

AUGUST 2021

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# BMW MQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

Established 1958



**Winner of this month's Photo Competition - Jane Gray. January 1980 "No Lights On" protest rally in Canberra. Taken from the back of Tony's bike.**

**And below a very close runner up taken by Jim Campey at the 100th Birthday celebration of the amazing Harold Tapscott - read all about it inside.....**





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BMW Motorcycle Club of Queensland



# BMWMCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

## The Committee



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R60/6



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### Advertisers

TeamMoto M&W - INSIDE COVER  
Caloundra Motorcycles - P.58  
Northside Motorcycles - P.59  
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Good Wool Store - P.60

TeamMoto M&W - P.61  
TeamMoto M&W- BACK COVER

## On The Cover

The *Rally the Troops* winner is Jane Gray. Congratulations to Jane, who wins \$200 to spend at a sponsor of her choice.



BMW Motorcycle Club of Queensland



BMW Clubs International Council



## Club Details

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

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

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

**Geebung RSL Club**  
323 Newman Road Geebung

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

BMWMCQ AIMS

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

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

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

### DISCLAIMER

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

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

WEB SITE

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



## Cindy & Duncan Bennett

## Editors' Report

Have you ever read a review on something you were planning to buy? Or do you go down to the shop, take it out of the sealed packet, try it on, sashay up and down the aisles, and look in the full-length mirror and say “hummmm?”. If you are looking for a jaunty cravat, that is probably enough. But surely the greater the item’s value, the more exposure you should be allowed? That makes logical sense, but in fact it is just the opposite. I would love to hear from anyone who has put an offer in for a \$1M house and got to spend a week in it to ensure the neighbour isn’t both President of the Burn-Out Club and Home Pharmaceuticals Manufacturing Society and the spouse isn’t Treasurer of the QLD Little Yapping Dog Association. Motorcycles are a bit the same, you read a few reviews and do a lap around the block on a test ride and on that basis you shell over \$25,000. Only once motorcycle-rich and cash-poor do you find out things that weren’t mentioned in any reviews, like having to stop and recite the Lord’s Prayer in Latin to change modes, or discovering the flat battery is guarded by the Minotaur in the Labyrinth.

If you want some good reviews, then Bob Coleman’s G310GS last month, and Dieter Harm’s Cobb Cooker in December last year are examples of how it should be done - the important things relevant to Mr and Dr Average Rider, not the 143N.m torque at 6500rpm with 12.5:1 compression ratio and 76mm stroke spewing 109g CO<sub>2</sub>/km. I mean when you are out there doing it those things don’t even get into the “nice to know” category, nowhere near as important as knowing the SWL of your only 4mm cable tie as you attach your adrift pannier back onto your bike....

So if you have experience with something, good or bad, we’d all love to get your opinion on anything motorcycling before we have a bad case of buyer’s regret.

### Cindy & Duncan



*PS: August’s (September Journal) Photo Competition theme is “Wild Kingdom”. No-one could ever beat the photo of a motorcycle parked in front of a wild elephant in last month’s Journal, or this classic meerkat shot in Botswana.*

*But we’d like to see you try.....*

**Submissions for the Next Journal close 25th-ish August**

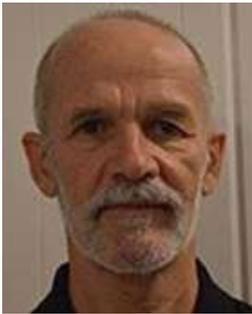
**VENUE FOR BMWMCQ GENERAL MEETINGS (Non-Lockdown!)**

**GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG**

**MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM**

**NEXT MEETING: Thursday 5 August 2021 - ZOOM**




 Tony Gray

## President's Report

**E**xpect the Unexpected" should be the mantra chanted by every safety conscious motorcyclist when out and about enjoying time on the bike. It may equally be applied to happenings in our club this past month.

July started in the middle of a Covid lockdown necessitating a General Meeting by Zoom. Not the first for the Club but certainly my first in the big chair. Post-lockdown and 'normality' returned with a well-attended gathering for coffee at Preece's Café at Shorncliffe, and an excellent weekday ride to Maroon Dam for a picnic lunch. Then the unexpected arrived at the Oval Office in the form of a phone call from Richard de Groot. Richard had become aware of a forthcoming 100<sup>th</sup> birthday for a devoted motorcyclist and former BMWMCQ member – not a regular occurrence. The gentleman in question, Harold Tapscott, had a very impressive racing career across several motorcycle genres from the late 1930s to the early 1950s including a period as a despatch rider during WW2.

Harold's son Rocky wanted to celebrate the big occasion recognising the important part motorcycling had played in Harold's life. Time was of the essence as the birthday was only a few days off. Richard quickly organised a short ride to Harold's Retirement Village at Maroochydore and long term members Ian Nye, Noel Sopeer & Jenny Goodwin recounted stories of Harold's time in the club. His nickname of 'Harry the Hoon' was an indicator that he had never really left racing behind. Gary Bennett researched past journals where Harry had been a contributor during the 70s & 80s and passed these forgotten elements of Harry's life onto his appreciative son. I contacted noted Australian Motorcycling journalist, historian and editor of 'Old Bike Australasia', Jim Scaysbrook, who not only knew Harry but had interviewed him several years ago and will be doing a feature on Harry's racing career in Edition #96 of Old Bike Magazine.

Richard's organised ride on Sunday the 18<sup>th</sup> threatened to be sunk by an extension to Covid restrictions but Richard's determination won out and the ride went ahead very successfully. The old club banner from the days when Harold was a member was unfurled by Gary Bennett, Greg Gaffney got his RT up close so Harry could have a twist of the throttle and Richard even managed to get a talking gig on the Ch7 Sunshine Coast nightly news. We sent a congratulatory letter to Harold for his birthday. I am sure he will appreciate that more than the one he would have received from E2R. All of this was arranged in a few short days and there was a strong turnout of Club members at the ride. The efforts of Richard and others did not go unappreciated as noted in this part of an email I received from Rocky Tapscott:

*On behalf of Mum, my sister Kylie and myself I'd like to thank you and everybody at the BMW Club of Queensland for arranging such a wonderful celebration for dad's birthday on Sunday.*

*I haven't seen dad so happy for many years and the look on his face as the bikes kept coming up the hill and then rode around him in the courtyard was unforgettable.*

*I will be eternally grateful to you and your members for taking the time to make dad's day so enjoyable for all of us.*

Now if that didn't make you feel proud to be a club member then last weekend Gary Bennett and Graham Healey took us into the Ranges and the small town of Cooyar for Frigid Digit #22. A wet few days leading into the weekend gave way to a clear and fine weekend with a brilliant full moon on Saturday night. This event saw another great turnout of club members and a few visitors for what was a very enjoyable overnighter. The Cooyar Pub financially benefitted as did Gary McCoy's Café who catered for our breakfast. Gary was very appreciative of the club support for his small business.

I hope that makes you all proud to be a member of this great club, 63 years young, take care. **Tony.**

**STOP PRESS: My intention at the head of this President Report was not to stir up the Covid Gods BUT yes, 11 LGA's including Brisbane are back into a 3-day lockdown. We have decided to be cautious and to amend the August General Meeting to a Zoom format. Please check your email on Thursday 5 August for the login details.**



## BMWMCQ Club Events for AUGUST 2021

Date	Start	Event	Details	Contact
<b>Thurs 5 August</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sun 8 August</b>	10:30am	Famous Biscuit Ride #12	Girraween National Park Day Use area	<b>Peter Todd - Organiser</b>
<b>Sat 14 August</b>	5:00pm	Xmas in Aug. (Bubbles & Bowties)	"Midnight at the Oasis" Oasis Hotel, Kingaroy	<b>Editor Cindy</b>
<b>Thur 19 August</b>	9:00 am	Mid Week Ride	Meet at BP Blacksoil 9:15am ride to Heifer Ck rest area BYO picnic lunch	<b>Events Coordinator Mark - Ride Leader</b>
<b>Sat/Sun 21/22 August</b>	9:00 am	ASBK - day trip or camping	Australian Superbike Championship Morgan Park	<b>Gary Bennett</b>
<b>Sun 29 August</b>	12:30pm	Club Lunch Ride	Pomona Hotel, 1 Station St Pomona	<b>Events Coordinator Mark</b>
<b>Tues 31 August</b>	6:00pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	<b>Events Coordinator Mark</b>

## EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
30 Oct 2021	The Zombie Apocalypse	McCoys Cafe, Cooyar	<b>bookings@gmccooyar.com</b> or <b>07 4692 6107</b>



On the countdown to 2022.....



*We accidentally omitted Mark's entry in "Landmarks" photo comp from last month - apologies Mark, it is a good one!*

*Caption is "Donna at BMW Museum in Munich".*



## BMWMCQ Club Events for SEPTEMBER 2021

Date	Start	Event	Details	Contact
<b>Thurs 2 Sept</b>	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sat 4 Sept</b>	5:30 am	Sunrise to Sunset ride	Meet Mt Coot-tha for an all day ride ending at Mt Gravatt Lookout at sunset!	<b>President Tony</b>
<b>Sat 11 Sept</b>	9:00 am	Coffee Meet Up	Victoria Park Bistro	<b>Events Coordinator Mark</b>
<b>Wed 15 Sept</b>	9:00 am	Mid Week Ride	Destination TBA	<b>Events Coordinator Mark</b>
<b>Sat 18 Sept</b>	9:30 am	Service Day	61-63 Saint Jude Circuit, Jimboomba	<b>Tools Officer Bill</b>
<b>Sat 25 Sept</b>	10:30am	Sunny Coast Brunch Ride	Sweethearts Cafe, Eudlo	<b>Steve Maney</b>
<b>Sun 26 Sept</b>	12:30pm	Club Lunch Ride	Clancy's Irish Bar, Mt Tamborine	<b>Events Coordinator Mark</b>
<b>Tues 28 Sept</b>	6:00pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	<b>Events Coordinator Mark</b>

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





## Paul Hughes

## Vice President's Report

I have just returned from the twelfth Frigid Digit when writing this. What a great weekend. Over 45 people having a wonderful time with fellow club members. Gary and team did a fabulous job.

I am now looking forward to a busy August with The Biscuit ride and Christmas in August being highlights with all our normal monthly events packed in around them.

Don't forget to book in with accommodation providers for both October Back2Bush and also December's club Christmas Party, as spaces are limited.

I am looking forward to seeing July's entries in the photo-comp in this journal. You have to be in it to win it.

Ride safe,

**Paul**

*Motorcycling legend Harold Tapscott and Harold's family including his wife Beryl during the 100th birthday ride past.*



*Gary Bennett (above) and Richard & Wendy de Groot (right) during the ride past.*





## Darryl Gowlett

## Treasurer's Report

G'day Everyone,

Regardless of my lack of input, people keep renewing their membership, with the outgoings only for the website. And only one couple has put their hand in their pocket for the Christmas party this month. Unlike the airlines, our fees are fully refundable if the dreaded Covid villain rescinds our pass into northern NSW. You've only got 116 more days to make up your minds.

The Frigid Digit was run and won again, destination Cooyar. All attendees were the winners, and Gary did another brilliant job herding the cats. And it was sufficiently brisk to be frigid, and adequately dry and sunny to be enjoyable. I had a really good ride there, and found many more windy roads on the way home. The post hasn't been delivered yet, but I'm confident that I won't receive any kodak moments from my journey.

