, unfortunately too early for an IPA in the MIA, was followed by a trip to the cemetery to see the graves of great-grandparents and grandparents, pioneers of the irrigation systems design and development.



No he's not. He's only turns around when it is clearly unsafe to continue!

Into Ariaiah Park to stay with great mates Bruce and Barb at their large sheep property just on the wrong side of the tracks, or maybe the right side of the tracks; the socio-economic divide in Ariaiah Park is not that well defined. A tour around the town and the farm to admire the sheep in their natural paddock habitat, a few drinks and a great dinner with lots of laughs, and we were ready to cross the battleground recently abandoned by our frenemy.

Day 25, the maze. Both main roads to Queensland were closed, so it was probe and retreat, probe and work around the blockages, all the live-long day. Naturally there are websites that tell you which roads are closed, but that only covers the highways so secondary roads are a lottery. Grenfell was considered the breakthrough target – if we could just get there the frenemy scorched earth on the river flats was crossed. First

probe and retreat was literally 400m from Bruce & Barb's place, lucky Bruce was back inside the house so didn't witness our failure. Okay, Temora, a calming coffee. Lots of roads to Grenfell on the road to Young, every probe repulsed. Okay, Young. The road to Cowra was closed but the road to Grenfell went up into the hills – hence not washed away. Success. Lunch.



The Mugatu hairdo. So hot right now

Orange is the new way Back, so phone calls were made to book accommodation. The plan came together and soon we were there enjoying dinner and a few cracking IPAs at the Lord Anson Hotel. The closed roads issue still took up a lot of planning time, but we were back in familiar territory now and knew where the high ground was; Hill End.

Up up and away to Bathurst on Day 26, we wanted to bypass it but needed fuel and amazingly there is nothing selling hydrocarbons on the west side. Stopping for a photo at the end of the Bridle Track to be able to pretend we'd ridden it, it was up the more normal road via Turondale. In Hill End the frenemy made a final assault, with the rain coming on strong while we sipped on a warm cuppa in the General Store and Café having beaten a heap of



Cheeky UFOs now operate in public in broad daylight

other tourists through the front door by half a second. A cruise around the town in the rain and some photos of the house I lived in when working here in 2009, and we'd seen enough. Up through numerous sets of road works with long-cycle traffic lights that sensed our arrival to switch to red, and into our old favourite town Mudgee for the luncheon stop.



Hill End Historic V? Vasectomy?

On the topic of lunches, an efficiency measure frequently used on this trip was to wander into an IGA or Woolworths to buy lunch sandwiches or those little packs of biscuits and cheese. Except in Mildura due to the risk of accidentally wandering into the Dr Snip vasectomy processing facility, which is probably like IKEA and once you're in you can't go backwards until you've had your Grönlid Klippand. Besides saving costs, the portable luncheons effectively decoupled the motorcyclist's age-old problem of needing something to eat between 12 noon and 12:30pm, and not arriving anywhere with a bakery until 12:31pm by which time certain people are becoming 'hangry'. We'd also read chapter 3 "How Heading to the Bakery for a Full English Breakfast



Takes Lots of Time” in Fontaine FitzFallacy’s classic motorcycle travel guidebook “Around Wales in 15 Years” before this trip so were doing a Vita-Brits and yoghurt in the hotel room, getting us on the road nice and early and just as the marsupial swarms were finishing the night shift.



There’s surely no stopping me now after getting through that puddle

After Mudgee the party split again to go different ways to Merriwa, the target destination for the day. Those who refused to learn from history planned to go through the Goulburn River National Park, not picking up on the word “River” included in the name. Out to Wollar was fine bitumen with only a couple of minor water-over-road crossings, so with confidence the turn was made onto the dirt Ringwood Road. No signs indicating anything amiss ahead. A giant puddle had no sneaky direction altering ruts, confidence was high so that was worthy of a photo to prove prowess.