*For always there will be greater and lesser persons than yourself. The greater ones ride BMW's and the rest . . . well, you do the math.*

Ciao,

Darryl

### Trading statement as at: July 26, 2021

BoQ Balance as at: June 26, 2021		\$ 11,847.31	Year to date		\$ 11,067.37
<b>Income:</b>	Membership	\$ 915.00		\$ 6,440.01	
	Advertising	\$ -		\$ 950.00	
	Regalia	\$ -		\$ 27.50	
	Tools	\$ -		\$ -	
	Events			\$ 5,166.00	
	Interest	\$ 1.39		\$ 6.41	
	Sundry - Xmas function	\$ 110.00	\$ 1,026.39	\$ 816.28	\$ 13,406.20
			\$ 12,873.70		\$ 24,473.57
<b>Expenses:</b>	Administration	\$ -		\$ 597.67	
	Website	\$ 385.00		\$ 2,782.31	
	Paypal	\$ 21.65		\$ 122.81	
	Regalia	\$ -		\$ 230.54	
	Tools	\$ -		\$ 776.67	
	Events	\$ -		\$ 3,315.02	
	Awards	\$ -		\$ 608.50	
	Sundry:	\$ -	\$ 406.65	\$ 3,573.00	\$ 12,006.52
<b>Balance</b>			\$ 12,467.05		\$ 12,467.05
<b>BoQ balance at:</b>	<b>July 26, 2021</b>		\$ 12,467.05		\$ 12,467.05
<b>Term deposit:</b>		\$ 20,439.64		\$ 20,352.43	
Interest			\$ 20,439.64	\$ 87.21	\$ 20,439.64
<b>Available:</b>			\$ 32,906.69		\$ 32,906.69

**Mark Mustchin****Events Report**

**J**uly kicked off with a well-attended Coffee Meet-Up at Preece's on the park Shorncliffe, the event attracting both new & long term members with everyone enjoying the coffee, breakfast & good company.

The Mid week ride to Maroon Dam organised by Paul Hughes was also well attended. Paul managed to organise some great weather and put together a very interesting & enjoyable route finishing in the park at Maroon Dam with a self-catered lunch. For the ride home everyone headed off in different directions, I chose to avoid the freeways, tunnels and the

M1 and headed home via Fernvale, Mt Glorious & Dayboro, which made of a long day but very enjoyable ride home.

Harold Tapscott's 100th Birthday Tribute organised by Richard de Groot attracted media coverage & made Harold's 100th birthday a memorable one.

The Frigid Digit was held last weekend. This year the ride started at the Grey Gums Picnic area on Mt Coot-tha with the final destination being the Cooyar Hotel. Congratulations to Gary & his crew for organising a great route & a great event.

A new (to the Brisbane Calendar) event has been added, The Sunny Coast Brunch ride will be organised by Steve Maney & will be a monthly event held at various locations around the Sunshine Coast area. The first Brunch Ride was to Peachester on Saturday 31st July.

Due to the border closure anyone who is attending the 12th George & Maggie Biscuit Ride and had planned an overnight stopover in Tenterfield has had to make different arrangements for accommodation. Stanthorpe is the best alternative and will be the place to be seen on the Saturday night. Some will be camping at Girraween on the Saturday night, some will be leaving Brisbane early Sunday morning & riding directly to Girraween. However you get there, be there by 10.30 am or be hungry.

The following weekend is the Christmas in August - Bubbles & Bow Ties. It will be interesting to see who turns up wearing bubbles. (That's a challenge)

The mid-week ride on the Thursday 19th August will start from the Blacksoil BP, the stop for coffee will be at Cafe 4342 Forest Hill. The route will then take us via Flagstone Creek, East Greenmount and Ascot to the Heifer Creek Rest Area for a self-catered lunch.

The Club lunch ride will be to the Pomona Hotel on the 29th August and the last event for the month will be the German Club dinner on the 31st.

September will kick off with the Sunrise to Sunset ride being run by Tony Gray. The following week the Coffee Meet-Up is at Victoria Park Bistro. Anyone up for a game of Putt Putt?

The next Club service day will be on the 18th September and will be held at Rob Wynne's place at Jimboomba again.

On the 25th September Sunny Coast Brunch ride will be held at Sweethearts Café Eudlo, so come along and bring your sweetheart (your bike that is....)

The Club Lunch Ride is on the 26th September with a venue on Mt Tamborine, Clancy's Irish Bar and Bistro.

The "Back to the Bush #18 Miles -Gayndah is scheduled in for the first weekend in October (a long weekend on Oct 02-04). If you are planning to attend but have not booked accommodation don't leave it too much longer to do so. Accommodation in rural QLD is in high demand.

***In Events Lost and Found news - A pair of long black leggings near the Frigid Digit fire drums on Sunday morning. Somebody must have dropped them on the way to the motorbike or tent or the party got too "hot"! They are now freshly laundered thanks to Donna. Contact me to claim.***

Happy and safe riding.

Mark Mustchin





## Steven Johnson

## Secretary's Report

Hi all,  
 The **Stevenator** is partially back and has done a first-class job this month. And hopefully unlike Liam Neeson, he will keep his eye on the ball and won't end up Taken another two times.

### BMWMCQ Meeting Agenda/Minutes 3 June 2021 Venue: Geebung RSL

Meeting Opened:	7:31 pm (Zoom Meeting due to COVID Lockdown)
Apologies:	Ross & Jenny Layther, Maggie Rafanowicz, Charlie Brown, Bruce Grove, Peter Todd.
Minutes of Previous General Meeting:	Accepted: Not discussed WSecoded: N/A
Number of Attendees:	24
New Members (Name & MC):	John Boggon – rides a R1250 GS Adventure Peter Hemenstall – rides a 2000 model R1100 RT
Visitors:	Nil visitors.
Returning Members:	Nil
Treasurer Report:	It was a no show from Treasurer Darryl
Editor Report:	Send in photos for this month's theme – "Rally". Congratulations to Paul Hughes on winning last month's photo competition. Thank you for articles submitted – review of 310 GS submitted by Bob Coleman singled out for special mention.
Tools Report:	No show from Bill
Regalia Report:	New cloth logo up & available for merchandise. Badges – Rosi has spoken to Daniel at Goldstar about club badges. Last month's winner of club shirt – Ross Layther. New winter merchandise listed in current Journal. Note to any new monthly winners going forward – best to choose 2 preferred colours as some older colours have been discontinued.
Records Report:	263 members, 4 new members last month. As side note, Tony Gray seeking feedback from new members on their new membership experience.
Events Report:	An almost full calendar of events scheduled for the rest of the year. At the date of this meeting the Xmas in July was a go. Subsequent events have resulted in a postponement of this event until August. Dawn to Dusk ride mentioned at meeting – to be led by Tony Gray. Details to follow. Gary Bennett reported on the upcoming Frigid Digit weekend – 36 confirmed attendees but the expectation is that in excess of 40 people will be attending – mostly camping. Noted that the starting location has changed from the Mount Coot-Tha lookout to Grey Gum Picnic Area between the studios of Channel 7 & 9. Paul Hughes will post Biscuit Run details in the coming week.
Secretary Report:	A big thank you to Duncan for taking up the gauntlet of interim Club Secretary whilst I am away in Darwin. I will be in Brisbane for the August General Meeting and Committee meeting the following week. If anyone has any item for the agenda for the General Meeting please forward them to me prior to the meeting. Another thank you for Vice President Paul for checking the post box during my absence.  Correspondence received from RFDS thanking the Club for the donation from funds raised at the recent Cane Toad Rally.
Dealer Liaison Report:	Don reports that new bikes are still scarce – mentioned that new GS's will only become available later this year. Servicing is still tight.
Vice President Report:	Nil.
Clubs Australia Report:	Condobolin Rally has been held albeit with reduced numbers due to COVID lockdown in Victoria. Paul counted 65 attendees.
President Report:	Great Journal again this month – thanks Cindy and Duncan. Planning for the Christmas function at Evan Head is progressing. All Club journals have been digitised. Some items of value have been retained.  All Journals in soft copy so old hard copies will be discarded if not wanted by members – please contact Tony Gray if you would like to reserve a piece of history.
Other Events/Buy/Sell/Swap:	Don's K1300R.
General Business	Not discussed
Closed:	8:10 pm, next meeting 5th August 2021





## Greg Gaffney

## Records Officer Report

I thoroughly enjoyed celebrating Harold Tapscott's 100 birthday on Sunday 18th at Maroochydore. The smile on his face when over 20 motorcycles rode around him was unforgettable.

I was also delighted to be asked to bring my bike up next to his chair allowing him to reach the throttle and he couldn't get enough of turning that throttle. It was also rewarding to have the event so appreciated by many extended family and friends.

Cheers,

Greg

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

### Welcome to New Members:

**John Boggon, RICHLANDS, R1250GS Adventure**

**Michael Johnson & Jan Barnett, POINT VERNON, R1150R**

**Returning member:**

**Andrew Hatcher, LEICHHARDT, K1100RS & G650X**

### *Ian Nye during the ride past*



*Beryl and legend Harold*



## Bill Luyten

## Tool's Report

### Service Day

The Club is planning to hold the next Service Day on **Saturday 18 September** at Rob Wynne's place starting at 0930.

Rob may not be able to be there but has kindly offered to let us use the workshop, thanks Rob.

**Location:** 61-63 Saint Jude Circuit Jimboomba

(Just off Mt Lindesay Highway)

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

The Hydraulic Bike Lift will be available along with the Comprehensive Tool kit and GS911 scan tool. We will be providing a Sausage Sizzle and Drinks at very reasonable prices (proceeds to the RFDS).

The GS-911 has recently had a firmware update to give a bit more functionality. To see what's covered on your bike, check out this website link <https://www.hexcode.co.za/products/gs-911/function-chart>

### Repair Manuals

I have various Repair Manuals available to borrow mainly for older bikes.

### Tools for loan

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

### Special Tools

- 34mm socket for rotating crankshaft
- Twinmax electronic carburettor balancer (Twin BMW engines)
- Vacuumate (electronic synchronisation of throttle valves up to 4 cylinders)
- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

### Club Tool Loan:

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

### Contact Tools Officer

**Bill Luyten** 0438 123 747

**email:** [spares@bmwmcq.org.au](mailto:spares@bmwmcq.org.au)



## Rosi Johnson

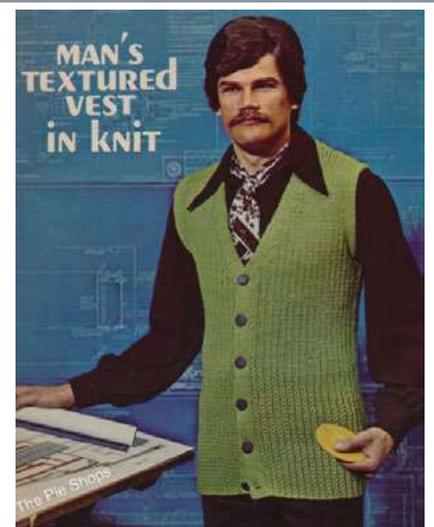
## Regalia Report

**H**i all,

Nothing much to report this month, but don't forget the winter catalogue items. Everyone looks good in a vest, even this dude:

Cheers, Rosi

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





## Lady Shirts



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



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



[7LPI](#) - \$29.50  
100% polyester  
*"My BMW shirt brings  
all the Harley Riders to  
the yard"* - Kelis side B



[ICE Tee](#) - \$24.50  
Cotton  
*"Figure Huggin' Good"* -  
Colonel "Creepy" Sanders

## Bloke Shirts



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



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



[7PIP](#) - \$29.50  
100% polyester  
*"Just shows a hint  
of my tatts"* - Justin  
Bieber



[ICE Tee](#) - \$24.50  
Cotton  
*"I'll give up my ICE Tee when  
everyone else does"* - Ice-T

## 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,  
not as warm  
as a beanie.



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



[AH770](#) - \$17  
100% Cotton Beanie



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



[Swiss](#) charcoal- \$35.50



[Ladies](#) Vests  
\$48.00



[Non-Ladies](#) Vests  
\$48.00



BMW Motorcycle Club of Queensland



## Club order form for shirts, bags and hats

Send this form to [daniel@goldstarembroidery.com.au](mailto:daniel@goldstarembroidery.com.au) or call Daniel on **0403 150 857**

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

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

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

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

### *Shirts/Vests order:*

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

### *Bags order:*

Bag product name	Quantity	Colour
Metro		
Swiss		

### *Headwear order:*

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

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





# A MAJOR MILESTONE LETTER



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**BMW Motorcycle Club**  
of Queensland



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BMW Motorcycle Club of Queensland Inc.  
Established 1958 Inc Certificate No 6480

PO Box 3669 South Brisbane Qld 4101

15 July 2021

Mr. Harold Tapscott  
St Vincent's Care Services  
37 Baden Powell St  
Maroochydore QLD 4558  
Via email: [svcs.maroochydore@svha.org.au](mailto:svcs.maroochydore@svha.org.au)

Dear Harold,

I am writing to you on the occasion of your 100<sup>th</sup> Birthday to wish you the congratulations and best wishes of all members of the BMW Motorcycle Club of Queensland of which you were a very valued and respected member.

We have members in the Club today who remember you fondly and have recalled past rally events and motorcycles you owned through photographs provided by your son Rocky. We also have in our club records copies of club journals where you have contributed written articles and commentary on events of the day.

Rocky has also enlightened us to your extensive motorcycling CV prior to your time with the BMWMCQ including your European Speedway career. That you have reached 100 years of age, despite having sustained multiple injuries along the path of your racing career, is testament to your fighting spirit and stoicism.

You have certainly packed a wealth of adventure into your life and that gives inspiration to us all.

Yours truly,

Tony Gray  
President BMW Motorcycle Club of Queensland



## Bubbles and Bowties

Christmas in July is now..... Bubbles & Bowties!

Saturday 14th August 5:00pm

*\$30.00 per person*

Midnight at the Oasis, Oasis Motel 50 Walter Street Kingaroy

Please call to confirm as your previous booking has been brought across to new date **(07) 4162 2399**

### Menu

Grazing Plates by the pool @ 5pm

### Buffet dinner around the fireplace

Pork Belly

Roast Beef

Australian Prawns

Butter Chicken

Medley 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





## FRIGID DIGIT 2021

JEGJul2021

### *Frigid Digit 2021*

*If you didn't enjoy it, you're the only one*

*To Cooyar Pub by various means*

*Gary worked hard behind the scenes*

*Coffee at the Crossing & lunch in Crows Nest*

*Steps in the journey for the ultimate quest*

*Rooms in the pub or camping out the back*

*Jackets & beanies, a must to pack*

*Great camaraderie & fruit of the vine*

*Lots of tall tales 'neath the full moon shine*

*A BBQ & bonfires - very, very nice*

*So many campers sleeping on ice!*

*Numbers dwindled as the fun took its toll*

*Toasty warm beds or sleeping bag/bed roll*

*Garry McCoy's for breakfast across the way*

*Amazing memorabilia from his racing heyday*

*Scores of Club members gave out a huge cheer*

*Thanks Gary & team we can't wait for next year*



**October long weekend 2nd to 4th October 2021**

**Destination: Miles and Gayndah**

**Day 1 To Miles, accommodation options:**

- Windsor Hotel (07) 4627 1159
- Golden West Motor Inn (07) 4627 1688
- Miles Outback Motel (07) 4627 2100

***Saturday night dinner will be at Windsor Hotel***

**Day 2 Miles to Gayndah, accommodation options:**

- Country Roads Motel (07) 4140 8230
- Colonial Motel (07) 4161 1999

***Sunday night dinner will be either at Country Roads Motel or Grand Hotel***

***Stay tuned for ride options, or make your own way there, either way it will be a fun weekend!!***



The photo competition runs from April 2021 for 12 months, send your pics in to us by 25th August for the fifth 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 sixth round is ***“Wild Kingdom”*** - send us your riding with wildlife shots - ***yes, that includes bears Meredith & Steve!! Other Editor: No it bloody doesn't.***
- 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](mailto:editor@bmwmcq.org.au) with your name, the photo, and photo details by the 25th of each month to have your photo included in that month's competition - no correspondence will be entered into.
- Entries will be judged by the Editors of this Journal who will of course be ineligible to enter (and will resist all but the most tempting bribes...)

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

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



*The Winner of the fifth month "Rally the Troops" Photo Competition is Jane Gray whose photo features on the front cover. Great photo, thank you!*

*An interesting aside says Jane is that they left their 7 month old at home with Grandparents and it turned out she was 9 weeks pregnant with their twins! Amazing.*

*Below is a great poem by Jane Gray in keeping in the Rally spirit! Thanks Jane, another gem.*

## **RALLY THE TROOPS**

JEGJul2021

***Rally the troops there's fun to be had***

***Gather your things & pack your swag***

***It matters not if you ride or drive***

***There's always a welcome when you arrive***

***Rallies have something for everyone***

***A passionate cause or just for fun***

***Arriving solo - one participates***

***Strangers once but now good mates***

***Making a statement by travelling "en masse"***

***Careful not to provoke or harass***

***Memories of rallies in younger days***

***Discussed & debated in so many ways***

***Various rallies across the world***

***Standing together with banners unfurled***

***Shared interests & passions strike a chord***

***Maybe you'll even win an award***

***Coming together for fun & support***

***Trying to behave & not get caught!***



**Tony Gray, Member #3905**

*“Taken at the 2016 Woolshed Classic Motorcycle Rally at the Jondaryan Woolshed. This wonderful Rally was borne out of the sweat and imagination of our very own Mark Morrissey. Unfortunately this was the last Woolshed Classic Rally as Politics showed it’s dark hand and killed off the Rally.*”

*“There was a silver lining to the story as Mark turned his unbounded energies into his MMM Boxerworks business which has gone from strength to strength over the past 5 years.”*



**John Allan, Member #697**  
*“Budgie smugglers!”*



**Paul Hughes, Member #3126**  
**"The Frigid Digit campfire rallies the troops - FD Mapleton 2019"**

**And to the right: "The pressures of editorial deadlines along with the rigours of inclement weather Rallies the Troops at Toobeah CTR 2020" (It was water.Ish - Ed #1 Becoming a bit of a habit? FD below - Ed #2**





***Merv Bone, Member #3663 has sent these couple of classics with this explanation of the shenanigans: A bit of history, In the 80's the Qld Police went into the Guinness Book of Records for the most Police on a motorbike.***



***“We Rallied the Troops at Surfers Paradise Raceway and had to travel a certain distance (about 400m I think) without anything touching the ground.***

***Several attempts before we made it with 32 officers on the bike. The bike was an XS1100 Yamaha fitted with a steel frame. My wife Kalene is on the right and I am at the top with the sunglasses on.”***



## GEORGE & MAGGIE'S 12TH ANNUAL BISCUIT RIDE



WHERE: GIRRAWEE NATIONAL PARK  
DAY VISITORS AREA (ABOUT 25KM SOUTH  
OF STANTHORPE) AT 10.30 AM ON  
SUNDAY AUGUST 8 2021.

THE EVENT IS BEING ORGANISED BY  
**PETER TODD.**

YOU NEED TO BRING A CUP, HOT  
WATER AND A SPOON.

MANY ATTENDING ARE STAYING IN  
BALLANDEAN OR STANTHORPE THE  
NIGHT BEFORE. SOME MAY CAMP ON  
SITE AT THE NATIONAL PARK.  
SOME PEOPLE WILL RIDE DOWN  
SUNDAY MORNING FROM BRISBANE

PLEASE ENSURE YOU INDICATE ON  
FACEBOOK IF YOU ARE ATTENDING

PUT TOGETHER A GROUP OF FRIENDS  
AND SEE YOU THERE.



MAGGIE STANDING JUST NEAR WHERE  
THE EVENT WILL BE HELD IN THE  
BEAUTIFUL NATIONAL PARK



## *A Tribute to Harold Tapscott - Motorcycling Legend - 100th Birthday*

*By Richard de Groot, Member #769*

**W**ho is Harold Tapscott?

That is the question I asked myself when I read an article on another group's Facebook.

So; I checked out a link to a (Editor: [amazing appropriate here](#)) website created by Harold's son Rocky Tapscott: [Harold Tapscott.com](http://Harold Tapscott.com)



### ***Harold at a Cane Toad Rally***

My interest was then raised a few levels by Harold's achievements; and especially when I scrolled towards the end of the web page and saw a photograph of a BMW Motorcycle Club Queensland banner. Harold was on a Honda CX 500 in the photograph which was taken in the 70's, and there standing near the club banner was our well-known BMWMCQ life member #24 Noel Sopeer. Noel did look just a little younger.



### ***Harold in the Hasting racing team, Sussex 1949***

Harold was not recorded in the club's database as having been a club member. But hell; who expects records from the 60's through to the 80's to be accurate. So, a few telephone calls were made and I eventually contacted long term club member #88 Iain Nye. Iain, just as did Noel Sopeer who I later contacted, remembered the time when Harold was a club member and a regular participant and organiser of club rides. Iain recalled that Harold's daughter often accompanied Harold on club rides.



### ***In full flight at Oxley, QLD in 1952***

I established that in the late 70's and possible sooner and just perhaps a little later, Harold Tapscott was a member of the BMWMCQ. Through the web page I tracked down Rocky. I quickly learned that both Rocky and staff from

the St Vincent's Care Services (SVCS) facility at Maroochydore, where Harold is a long-term resident, were arranging a 100<sup>th</sup> birthday party at the centre to honour Harold. Harold's wife Beryl and family members and SVCS staff hoped to somehow pay tribute to Harold's motorcycling exploits as part of the celebration. Well; I happily informed Rocky; we could do that. Too right we could. We had at least 5 days to complete the arrangements.

race tracks. It was decided; Harry was to have his birthday celebration with a tribute in recognition of his competitive motorcycle racing exploits.



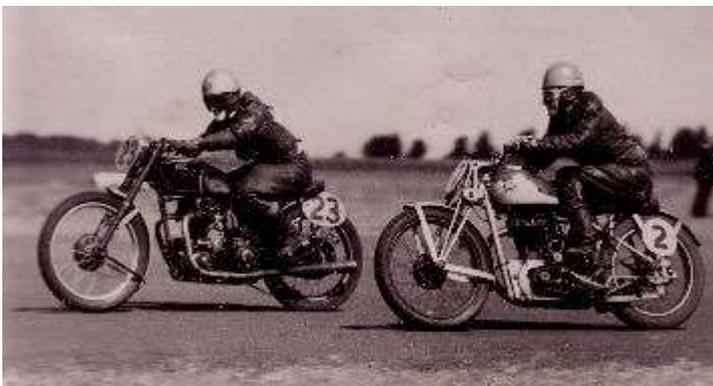
**Start of a scramble at Yarrambat VIC 1940**

So; after contacting our BMWMCQ president Tony Gray, the stage was set for our club to participate in a 'Tribute to Harold' event at Maroochydore on Sunday 18 July 2021.



**Being interviewed in Ballarat Hospital in 1950 after a 90mph collision, slide, and hitting a post**

Interested members of our club and another motorcycle group were requested to muster at the car park of TeamMoto Kawasaki at 10am on Sunday 18 July 2021. And muster they did. By 10:15am 16 club members and friends on 13 motorcycles were ready for the event. Just as a phone call was received to confirm Harold had been moved by portable comfort chair to the designated position on the nearby drive way, about 6 or 7 more motorcyclists arrived on mostly Harley Davidsons and at least one Japanese brand of motorcycle. They were quickly mustered into the pre-arranged lines to participate in the 'Tribute Event'.



**Competing in a road race at Ballarat airstrip, 1951**

The final event had to be one which honoured Harold and conformed to the requests of Harold's family, and the SCVS requirements. And comply with the Covid – 19 restrictions in the Sunshine Coast Local Government Area, naturally. Not a problem. There is always a solution. Harold could be taken out of the facility on 'compassionate grounds' to a nearby location where the event was to be held. We could all work to conform to the Covid – 19 health restrictions. Harold had lived for 100 years, risked life and limb on many motorcycle race tracks of Australia and Europe and survived. Harry was affectionately known as "Harry the Hoon' due to his motorcycling skills on and off the



**Speedway at Swinton, England, 1949**

Just after 10:30am we all rode a short distance from the muster location into the driveway, which is basically a short cul-de-sac with a tight circle turn area at the end. The motorcycles



passed to the left of where Harold was seated, turned behind him and then travelled back past him on the opposite side and then moved into two rows and stopped on the driveway ahead of Harold and others present.