Dammit, I’m stopped. Turnabout No.6

Then down into the Goulburn River. Of course, it was just at this moment that I remembered that no river in NSW without a bridge 200ft over the peak water level could be crossed, and certainly not the Goulburn River which was raging over the causeway. At least the decision to turn about wasn’t difficult to make on the sixth of the trip.

Cindy sounded unsurprised when I called to say that I’d had to turn around when I got back into the land of mobile. It had become part of her routine when checking in to tell the reception desk that it now wasn’t two adults, could she please change the booking to one adult and one special needs husband who was way behind. In Merriwa we were given a disabled room upgrade because it was assumed that poor Cindy would need the extra space to cope. In fact the only special need I’d actually had was a sign 15km prior to Ringwood Road telling me the road was closed, but I gladly took credit for the huge room regardless.



Earned it this time

Day 27 was penultimate, and due to the road closures the options were the New England Highway, the New Highway of England, or the Highway of England (New). Having Vita-Brittled and

yoghurted ourselves we were out on the road to Willow Tree. A sign at the turnoff to Willow Tree said the road was closed. Of course it was. Via Scone was the only alternative, adding a fun 10% extra distance to the day and a very close call with a marsupial who was working overtime into the day shift, but at least it gave us the opportunity for more social media posts of a scone with jam and cream in Scone.



Truck up a safety ramp on the NE Highway

The New England was fairly crowded due to the closure of the Newell Highway out to the west, the trucks were limited for choices to get to Queensland. We pushed on to Uralla for lunch, stopping for a chat to the team at Ural Motorcycles Australia who currently have their Russian-made sidecar units flying off the shelves. The only other event of note was the GPS tried it on again north of Guyra, suggesting that a left turn onto Ben Lomond Road was better than the highway. Really? The name brought back fond memories of riding up Ben Lomond in Tassie, so to ease the boredom the party split up once more, as Cindy's GPS was wedded to the highway. Finally after nearly 8,000km mine got it right, I had some scary washout loose gravel excitement but missed road work delays so got into Glen Innes 5 minutes before the highway bound. "That'll do pig, that'll do" I cooed to the GPS as I gave it a pat. The last gasp of the day was up to Tenterfield, our preferred Peter Allen motel was full so onward to the Commercial Boutique Hotel for the final and most expense night of the trip.

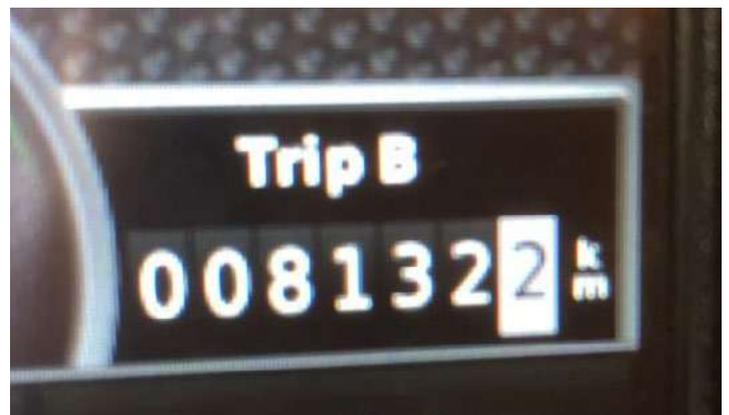
Day 28 was it. Up at 7am and through really annoying road works to Stanthorpe for a family breakfast, although a highlight was stopping at the border for a photo and seeing a rabbit hopping about in a carefree manner six feet on the NSW side. It obviously knew all about the \$60,000 fine

so was just messing with the biosecurity squad in Wallangarra. After a QLD breakfast the slog to home, although somewhere en route Cindy mentioned that it was the BMWMCQ service day. We couldn't miss that, so a minor detour was taken for a well-earned steak sandwich lunch with the huge crowd at Rob Wynne's place to complete our second-year-in-a-row March epic.