### **After winning the Queensland Grand Prix on a 350 IOM BSA Gold Star, 1952**

Everybody sang 'Happy Birthday' to Harold in their most melodious voice, including other SVCS residents watching on from their balconies. Great applause followed. The absolute look of delight on Harold's face during the event spoke a thousand words. Harold's son Rocky was later to tell me that he had not seen his father so alive and alert in well over a year.

Iain Nye re-connected with Harold's daughter at the event. Over 40 years had passed since they last met. Fantastic!

Grey Gaffney eagerly added to Harold's delight by moving his motorcycle into a close position for Harold to turn the accelerator. That little gesture was of immeasurable value in adding to Harold's memorable day for himself, his family and all the

SVCS staff present. I did suggest to Greg that he should ensure the motorcycle was not in gear. I suspected that given the opportunity, Harold might have taken another ride.

A few days later I received the following text message from Rocky:

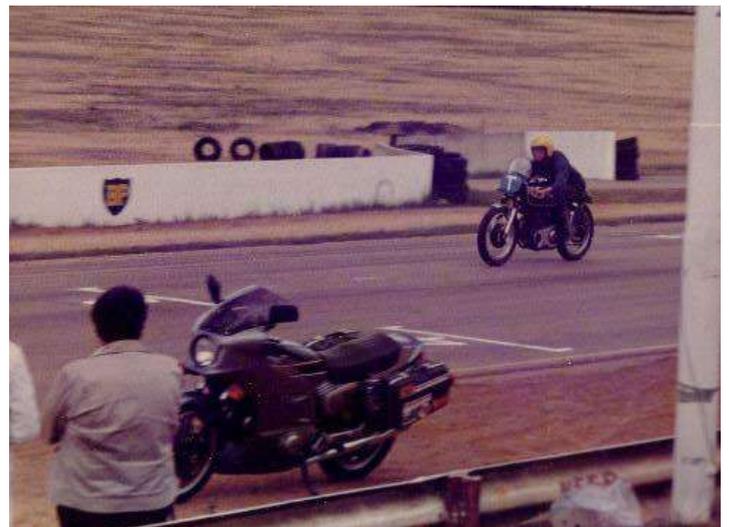
*"Hey Richard on behalf of Mum, my sister Kylie and myself I'd like to thank you and everybody at the BMW Club for arranging such a wonderful celebration for dad's birthday on Sunday.*

*I haven't seen dad so happy for years and the look on his face as the bikes kept coming and rode around him in the courtyard was priceless.*

*Thank you again for everything you did to organise everything and having the guys and girls at the bike shop to make all work. I really appreciate it mate."*

This was a wonderful event to be associated with and I express my appreciation to all the club members and others who helped make this a very special day for Harold, his family and friends. Undoubtedly all who attended thoroughly enjoyed the event.

**Most importantly; it was a hell of a great day for centenarian and motorcycle racing legend, Harold Tapscott.**



### **Demonstration ride on a works 7R AJS at Winton Victoria (near Benalla), ~1980**

The event was recorded by Channel 7 and aired in the news at 1815 hours on Monday 19 July 2021. I recorded the Channel 7 news item and posted it in the BMWMCQ Facebook time line on 19 July 2021.

## [Harold Tapscott 100th - YouTube](#)

I acknowledge BMWMCQ life member Gary Bennett who provided “behind the scenes” assistance and then attended the event and displayed our BMW MCC Queensland banner. The banner included the same club logo as on the photograph of the banner in the web site created by Rocky and on the shirt worn by Harold at a BMW MCC event in the 70’s. Thank you, Gary.

I also express my appreciation to our well-known long term BMWMCQ member and retired professional photographer Jim Campey, for attending the event and taking all the photographs. They are only a few of the many photographs Jim took on the day. Thank you, Jim.

I thank my wife Wendy for her support in organising this event.





# TRIBUTE TO HAROLD TAPSCOTT 100



*Mark Gilmore*



*Noel Sopeer & Jenny Goodwin*



*Richard "Ron Burgundy" de Groot anchoring the Channel 7 broadcast*





*Paul Malcolm followed by Carolyn Byrne, thank heavens someone brought a GS*



*Anton and Janet*





## MORE PHOTO COMP ENTRIES



*Tony Gray, Member #3905*

*“There is no greater ‘Rallying of the Troops’ than the annual pilgrimage to the Isle of Man for the annual TT Races.*”

*The Sea Ferrys’ cross to Douglas IOM from Belfast & Dublin in Ireland and from Liverpool & Heysham in England. We have done them all and this trip in 2012 was Heysham’s turn with the Grey Ghost on Douglas Wharf.”*



*Margreth van Aartsen, Member #4496 - Troops being rallied on a.....*

*“ Ferry crossing on Lake Titicaca, South America. Compass Expeditions Tour 2014.”*

*Geoff Hodge, Member #1652, submitted the below photos of his R1100 RS after returning from the 1994 Philip Island Super Bike Event.*



*And spot Jurgen & Katy at the Australian release of the R1100 RS & R*



*Jim Campey, Member #757 - entered by Richard de Groot on Jim's behalf:*

*Rallying of the Troops to celebrate past member Harold Tapscott's 100th Birthday at SVCS residential aged care facility at Maroochydore.*



*Kim Richter, Member #4548 - Start of Wall to Wall Ride in Sept 2018, an Editor lurking with "The Troops"!*

## *By Paul Hughes, Member #3126*

The Club provides a number of different styles of rides, designed to suit various constraints and address the ride preferences for as many members as possible. Safety is the primary driver and enjoyment is the secondary aspect considered when one of the types of rides are selected for an event. *(Ed - not getting hopelessly lost is assumed part of the "enjoyment"?)*

### **Full Led Ride:**

This type of ride has two volunteers who lead a ride route through urban and rural areas. A Ride Leader and a "Tail End Charlie" research a route, test ride it and then on the day, lead members who don't have to worry about concentrating on complicated navigation. Typically, this method is used for our Monthly club-led ride and our mid-week rides. Navigation is usually by two forms of corner-marking, either leaving a rider to mark the corner or "wait until the following rider appears", depending on the size and experience of the group.

### **Follow a Suggested Route:**

These rides are designed for small groups to get together and follow a predetermined GPS route (supplied by a volunteer prior to the ride) to a known destination. Some members like to ride these singularly and some in groups they arrange. Typically, these rides are long distance country rides such as "Back to the Bush" and other major event rides. The route supplied is only a suggestion (one of many possible) and members are free to adjust according to their needs and wishes. This style of ride provides navigation assistance without the large led ride formality and subsequent varying ride styles.

### **Get Yourself There Rides:**

These rides are where members are provided with an end destination and suggested arrival time. Typically, our Club lunch rides and Coffee Meet Up's fall into this category. This style of ride allows members the greatest freedom to choose routes, departure times and riding styles to suit themselves.

All these types of rides are designed to give our members the greatest choice and provide quality and safe riding.

We are always looking for volunteers to run ride events. Certainly, some planning is required to ensure safety and enjoyment, but it isn't that difficult, there are plenty to help, and you get to ride exactly where you want and show other members your gems. Please don't hesitate to speak to our Events Co-ordinator if you can assist by volunteering to organise an event.



*Ride Leaders Don & Kate showing how it's done.*



**By Richard de Groot, Member #769**

**Written on 4 January 2014 (don't forget that, otherwise it gets confusing) but not published at that time. We are very pleased that Richard has sent it through so you can enjoy and reflect...**

Prior to buying our first BMW motorcycle in 2002 I went along to a BMWMCQ meeting at the German Club in February 2002; just to get a feeling for the club.

I liked what I experienced; so a few days later I confirmed our intended purchase of a beautiful BMW R1150 RT which I had checked out a few days earlier in the showroom of Morgan & Wacker.

At the time I was 53 years of age and although I had been riding motorcycles since I was about 17 (off road of course) and held a license since I was about 20 and had travelled hundreds of thousands of kilometres on motorcycles; I had never travelled far from Queensland. It was my intention to travel the length and breadth of Australia on the R1150 RT; with Wendy as pillion passenger.

And so the journey began.

However; membership of the BMWMCQ was to be an integral part of our motorcycling journey.



A few days ago I posted a thread in regard to the BMW Motorrad Safari Events for 2014; and in posting that thread I reflected on our 12 years of club membership.

Like being a member of any organisation; membership of the BMWMCQ brought with it many memorable experiences, some of which we choose to forget; however by far the enjoyable memorable experiences are tucked away in the memory bank and from time to time are brought to the surface during times of reflection.



When we joined the BMWMCQ (Wendy is also a member) in 2002 the club meetings were held at the German Club. We had about 250 members in the club and eventually we were having around 100 members attending the meetings; mainly I suspect to devour the scrumptious sandwiches, cakes, treats, coffee and tea provided by Greg and Noelene Dunne, at the end of each meeting. The club reimbursed Greg and Noelene for the cost of the food; not for the wonderful time of camaraderie the consumption of which brought post meetings. Nothing could reimburse Greg and Noelene for the enjoyment that time brought to members of the club. Not to mention the German food and beer consumed at the club prior to the meetings. What a wonderful time that was!

And then of course, there were the actual meetings at the German Club. That provided comical relief with the overhead projector running prior to and during the meetings (bringing much laughter) and Tony the 'Gadget Man' providing interesting and fun gadgets for both interest and comical relief to members. And of course, yet another Tony interjecting with various jokes and other



comments. Yes, what fun times they were!

And the club rides. For years Wendy and I attended every Sunday ride to various locations around the south east corner of the state. And we organised and lead many day rides, evening rides and weekend overnight rides. One Sunday ride ended with many members taking low-cost glider flights from Boonah airport. We only stopped because darkness descended on the festivities. That Sunday we all arrived home in Brisbane and elsewhere at around 9 pm. Nobody complained!



Then there were the Saturday night rides to the mountains, the beach, Bribie Island and elsewhere for fish and chips, prawn nights or a BBQ where we took everything BYO, including various battery powered lights. Yep, they were great times. Many members were involved in organising such rides over many years.

And then there were the weekly ten pin bowling nights and the yearly overnight ride and ten pin bowling interclub competition held at Coffs Harbour. Wonderful times!

And of course, we had the Frigid Digits and the Cane Toad rallies. The 3-day Cane Toad rally to Dorrigo. That was one of the best. Some 75 members attended and got right into the navigation competition at Dorrigo. A clue sheet was handed out and members had to identify the various points of interest. Prizes were given for the member identifying the most points of interest. Some long-term members frowned because the rally went

south of the border for the first time! Part of the history of the club now. Problem is that was the last 'Cane Toad' rally of that era. Pity!

And of course, I recall that at that rally the President's wife who was also a motorcyclist was pregnant and travelled to Dorrigo by car; however, went on the back of the President's motorcycle for one particular ride, when she apparently became unwell and commenced to fall from the motorcycle. The President maintained control of the motorcycle and held his wife whilst stopping the motorcycle; thus, averting an incident. No more motorcycle rides for that particular lady for some time after that!

We had the midnight to dawn rallies. The Christmas parties (none were ever cancelled due to lack of interest or lack of anything else). Not until 2013 that is!

Then there were the 'Award' parties. Many awards were perpetual! I wonder where the trophies are now? Seems history can be lost! We had the gala dinner dance night at the Hamilton Ballroom. What a wonderful event that was! Long term members told us that was possibly the best club event ever!



We have had motivated discussions at club meetings about liability insurance and a few other things. All part of the history of the club; however, such forgettable times pale into insignificance when we think of the many memorable times held in the club.

Many people have contributed to the good



## REFLECTIONS - FIRST 12 YEARS



times and rides held by the club. The road rides, the GS rides and the simply unforgettable rides and events. There have been many.

Yes and of course there have been mishaps. Unfortunately, some members have suffered injuries; some permanent. Yes, motorcycling can be dangerous; just as is car travel!

And of course, whilst reflecting on the club and the great times we have enjoyed it would be inexcusable to not reflect on the involvement of many wonderful people who are unfortunately no longer with us. Be they club members or the family of club members. I am sure many readers of this item will reflect on people they knew and meet through club activities; and who are no longer with us. Wonderful people all!

The BMWMCQ has evolved over the time Wendy and I have been members. Nothing stays the same for ever. Good times come and good times go. People come and people go.

The BMWMCQ is a club of people. I guess we all just do our best. Reflection may cause many of us to look inwardly and in so doing there are things we see that we might do differently if we had another go. However, that is not possible and we simply live with the memories of the good times and the great times and the other times we simply choose to push to the back of the memory bank.

Most of all we remember the great times. And great times there have been a plenty in the

BMWMCQ.

Wendy and I have travelled the length and breadth of Australia by motorcycle over the last 12 years and the journey for us continues. Membership of the BMWMCQ has been a significant part of that journey by motorcycle. Yes, there are things I choose to push to the back of the memory bank; however, reflection has made me recall those many wonderful people we have met and the wonderful times we have had as members of the BMWMCQ.



Reflection brings back more and more memories and I realise I have now just only commenced to touch the surface. However, I am not writing a book.

In reflecting I also come to the realisation that at the end of the day all anybody wants out of the club is comraderie, rides, fun, rides, socialising, rides, rides, rides and to hell with the rest; whatever that might be!

The one great positive out of my personal reflection is the memory of all those past members (or members who no longer participate) who have left the club. Why have those members; particularly the long-term members, left the club or chosen to not participate?

I think the challenge to the committee is to get those members back to the BMWMCQ. They have much to offer.

Let the journey continue, Cheers - Richard.



*Above: October 2007, Club Ride  
Below: MC at annual dinner June 2009*



By Tony Gray, Member #3905

The second tool selected in this series was prompted by a comment from our learned co-editor who mused about the club tool list - WTF is an Enduralast Hall Effect Sensor tester? Well for those similarly disposed to our august (indeed it is Tony) co-editor<sup>#1</sup> sit back and be informed.

OK let's go straight to Dr Google and the Wikipedia explanation of a Hall effect sensor:

*A **Hall effect sensor** (or simply **Hall sensor**) is a type of [sensor](#) which detects the presence and magnitude of a [magnetic field](#) using the [Hall Effect](#). The output [voltage](#) of a Hall sensor is directly proportional to the strength of the field. It is named for the American physicist [Edwin Hall](#).*



Right got that? No me either but I am sure Les Fitzpatrick is saying something like 'ho-hum get on with it'. Let's go back to the basics and understand what this tool does and why it resides in the BMWMCQ toolbox.



*The Hall Effect Sensor lives in behind here*

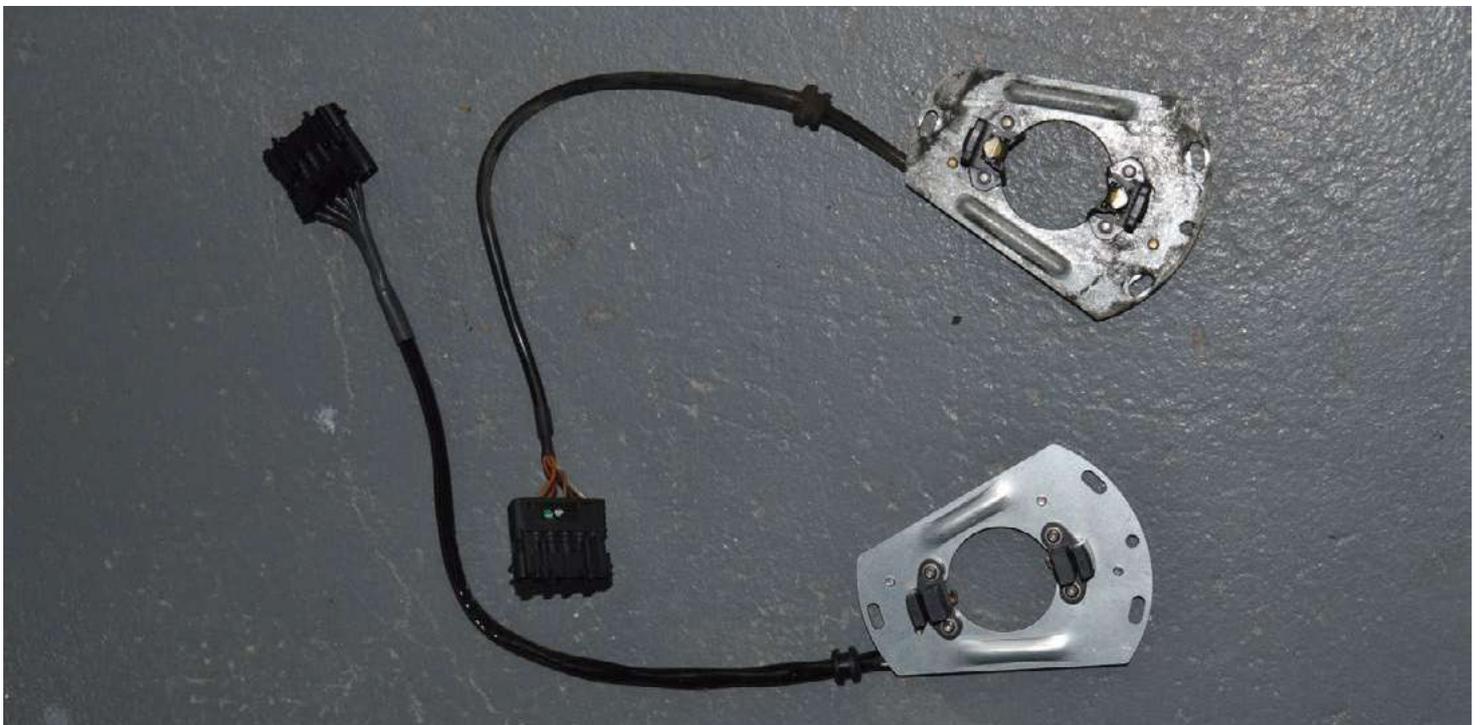
'Older' motorbikes (and that applies to half of my garage) had a simple ignition system that comprised in its most basic form of a battery/ignition coils/contact breakers/spark plug. The element of this simple system that required the most care and attention was the contact breaker. This very simple device could be termed as a switch or trigger that opened and closed with the rotation of the crankshaft to fire the spark plug at the appropriate point in the cranks rotation. The parts of the contact breaker were subject to wear and needed regular maintenance. The advantage of the points system is that they are cheap and you could carry a spare set to affect any required roadside repair. Just ask any 'old' airhead rider as to why they carry the aluminium wrapper from a cigarette packet in their toolkit even though they never smoked!<sup>#2</sup>

Modern bikes have fully sealed electronic ignition systems that do not require any maintenance



**Here it is. This failed one is on an R1100RT**

and are very reliable. If they fail however you stop. They are basically irreparable. There was a 'middle ground' in the transition from the earlier to later form of ignition adopted by BMW in the 80's and 90's that replaced the contact breaker component with a Hall Effect Sensor that basically performed the same task but in a maintenance free component. This Hall Effect Sensor resides in behind the front alternator belt cover and requires the removal of the belt and lower pulley to access. It is basically maintenance free but with age (bikes with this system are typically 25 + years old) components, especially wires become heat affected and fail. This little tool allows the mechanic to plug in the tester (there are two different connector plugs available) and test whether the Hall Effect Sensor is performing its switching function correctly. A replacement costs several hundred \$, so knowing if the Hall sensor is the cause of your ignition problem before shelling out your hard earned is worthwhile. Photos here were of an R1100RT which I had tested and showed the Hall sensor had failed and was replaced.



**Hall Effect Sensors: out with the old, in with the new**

*#1 For those who hadn't joined the dots I have been referring here to Duncan as clearly Cindy has a complete working knowledge and understanding of the Enduralast Hall Effect Sensor Tester.*

*#2 The aluminium wrapping paper was widely use to clean the surface of the two contact faces by closing the points and pulling the paper between the mating faces.*



## By Duncan Bennett, Member #4171

"The only thing we have to fear is crashing our motorcycle...". If Franklin D. Roosevelt had said that rather than about fearing fear itself in his 1933 presidential inaugural address, he would certainly have carried the motorcyclist lobby along with him. Everyone else would perhaps have thought it a bit specific, but nonetheless understood what he was getting at.

Cindy's and my history of crashing is fairly middle-of-the-road, and in fact has often occurred in the middle of the road. Like a Texan BBQ restaurant, ribs and lower joints have been the popular breakage specials, but the strain and bruise "sides" have extended over a much larger menu selection. The physical damage has been reasonably visible and the recovery has been annoying albeit quite short, but what about the mental? Back to the opening sentence from FDR.

Having hurt myself, once the physical damage is behind me the greatest challenge becomes riding in similar circumstances and conditions to the painful previous experience. So some examples:

### Crash 1



### **Crash Site 1: Rainbow Beach Beach**

Four completely fractured ribs from my first crash coming off a hired DR400 on the land side of Rainbow Beach at Double Island Point in 2013 (top birthday present from Cindy). Hadn't been on a bike in years, and not in sand like

that ever. I'd actually made it off the beach, and mentally relaxed on the hard surface with a fine patina of sand over the top. Car heading toward me forced me to change my line, and next thing I knew I'd high sided and landed flat on my back. Three big learnings from this; No.1 is work out what it was you did wrong so you don't ever do it again (I think I touched the front brake while moving to the other side of the track), No.2 is have the right gear on. I didn't figure out No.2 until after Crash 2. No. 3 learning was that adrenalin can get you from Double Island Point to Rainbow Beach town riding through very deep sand with extremely painful broken bones.

This crash certainly didn't improve confidence riding in sand, even though I didn't really crash in the sand, and it took until Tasmania Off-Road Skills training in 2015 near Strahan to overcome the fear of the fine dry granular stuff.

### Crash 2



### **Crash Site 2: Lower Tenthill**

This was July 2015 out near Gatton, Lower Tenthill to be precise. On the bitumen, turning right up another bitumen road. New tyres, not going very fast, things were a bit damp though. What could possibly go wrong? Farm vehicles could have tracked a thin layer of mud into the intersection, and someone could cut the corner a bit, that's what. The front just disappeared, and unfortunately my reflexes were cat-after-triple-shot-expresso-like so as I headed into the low side I managed to get my right foot down. On the outside though, so approximately 350kg



of weight onto the fibula, which is not designed to handle that.

No.1 learning a bit difficult with this one, except watch out in the Lockyer Valley when it's damp. No.2 learning, the boots I had on were old and soft – very comfy but zero ankle support. New boots 8 weeks later when I could get back on again. No.3 learning about adrenalin not really required after the shock had worn off, as many of us know a right fibula is not required for motorcycling so easy to ride home.



### **Ready for the next right hand low side**

Mentally I was a bit fragile after this, and still take a lot of care doing right hand turns at bitumen intersections – especially those that have that little bit of loose gravel.

### **Crash 3**



**Crash Site 3: Bellthorpe West**

Had a good run for a fair while after crash 2, including riding the length of Africa without even a chip in the nail varnish. Then we had a 2018 club lunch ride to Maleny, and another big learning appeared, No.4. When adventure riding, do your navigational homework. The unrehearsed plan was to head up Bellthorpe Road after Woodford, then swing down Kilcoy Lane into Maleny. No worries. Except for the fact that it was a bit wet and that end of Kilcoy Lane only exists on some 1890's town planning sketches. When one comes to a sign with the top shot away but the bottom saying "When Wet" and the hill is both red clay and wet, it doesn't take Stephen Hawking to figure out what the top said.

Getting up "When Wet" hill was an exciting experience, but an experience that should never have been had. We had to turn around due to more red clay sections, and riding down "When Wet" hill with precisely zero traction was also an experience that should never have been had. No.1 serious learning was; should never have ridden down, should have walked the bike down. We successfully did that with Cindy's just to prove our capability to learn the No.1 lesson. Well equipped though – No.2 covered with all the right gear on. No.3 irrelevant as the minor injuries didn't produce adrenalin, which was unfortunate as I needed to pick the damn bike up twice.



**This photo wasn't actually the crash, but shows the wardrobe discolouration and the second drop of The Precious on "When Wet" hill**



No major injury to anything except the wardrobe whiteness even though I landed on the only rock seen that day and had a sore shoulder for a few weeks. This has however been the most mentally challenging crash to come back from, I still freak out a bit on slippery surfaces.