Crossing the line in the sand

It is hard to beat Tasmania, and definitely worth the 16 days of riding to get down there and back up, not that we didn't take the scenic route. The overwhelming lush green of the countryside is getting a bit tedious though, we will wait for a drought before doing it again.



The End



BMWMCQ Christmas Party 2021 Evans Head

Come and join in one of the major functions of the year. Saturday night at the exclusive use Lower Deck of the RSL Club.

Some people come on the Friday, make a weekend of it and we have a group dinner at the pub.



Date: Saturday 4th December, 2021

Location: Evans Head RSL Club Lower Deck

Cost: Three Course Christmas Dinner **\$55 per head**

Drinks: Cash Bar

Accommodation Suggestions:

The Bowlo (Party Central) - Luxury Cabins - res@evansheadbowls.com.au 02 6682 4343

Evans Head Pacific Motel – Motel rooms- pacificmotorinn@ozemail.com.au 02 6682 4318

Evans head Holiday Park – Cabins, Camping - evanshead@reflectionsoliday.com.au 02 6682 4212

Plus many Air BNB's etc. in the area.

To secure a seat at the dinner you must please pay \$55.00 per head by bank transfer to the clubs Bank account:

BSB 124-001

AC 10243020

Please ensure to add in remarks your name and the number of guests you are paying for. Once you have deposited the correct amount, please EMAIL treasurer@bmwmcq.org.au stating details of your deposit. This is an essential component of your booking.

Numbers will be limited so please book early.

Several Club members are Bloodbikes volunteers, the great service started by Peter Davis here in Australia, following the UK model.

Below is a fact sheet on the Service. If you are aware of any medical providers needing a “last resort” courier service, please let Peter know as he can provide full details:

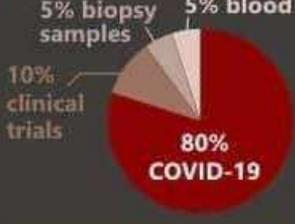
FACT SHEET



Bloodbikes Australia—a not for profit group of independent volunteers offering a last resort in pathology delivery when existing solutions are not available. We work within healthcare providers' existing systems to avoid duplication.

Bloodbikes Australia

What we do Volunteers delivering urgent blood/medical supplies from where they are, to where they need to be, when all regular services are unavailable.	How it came about Bloodbikes is well established in the UK and Hungary. To help our launch, Bloodbikes Manchester endorsed the use of their logo for Bloodbikes Australia.	Off the blocks Founded in Oct 2019 by Peter Davis, out of the Mater, Brisbane. Our challenge Increase volunteer numbers and reach across more hospitals and healthcare providers.
--	--	--

350+ volunteers Across all states and territories. 	We're not alone 	Deliveries 
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Who we volunteer for...  17 locations	<ul style="list-style-type: none">• Aust Clinical Laboratories WA• Epworth Geelong• Griffith University Institute for Glycomics• Mater Springfield• Mater Pathology• Mornington Hospital• Qpharm-Clinical trial program• Redlands Hospital• Rosebud Respiratory Clinic• St Stephen's Hervey Bay• St Vincent's Melbourne, Moree and Sydney• SydPath.
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<ul style="list-style-type: none">• Transporting blood certification.• Uniform: identical embroidered high visibility vest.	Volunteer essentials 
--	---

Find out more	<ul style="list-style-type: none"> Blood Bikes Australia www.bloodbikesaustralia.org.au bloodbikersaus@gmail.com Peter Davis 0401 912 798	<p>PROUDLY PRINTED BY Snap ROBINA</p>  <p>For the love of print</p>
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Our Glance Back this month - a great June Magazine cover collage of pics from the Back to the Bush event at Injune - but it was in May!



BACK TO THE BUSH INJUNE MAY 2011

And a photo in Bella Beemer's "From the Budgie" article June 2011. Does this handwriting look suspiciously like that in a photo on page 21?