#### **Crash 4**



#### ***Crash Site 4: Bald Knob Road***

This February 2019 crash created the “the faster you are going, the less hurt you get” hypothesis. Completely at odds with all of Newton’s Laws, but I’ve not yet acquired sufficient evidence from watching lots of MotoGP to prove the hypothesis wrong. Riding at 57km/h on Bald Knob Road, went the wrong side of a pothole while looking too far ahead. Suddenly into the grass (still looking well ahead) and next thing I knew I was low-siding along the smooth grassy verge, me and conveyance neatly dropping off the slope to hide from everyone else following on the ride.

Injuries? Nada. None. None at all, except the nearly write-off damage to the poor old Precious II, White Gold which I’d only had for a month. The whole thing happened so quickly that there was no time to tense up. Learnings? No.1 is yes look ahead, but keep scanning a bit closer at the sh#t that will immediately get real, especially on a narrow road. No.2 well covered, a BMW GS Dry suit with awesome padding, and great Forma Terra Evo boots. No.3 totally irrelevant, no amount of adenalin would help

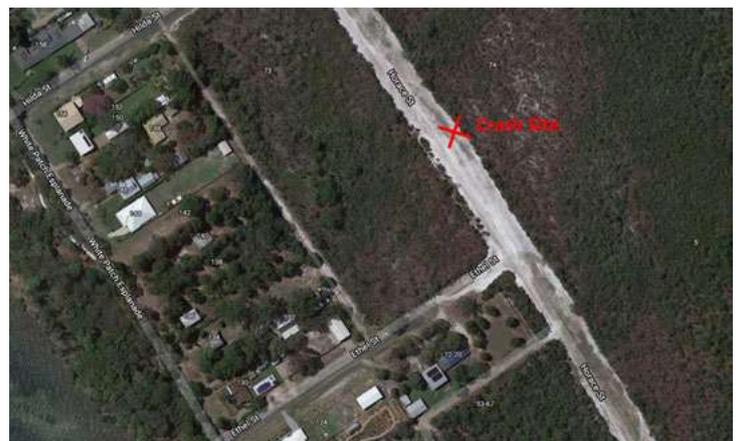
- needed a fit brother-in-law and sister-in-law to drag the “still-rideable but missing a few expensive bits” Precious II up the slope.



#### ***What on earth is that thing?***

The beauty of this crash was the zero mental injuries except for a smashed pride gland. I guess this is a combination of zero physical injuries and the unusual circumstances – I’ve rarely thought about it afterwards but I certainly learned to pay more attention.

#### **Crash 5**



#### ***Crash Site 5: White Patch Training Ground***



This latest crash occurred very recently in July 2021, almost 6 years to the day after Crash No.2. This crash proved why our Golden Rule “don’t take any riding risks just before a planned motorcycle tour” is a Golden Rule. Two weeks out from our Cairns to Cape York trip, with lots of training done and all the right MX gear purchased at huge expense, someone who shall remain nameless decided to have one last training ride on her Yamaha XT250 in the “suburban” sand on Bribie Island at White Patch.

with their super-hero level reflexes managed to get their left foot down on the only hard spot on Bribie Island. Re-learning No.1, don’t give up on sand, you can always recover. Learning No.2 well covered with MX boots on which limited the damage to a cracked fibula – classified as a Weber A fracture, not that the ankle smells of hickory smoked beef unfortunately. No.3 didn’t need any adrenalin and in fact some more breaking of the Golden Rule happened through the white patches as the breaking of the fibula was assumed to be just a bruise.



### **Nameless Prime**

Someone else who shall remain nameless had decided not to do any sand riding because of the Golden Rule. But when Nameless saw Nameless Prime having a bit of fun riding up and down through the white patches, Nameless suddenly found himself on and going quite fast. The challenge with sand can be that it is soft, so when sh#t starts to get real you have to force yourself not to just give in and fall off to a usually soft landing.

Nameless didn’t rise to that challenge, but



Mental injuries? With the Cairns to the Cape York tour put back to the end of August (thank you Covid for making schedule changes so easy), we’re yet to find out. In the meantime, as FDR was trying to say: *The only thing we have to fear is beer itself.*

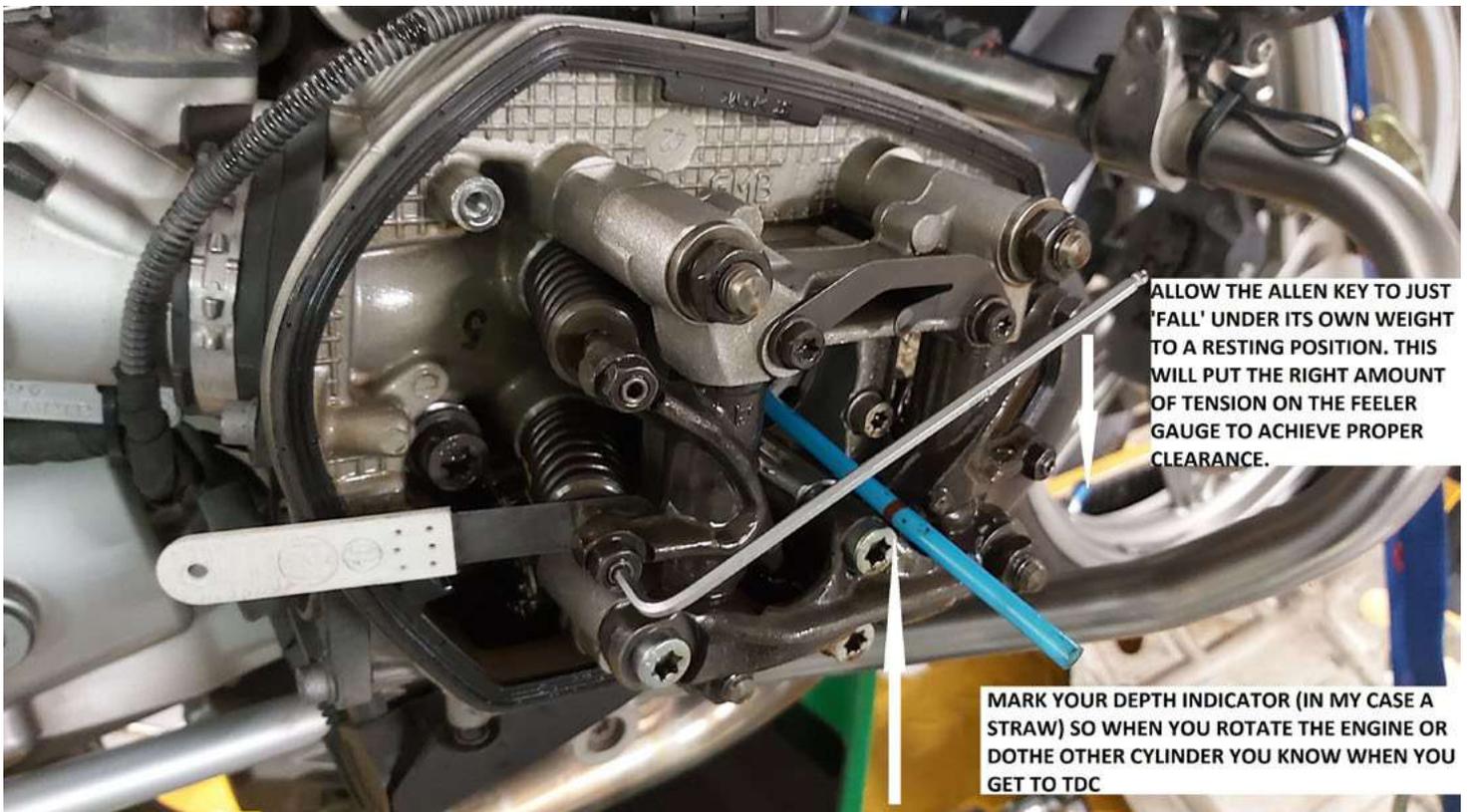


## VALVE ADJUSTMENT

*By Tony Gray, Member #3905*

Here are a couple of useful tips if you are adjusting the screw/locknut tappets on a hexhead R1200 (or any other model with socket head adjusting screws):

1. Insert a drinking straw down the open spark plug hole to indicate when the piston has risen to the top of its stroke. Mark the straw with a felt pen against a part of the cylinder head so that you will always know when it is approaching and has reached the top of its stroke. This applies to any bike not just the hexhead R1200.
2. With the piston at TDC on its compression stroke and the tappets loose, crack open the locknut and put the appropriate feeler gauge into the gap between the rocker arm adjuster and valve stem. Tighten the adjuster screw so that it is just 'loose' against the feeler gauge – now here is the tip – let the allen key you are using to tighten the adjuster screw 'fall' under its own weight from about a 2 o'clock point, to bring the rocker arm adjuster into contact with the feeler gauge. Now hold the allen key and tighten the locknut. You should now have the correct clearance gap.



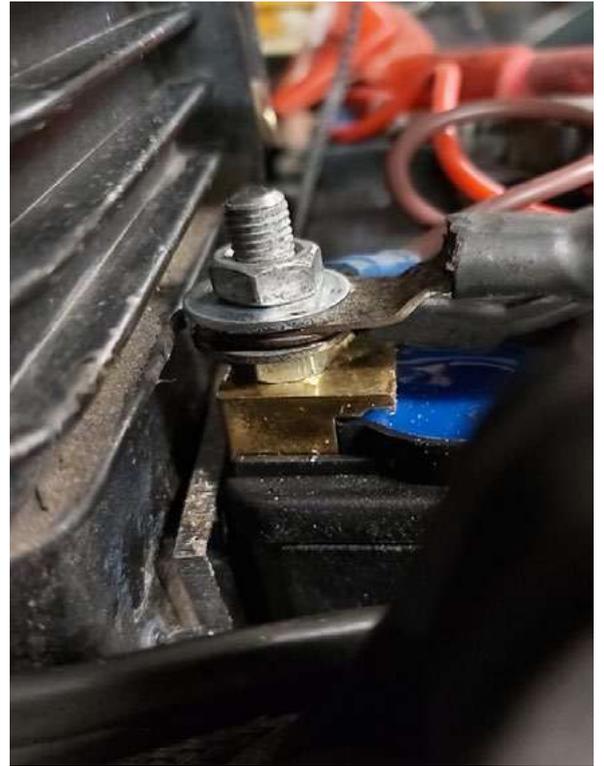
## BATTERIES - WINTER WOES

*By Tony Gray, Member #3905*

It is a fact of life that batteries and cold weather do not mix well together. In my humble experience a battery will fail when I try to fire the bike up for an early ride on a frosty winter's morning. There is a simple explanation for this in that cold conditions slow down the chemical process inside a battery, reducing its ability to hold its charge. It was such a morning this month (June) that the Grey Ghost failed to fire into life. This particular AGM (Absorbent Glass Matt) Deka battery was installed in 2012 so I cannot complain.



I am no expert in relation to the black sciences of energy transfer by way of copper wires – that is why I am in a club and have friends like Les Fitzpatrick who live and breathe this stuff for breakfast. Suffice to say that I only use quality AGM batteries and if one of my bikes is not being used regularly it goes on a slow (1 amp) trickle charge to maintain it at optimum capacity. When removing or replacing your battery always remove the **Black**



negative terminal wire first and reinstate it last to reduce the risk of short circuiting from a 'live' **Red** positive terminal.

There are a couple of tricks I will share that are useful for motorcycle batteries that are often housed in extremely awkward spaces – ask me to show you the battery location on Rex the Kawasaki. The first is to wrap a length of nylon packing tape around the battery to aid in lifting it out of a tight recess. The second tip (again compliments of Les Fitzpatrick) is to replace the short 6mm dia



screws holding the terminals with a 25mm long 6mm stud (cut the head off a steel bolt). Screw the stud into the terminal post then lock down with a hex nut. Slide on a washer then your terminal wire and any other accessory wires and another washer to 'sandwich' the wires, then lock the whole lot down with another hex nut. This makes the process of removing the battery wires so much easier as you do not have to hold the supplied short bolt on the end of a screw driver while you line it up with the threaded hole in the terminal post. Thrust me this little exercise is well worth the effort.