2 of the 3 ladies bikes on the ride - Flayne and Rosi's



The historic Apollonian Hotel, Boreen Pt

The May lunch ride was to the Apollonian Hotel at Boreen Point, a small group took the scenic inland path...



New fashion item - a bee-keeping hat!



Rolling into Kin Kin



Mt Mee sunset on the ride home (avoiding highway!)



DON'S (& KATE'S) PARTY

The May club ride was a “Darren” Lockyer Valley explorer led by the K Team of Don and Kate, although Don seems to be strongly favouring his 1200GS over the K bike these days. Kicking off from the ‘ol meeting place of BP Blacksoil on schedule and under budget, 17 bikes were soon scooting south and then west through Rosewood and Grandchester. The Tail End Charles who shall remain nameless, let’s just refer to cisgender as *Garmin Clueless*, had forgotten to turn off automatic recalculation before loading Don’s GPX file onto the GPS so quickly became a non-contributing appendage trailing out the back. A bit like a caravan.



Don, Kate, and Garmin Clueless Hi-Vised up and ready to lead, or drag uselessly along behind

There was one minor navigational snafu experienced somewhere out on the valley floor, but a turnaround had that situation resolved and into Gatton to the Tins & Trays coffee shop. A very pleasant morning tea or breakfast depending on one's personal position in the Circadian Rhythm, and we were back on continuing west for the climb up the escarpment. Murphy's Creek was the interesting back way up, but this created some challenges as getting to the ultimate destination of The Barn and Scotty's Garage meant that kissing the cold cheeks of Toowoomba was unavoidable. However, we all made it and the joy of the Flagstone Creek Road was just reward for efforts. An excellent lunch with a large group and the official day was done. Thanks very much to Don and Kate for the top ride and the organisation and as per their usual form, the great venues patronised.



*Valley-floor
Volte-face*



*Extended
Conga
line*



*Perfect couch for the
garage*



*Big group of happy
riders under Scotty's
trees*



BMWMCQ TRAINING COURSE SUBSIDY

Your club encourages all members to continue to improve as a rider and offers a financial incentive to foster greater uptake in rider training. A broad interpretation of training has been adopted to include First Aid Training and Traffic Accident site safety management. The intention of the subsidy scheme is to not only improve the road craft of individual members but also to enhance the safety and enjoyment of club runs and events for all participating members.

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy June 2021 re-eligible June 2024.
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



The editors shown taking advantage of the BMWMCQ \$50 training subsidy reimbursement at the Dirt Dayz coaching through D'Aguilar National Park in May. Now fully prepped* for their upcoming Cape York experience in early August. Warren and Jim were excellent leaders and they run coaching days and tours to suit all levels, through the D'Aguilar, down at Boonah (includes the 14 Condamine River crossings), and supply literally everything bike and gear-wise for \$300. Before you take your R1250GSA into the tougher stuff, it is a good idea to learn the skills on a light bike that bounces around like an ADHD kid after 3 espresso martinis but doesn't fall over.

*They have bought really cool motocross shirts.

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

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

Here is Mark's video showing a simple way to start your Airhead in the cold! Mark makes a great point on his Boxerworks Facebook page, which is - he makes his videos unscripted, with a phone and for free. He does have a YouTube channel that isn't monetised so everyone can watch and learn without ads. Fantastic for everyone who wants to learn from Mark's wealth of experience, he certainly does this for the right reasons.

We will eagerly await Mark's Airheads Boxer "Heritage" blog page where people can share and swap knowledge, methods and ideas...

<https://www.facebook.com/Boxerworks/videos/501537797944233/>





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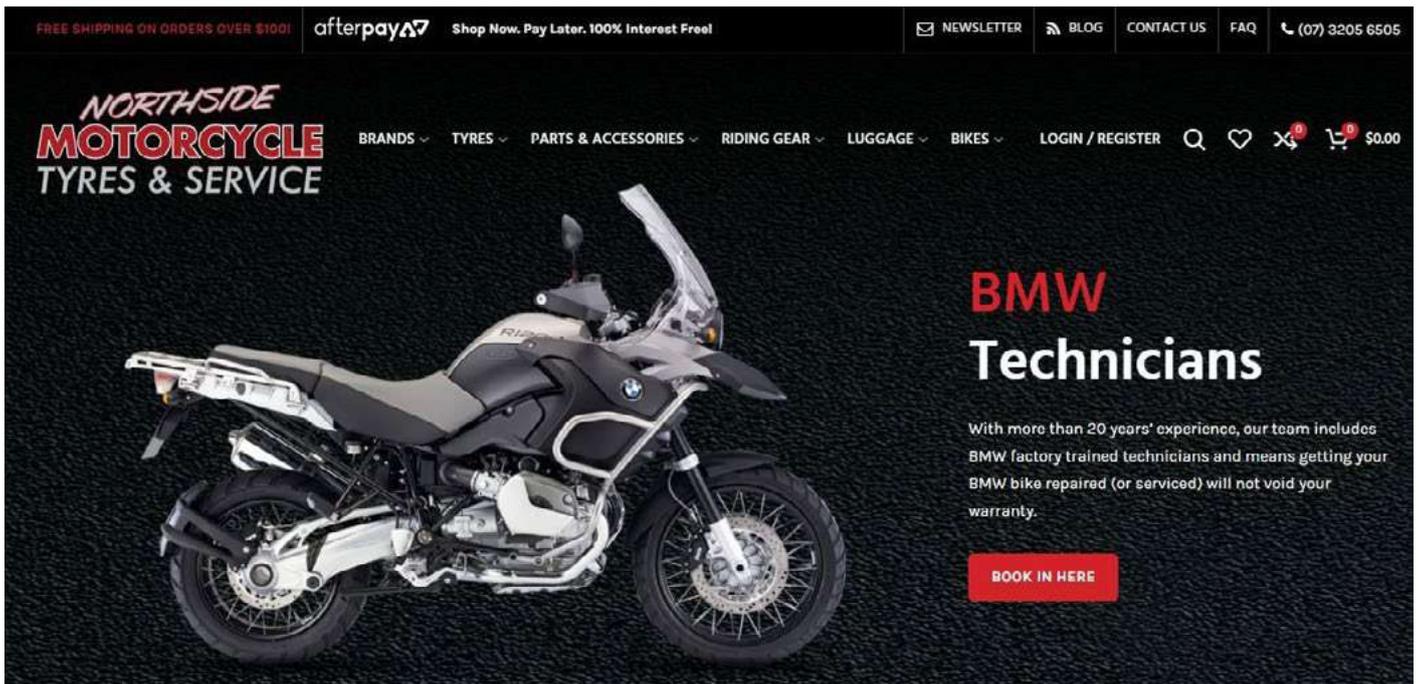


Confirmation has been received that BMWMCQ Members are eligible for a **10% discount** on accessories at Morgan & Wacker. Customers are required to show proof of membership at the time of purchase!



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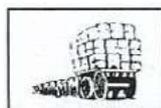
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+ BMW Finance, Australian Credit Licence 392387. Fees, charges, conditions and eligibility criteria apply. For new BMW R 1250 GSA models with no additional extras ordered and approved and delivered between 01.04.2021 and 30.06.2021. Minimum finance term 36 months.

** Weekly payments are estimated, 60 monthly instalments of \$426.43 and a total amount payable of \$33,167.00 apply. Offer based Rideaway price of \$27,766.86 for a new BMW R 1250 GSA. Rideaway price for NSW buyers. Price and repayments may differ in your state or territory.

^ Annual percentage rate 5.89% 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.

- Rate may differ based on the borrower risk profile.



Book review - 2UP AND OVERLOADED

Cindy Bennett, Member #4170

If you are looking for an enjoyable motorbike adventure read – written in a witty and engaging style then look no further than “2Up and Overloaded” by Tim Notier.