## 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](mailto:res@evansheadbowls.com.au) 02 6682 4343

Evans Head Pacific Motel – Motel rooms- [pacificmotorinn@ozemail.com.au](mailto:pacificmotorinn@ozemail.com.au) 02 6682 4318

Evans head Holiday Park – Cabins, Camping - [evanshead@reflectionsoliday.com.au](mailto: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](mailto: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.**

By Duncan Bennett, Member #4171

After a solid eight days at work on site in FNQ, something was desperately needed to re-balance the work-life see-saw. A mid-week ride starting a mere 12 hours after touching down at the airport? Perfect.

Confession here; Cindy and I had actually done the recon ride with 'His Serene Majesty' Ride Leader Paul a.k.a VP, and although having cruised randomly about the Scenic Rim for years we were blown away by his route.

Away from the unusual meeting place of Springfield Caltex, the 13 bikes plus a few picked up on the way cruised through Greenbank, Beauddezay (coffee imbibed), and hit the Sandy Creek Road, Christmas Creek Road, and Oaky Creek Road to end up creaked out in Rathdowney. Then the true joy - Barney View Road. Magnificent riding and views many of us had never experienced. Plenty of time was taken at the picnic lunch afterwards at Maroon Dam to doff our hats to Paul, a great ride and a lot of fun.



Gary B suggested his bike was that little girl wearing the red dress in the B&W Schindler's List movie. We watched it, and unfortunately Gary none of the soldiers were wearing a Hi-Vis helmet.



Thanks to Gary Bennett and the crew for another fabulous Frigid Digit event last weekend. I am sure a longer story will be in the next Journal but enjoy Gary's trivia below and a few of Richard Maher's pics.



## FRIGID DIGIT-TRIVIA

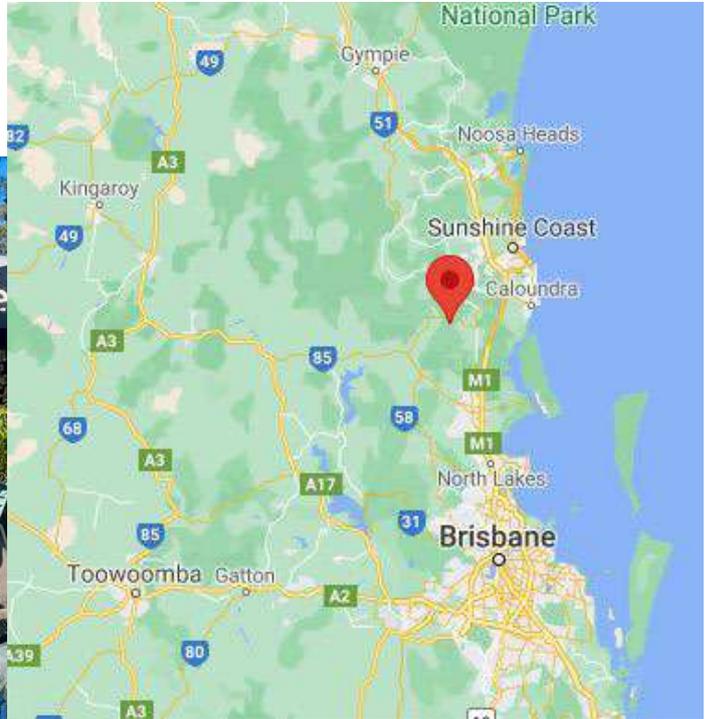
IT'S OFFICIAL - THE FRIGID DIGIT IS THE 2ND LONGEST RUNNING CLUB EVENT (27 YEARS!)

- The first three events were not a mystery.
- **It has rained only twice** on the Saturday night, 1996 (went ahead) and 2020 (postponed).
- It rained on the way to Yarramalong (2014), but the rain cleared for the rest of the weekend.
- There has been **only one accident** and that was by the "organiser" in 2010 who wasn't paying attention.
- There have been **282 different people** experience the "Frigid Digit", travelling approx 6000km (to destination).
- Tonly Malone (Life Member), Jurgen Harmsen and Noel Sopeer (Life Member) have done 13 Frigid Digit's each.
- The largest attendance was in 2009 at Binna Burra Lodge where 83 members attended.
- The coldest event was the first one in 1995. The **temperature was -6 deg.**
- Below zero has been achieved at five other Frigid Digits.

# SUNNY COAST BRUNCH RIDE

AUGUST 2021

31st July was the first in a new concept of Brunch rides on the Sunshine Coast. A great line up of "old" members and some attending their first Club outing. Come along to the next one in September at Eudlo (details in Events section). Thanks to Steve and Mandy Maney for organising! (photos provided by VP Paul)





## By Gary Bennett, Member #509

In the last journal the “Breakfast with Ronnie Biggs” club ride was mentioned and a few members wouldn’t know what that ride was about, well I can tell you as I was the organiser of it.

It was the first ride I organised as a relatively new club member in July 2001. Ronald Biggs, the infamous British train robber had just handed himself in after living in Rio for many years and one of the local radio stations found a cafe in Redcliffe that was owned by a gentleman named Ronald Biggs. They interviewed him and it was revealed that he had all-you-can-eat breakfasts for \$5, so Teena and I decided we would go there and see what it was like. It was great; a great location looking out over the Jetty and Moreton Bay and it was a great breakfast. I was time poor back then and putting on a breakfast ride close to Brisbane suited me so I could be home before lunch to mow the lawns etc. I actually led a ride after on that first event and then the subsequent write up for the Journal, ***which appears on the following page.*** The ride was an annual event in July and ran for 10 years, the cafe changed hands a few times and the priced climbed and they eventually dropped the all-you-can-eat. So we called it quits. The moral of this story is, if you are a new member all you need is a destination, an enjoyable way to get there, put it up on facebook and club members will roll up. The next ride I organised was my first weekender... I’ll leave that story for next month.





## Breakfast with Ronnie Biggs

July's Club Ride was a breakfast at the Jetty Café in Redcliffe owned by Ronald Biggs. Although he is English and about the same age, he is not the infamous train robber. With the day's temperature starting at 3°, I thought it would be an excellent opportunity to try some of my "Frigid Digit" clobber. Most of the 21 bikes and 30 people that attended the breakfast met at the round-about, under the Gateway Arterial Road at Boondall, before heading off to Redcliffe (see photo below). Ron had reserved some tables out in the sun for us and by the time we had the 'all-you-can-eat' \$5 breakfast we were all thawed out. There were lots of faces that I had not seen before, including our 4-year around the world adventurers Ken & Carol, as well as a German couple on an R100 with sidecar, also travelling around the world.

After breakfast 11 bikes made their way to the Glass House Mountains Lookout via Caboolture, then north along Old Gympie Road. Traffic Lights and Club Rides don't mix well at all and we experienced a couple of rebel lights that temporarily fragmented the group. Both sets of lights only let one car and one or two bikes through before turning red again. Upon arrival at the lookout, I discovered that, although I was the lead rider, a large number of the group had already arrived. After being held up by the rebel set of lights in Caboolture, they missed the scenic route turn off and proceeded along the more direct road to the lookout (but they didn't get lost). It was a clear day and the view was spectacular.

Someone in a Mazda 626 provided the entertainment by trying to park down the side of the mountain. Fortunately his brakes, in the form of a large guide post, was firmly embedded into his front bumper bar. The new ding to the front bumper didn't look out of place as it blended in well with the rest of the car which looked like it had spent some time doing laps with *Bommers* at the Archerfield Speedway. Tony Cuffe almost filled his undies as he thought for a brief moment that the car had hit his K12LT, which was parked right beside the car. With the time being about

11.30, some had other commitments and bid farewell. The remaining seven bikes headed off on the second leg of the ride to the final destination of Montville.

We proceeded north to Coochin Creek. It was at this point that we lost our German visitors. Rob and Alaine, desperate for fuel, turned left instead of right to refuel in a servo nearby, the visitors must have seen them turn left and made the left turn also but didn't see Rob in the servo. We're still not sure whether they took a wrong turn or whether they knew where they were going as the road they took would actually take them right past where they were staying at D'Aguiar.

With six bikes remaining we had a pleasant ride north, through Beerwah, Landsborough and the Mooloolah Valley. It was at this point that the second piece of entertainment happened. After turning right in Mooloolah and just out of town heading towards Palmwoods, we came across a "lone ranger" (on horseback of course). As I approached him he was signalling me to slow down, which we did thinking he wanted to speak to us, but the closer I got the more it became obvious that his horse was being spooked by our Bavarian iron horses and communication between the nags was impossible. Peter, who was following me on his R65, was the last straw for the horse and he reared up, tossing the rider off. Now, Peter and I were unaware at this stage as to what had happened, but we were curious as to where the rest of the bikes were, so we waited in the next town down the road, Eudlo. They eventually arrived and told us what had happened and that they had stopped to lend a hand to catch the run-away horse (the rider was not injured).

The ride proceeded through beautiful rainforests to Palmwoods then up the range to Montville. We stopped and had a drink and a light snack in one of the many cafés, then parted company and found our own ways home.

This being my organising debut, I would like to thank all that attended and I hope that you all enjoyed yourselves as much as I did. My next effort is the Mt. Warning Weekender and I hope to see you all there.

*Words by Gary Bennett / Photo by Tony Cuffe*



Waiting at the round-about





## **TYRE REPAIR - THE BLACK ART EXPLAINED**

***By Tony Gray, Member #3905***

If you ride your motorbike any further than the corner coffee shop then you should carry a tyre repair kit with you and know how to use it effectively. Cars have the advantage of room to carry a spare wheel (or they did have before the marketing and accounts departments introduced space saver wheels and run flat tyres).

Here is a comprehensive list of what you should carry:

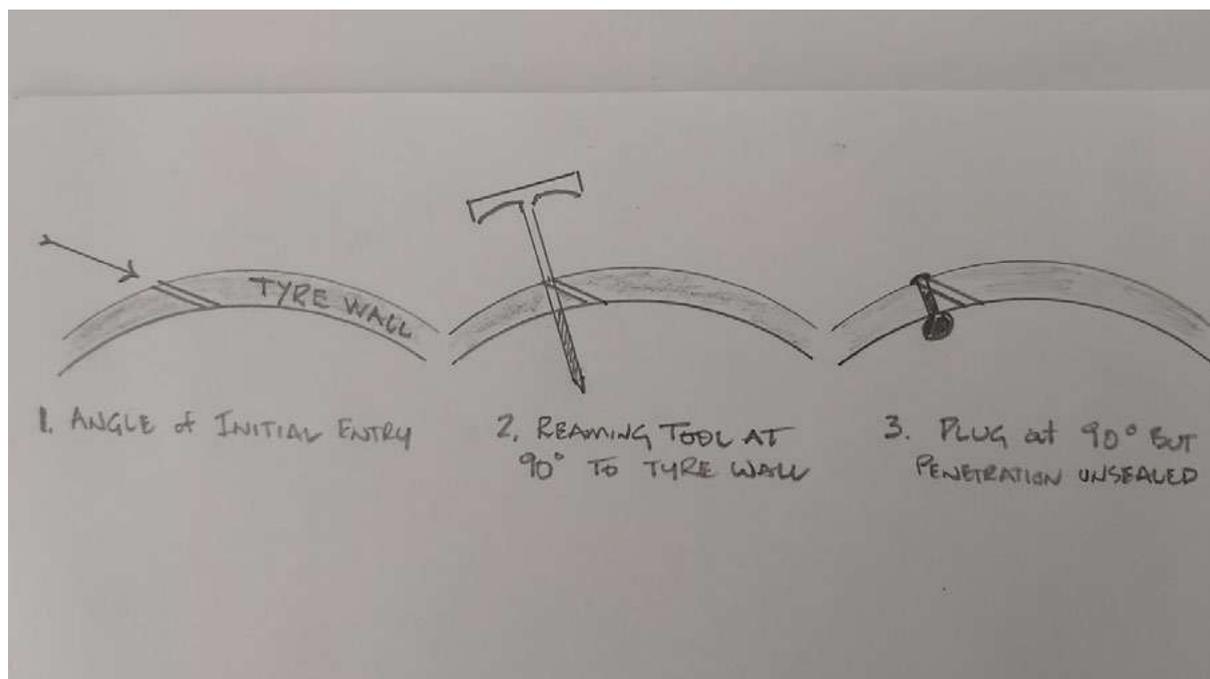
1. The 'traditional' tubeless tyre repair kit that should contain repair strings (plugs) and glue, a reaming tool, an inserting tool and a sharp bladed trimming tool. Alternative screw & snap inserts are also available (Cargol Brand).
2. A means of getting air back into the tyre. This may be an electric compressor, a foot or hand pump and/or compressed air cylinders with a valve adapter to connect to the tyre valve.
3. Spare tyre valves and a valve insertion tool.
4. Water.
5. A pencil type tyre gauge.
6. A probe to test the angle of the puncture.