Tim and Marissa Notier quit their jobs in Chicago, brought a KTM 1190 bike and set off on an adventure.

This book takes them from Chicago to Panama and there are plenty of interesting, harrowing and downright hilarious exploits which make this an easy and entertaining read.

From having his bike nearly stolen before the trip to encounters with angry bears in the USA and smog-spewing trucks in Mexico they are an intrepid pair of adventurers who roll with the punches and pack a lot of cultural experiences into their travel – and isn't that what it's all about!

Here is an excerpt from a chapter titled “Naked and Afraid” and chronicles an issue of contention with the KTM dealer that did a service on the 1190 before heading off on the trip:

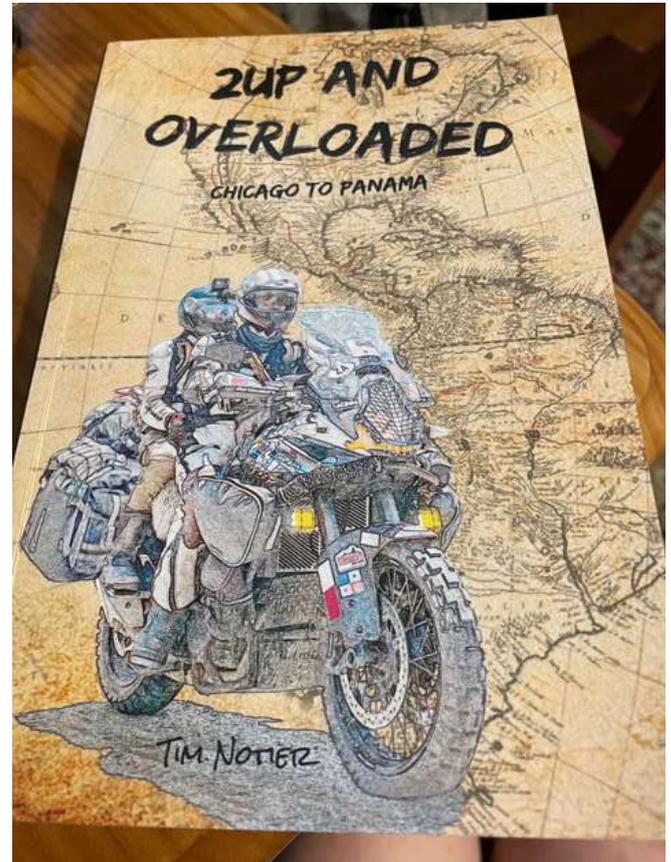
“We were in Meade, Kansas on a Sunday afternoon. We'd stopped for lunch at a Subway and I was doing my standard walk around of the bike to be sure nothing was blatantly wrong. But something was blatantly wrong.

“Houston we have a problem” I told Marissa. She got off the phone to her mother and came running over. I pointed to where the chain had been eating into the rear tire on the bike, leaving long, sweeping gouges in the sidewall. I stared at it for half an hour at different angles as people walked up wondering what I was doing. The chain did not align with the guide from the sprocket and kept wanting to pull right, directly into the tire.

One of the onlookers introduced himself as Tracy and said he thought the sprocket was installed on the wrong side of the assembly. “It just doesn't look like it's on the correct side. That's the only

variable that would affect the chain's misalignment by the same spacing as the plate”, Tracy stated; he seemed like he knew what he was talking about.

But that couldn't be it I thought. It had just been installed by a KTM dealership the week before. Maybe it was the lack of a spacer, or worn bearings, or the axle wasn't tightened all the way. I wasn't sure.



“I downloaded the repair manual that has all the schematic PDF's on my laptop”, I said. I broke out my laptop right there in the parking lot and looked at the breakdown of the sprocket assembly, and sure enough, the bastards installed it on the wrong side of the hub. A KTM Dealer! A place of business that specializes in the functionality of the very bike I owned....”