There are some things to consider when choosing your inflation device. An electric compressor runs off your bike's battery so the engine should be running while using the compressor so you don't drain the battery. That is fine with a liquid cooled bike but not so for an air cooled bike that will quickly overheat if run at idle for any extended length of time especially in hot weather. Compressed CO<sub>2</sub> cylinders are 'one use' so having a 'back up' especially on a long trip should be considered. It will require 4 of the standard cylinders to inflate a 150 rear tyre to approx. 30psi. ie 7-8 psi / cylinder. Beware that compressed gas releasing from these cylinders is extremely cold so hand protection is required.

Now you are riding along and you get that 'my rear end is sliding around' feeling. Fortunately most punctures affect the rear wheel as the front wheel 'flicks' up the sharp object and presents to the rear wheel ready to create maximum carnage. Most times the cause of your sudden deflation will be visibly obvious – a screw or nail imbedded in your tyre. If no obvious obstruction and the tyre is still partially inflated then listen for air escaping. If you cannot hear any noise then applying water (soapy water is best) around the tyre progressively may let you see bubbles forming where the air is escaping. If still no success or your tyre has fully deflated then introduce more air to the tyre to trace the leak location. A faulty valve may be the culprit? Remove the valve cap and cover the opening with spittle – escaping air will blow out the spittle 'bubble'. A faulty valve has to be unscrewed with the special tool and new valve inserted in the reverse manner.

OK you have found the source of the leak. As you remove the obstruction check the angle that it entered the tyre. If the obstruction does not provide any evidence of the angle of entry then probe the hole gently with a stiff small diameter probe. Something like coat-hanger wire would be suitable. If the sharp object has entered the tyre at an angle and you push the reaming tool it at right angles to the tyre then it is very unlikely you will get an effective seal. Thanks to Club Life Member Tony Malone for this insight. This exact scenario happened to Tony on his R1200RT and eventually resulted in a ride home in an RACQ recovery truck.





Next use the reaming tool to clean out the hole. The tyre may not be fully deflated. It is possible to repair the tyre while it still retains air. It may make the insertion of the repair string a bit more difficult but you won't need to reintroduce as much air to get you back on the road. See what works best for you!

Push a repair string through the insertion tool eye to the mid-point of the plug. It may be necessary to open up the eye of the tool slightly to get the plug pushed through. Apply glue to the string then push into the hole leaving a tail exposed. Don't push the whole string into the tyre or you will have to start again with a new string. Wait until the glue 'goes off' meaning it is no longer wet but just tacky. Do not trim the string at this stage. Inflate the tyre and listen for any leak. If no further leak then trim off the excess string just above the tyre face. Leave about 3mm exposed. If you are plugging a split in the tyre and there is still air escaping then it is acceptable to put a second string in against the first. You should be able to see or feel where the air is escaping so plug at that point. The small tubes of rubber glue are one use – they dry out after opening. I use proprietary brand Selleys rubber glue as an alternative. Others have effectively plugged a tyre with no glue but the glue does lubricate the string making it easier to insert.

The screw & snap 'cargol' plugs are straight forward (but quite expensive) – just follow the instructions. This type of plug is hard plastic and gets screwed into the penetration in the tyre then the head is snapped off leaving the threaded plug in the penetration. No glue is required.

Hopefully you will be one of the lucky riders and never have to affect this roadside repair but best to be prepared. I do a lot of miles and I have had half a dozen punctures in the past 10 years. We had an informative test and try session at the last service day so if you missed that session but would like to test your skill level then let me know and I will bring a tyre and repair kit along to a future service day. Here is what a repair plug looks like from the inside of the tyre. Who is Harold Tapscott?





## 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**



***Editor #2 doing some light water-based training on Gus, the 700GS at Mt Cotton***

MMM's BMW BOXERWORKS  
2/ 158 EDMONDSTONE STREET WILSTON,  
Ph: 0439242139  
EMAIL : btcwinds@tpg.com.au



We only work on Air cooled BMW motorcycles  
We can make your Airhead go anywhere you want to. We give advice.  
We offer 12 months warranty on all work. We provide photographic records of all work we do.  
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<https://www.mmmsbmwboxerworks.com.au/>

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

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





- Service on all makes & models
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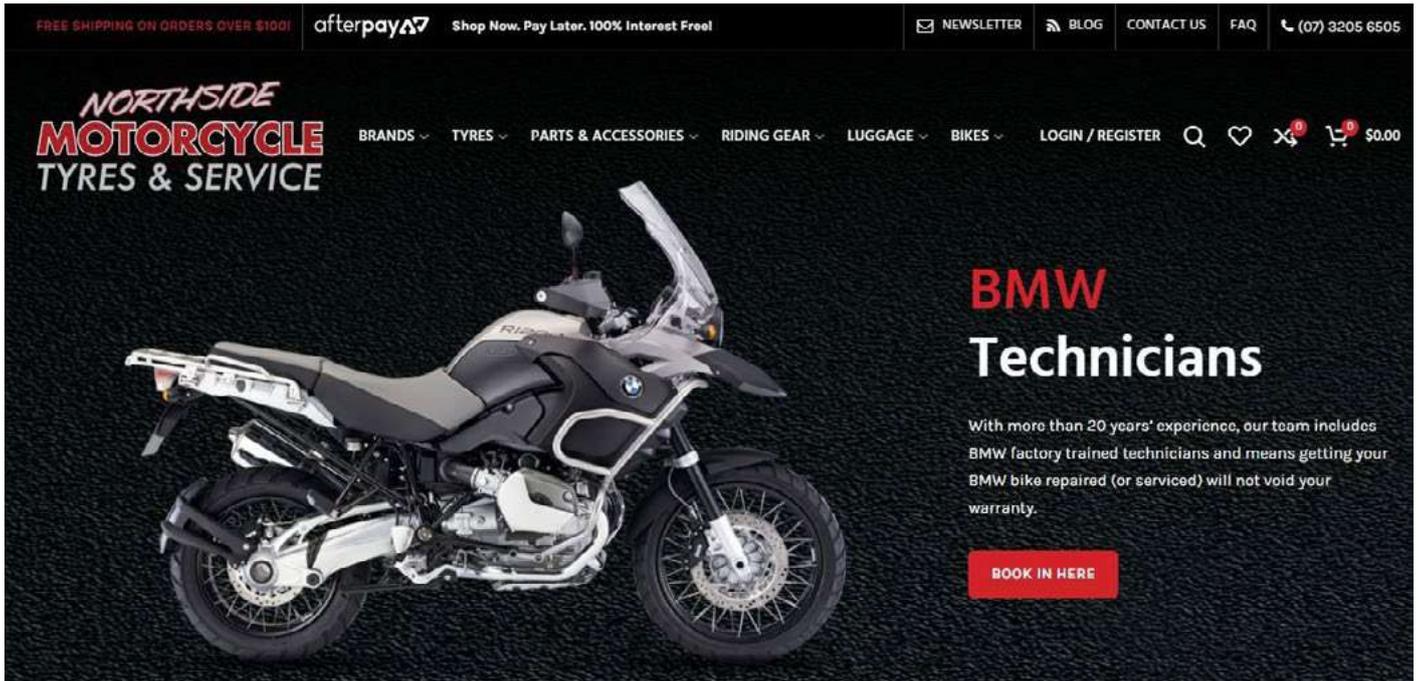
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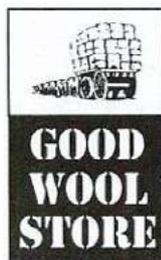
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## Ride On(line).....

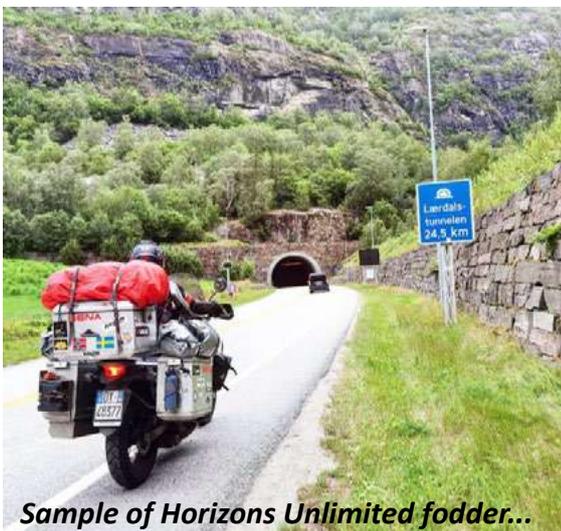
**Cindy Bennett, Member #4170**

Anyone on social media who rides is spoiled for choice when it comes to groups to cater for any category of riding we like to do or indeed any demographic we belong to!

An overland traveller (or planning to be) then **Horizons Unlimited** – both the Facebook and website - is the spot for you to be educated or in these crazy times just to get a fix of the different and exciting locations that others are heading to - Adventure porn?

A local adventure rider? Say hello to **Adventure Riders QLD** and further afield **Adventure Riders Australia** groups. Before we headed down to Tasmania in March I joined the **Motorcycle Tourism Tasmania** Facebook group which gave current ride condition information and helpful hints on accommodation and sightseeing. A very welcoming group with local Tassie riders even offering to escort visitors on 2 wheels out on their favourite roads.

For the female rider, the **East Coast Female Riders** FB group has an eclectic mix of bike styles but with a positive and encouraging focus. Lots of new riders pose questions on different styles of bikes, feedback on gear as well as the group having different area ride groups so members can get out and make some new ride buddies!



Sample of Horizons Unlimited fodder...

I also love the Women's Adventure Riders Australia (**WARA**) group and have met up with some great ladies and it was because of that group I ended up buying my XT250 (but that's another story!)

Of course, our own **BMWMCQ Brisbane Riders Group** Facebook page is a good one to keep track of our events and to share photos and stories with other members.

Although with any form of social media there is a downside – with an occasional keyboard warrior being less than positive when responding to others' queries or turning the question into a blatant criticism of the type of bike or riding style.

Example being recently on Adventure Riders Qld FB page a rider having just brought a 1150GS and asking about off-road tracks in the Gold Coast Hinterland to ride. Responses bagging out the bike as a cruiser rather than an adventure bike a cruel blow to this proud new owner of the 1150 and we all know that any bike can be an adventure bike – it is the willingness of the rider to venture into areas unknown.

However, overall my experiences have been positive and online is a good forum to get quick advice and information – just don't ask for opinions on tyres.....

*Of course we can't forget Instagram!*



From **@motofotofrank2017** - Frank Lindert, a German who has clocked over 240,000km on "Rosy" his R80. Check him out! Photo in Bolivia.



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| The Road to Mali   | Craig Carey-Clinch          |
| No Room for Watermelons  | Ron & Lynne<br>Fellowes     |
| A Motorcycle Courier in the<br>Great War                                 | Captain W.H.L. Watson       |
| Australia Motorcycle Atlas<br>With 200 Top Rides (6 <sup>th</sup> Ed)    | Hema Maps                   |
| Overland Magazines - issue #'s 11; 19; 21; 22; 25;<br>26; 27; 28 and 29. |                             |
| Adventure Bike Rider - issue #'s 44; 46; 51 and 53                       |                             |
| The Touring Motorcycle   | Jeff Ware & Kris<br>Hodgson |
| BMW Twins  | Mick Walker                 |
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**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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