What follows is the kindness of the stranger welcoming Tim and Marissa to his workshop to fix the issue and then a passionate exchange between Tim and the KTM Dealer – I won't spoil the tale. You will just have to read the book to find out more.

Duncan and I have both enjoyed reading this book which is being donated to the Club Library and will be at the June meeting for passing onto Jane the Librarian in case you want to take the opportunity for a funny, inspiring read.

Leader of the pack.



At BMW, we have always believed that reliable, long life should never be sacrificed for super-performance; nor functional design for 'glamour'.

Beliefs that have, unfortunately, left us trailing the 'superbike' field.

But now, our brand-new R90S is out. To put you in front, without us having to sacrifice a thing.

Like every BMW motorcycle built in our 51 years, it has the proven combination of shaft drive and horizontally-opposed twin.

But never before has this formula produced such stunning performance.

Our light-alloy, 900 cc engine raises 67 DIN-hp at 7,000 rpm. The standing 400 m (¼ mile) rushes up in just 13.3 seconds (and the horizon not long after). The gearbox has five speeds. The front

Riding Haiku..

Ride leader with a plan
 Crisp morning, full tank of fuel
 Smile wide in my helmet
 anon.

BMWMCQ BOOK EXCHANGE NEW BOOKS AVAILABLE!

- | | |
|--|-----------------------------|
| Race to Dakar | Charley Boorman |
| Extreme Frontiers
(Racing Across Canada) | Charley Boorman |
| What If I Had Never Tried It
(The Autobiography) | Valentino Rossi |
| The Road to Mali | Craig Carey-Clinch |
| No Room for Watermelons | Ron & Lynne
Fellows |
| A Motorcycle Courier in the
Great War | Captain W.H.L. Watson |
| Australia Motorcycle Atlas
With 200 Top Rides (6 th 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 |
| BMW Twins | Mick Walker |
| BMW Boxer Twins | Ian Falloon |

BMW Motorcycles
 A Century of BMW

Bruce Preston
 Manfred Grunet &
 Florian Triebel

The BMW Story - Production
 & Racing Motorcycles
 Bahnstomer - The Story of
 BMW Motorcycles
 BMW Company History
 1972

Ian Falloon

LJK Setright

BMW Munich

2UP and OVERLOADED

2 x On Tour with Compass Expeditions DVDs

**The initiative is being overseen by Jane Gray
 and you can communicate with Jane via email
 at:**

library@bmwmcq.org.au

**Arrangement can be made with the librarian
 to pick up & drop off at the monthly General
 Meeting or other arrangements can be made.**





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The BMW R 18 evokes memories of our proud history and the iconic hallmarks of the BMW Motorrad brand. Countlessly refined over the years, the R 18 is a cruiser full of character, boasting the biggest and boldest boxer engine we've ever built.

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⁺ BMW Finance, Australian Credit Licence 392387. Fees, charges, conditions and eligibility criteria apply. For new BMW R18 models and with no other additional extras ordered and approved between 01.04.2021 & 30.06.2021 and delivered by 30.09.2021. Minimum finance term 36 months. Not available with other offers.

** Weekly payments are estimated, 60 monthly instalments of \$402.96 and a total amount payable of \$31,678.00 apply. Offer based Rideaway price of \$27,205.28 for a new Motorrad R 18. Rideaway price for NSW buyers. Price and repayments may differ in your state or territory.

[^] Annual percentage rate 4.99% 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.

BMW Motorrad Service Inclusive is based on the vehicle's condition based service monitoring system for 3 years from the date of first registration or up to 30,000km, whichever occurs first. Normal wear & tear items & other exclusions apply. Scheduled servicing must be conducted by an authorised BMW Motorrad dealer.

- 3 years complimentary BMW Roadside Assistance & Accident Management service applies from the date of first registration of the vehicle. Terms & conditions apply. Please consult your participating BMW dealer for further details. Provided by AWP Australia Pty Ltd trading as Allianz Global Assistance ABN 52 097 227 177.

^{^^}Government Charges apply.