

SEPTEMBER 2021

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BMWMCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

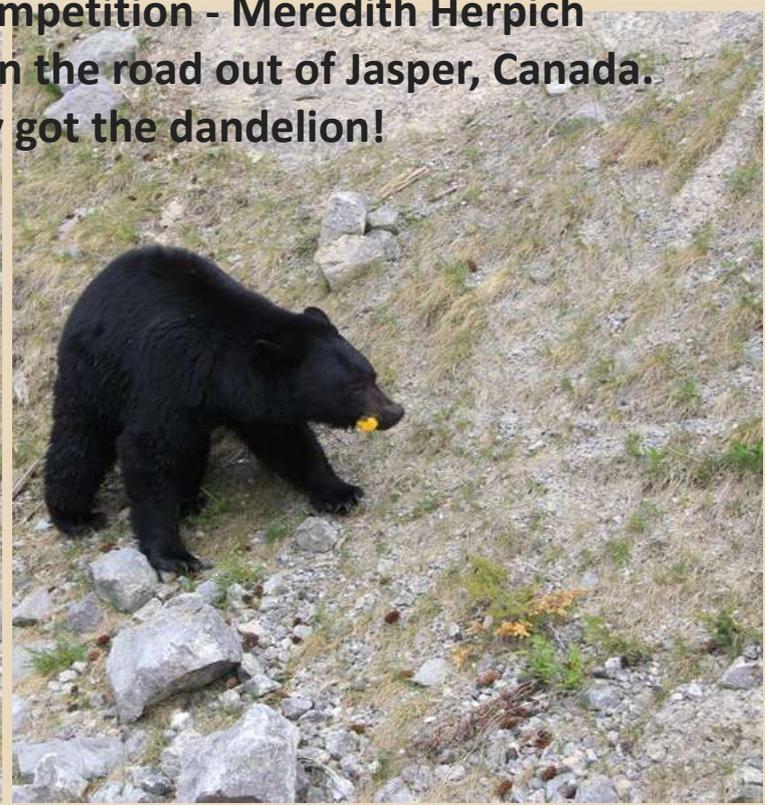
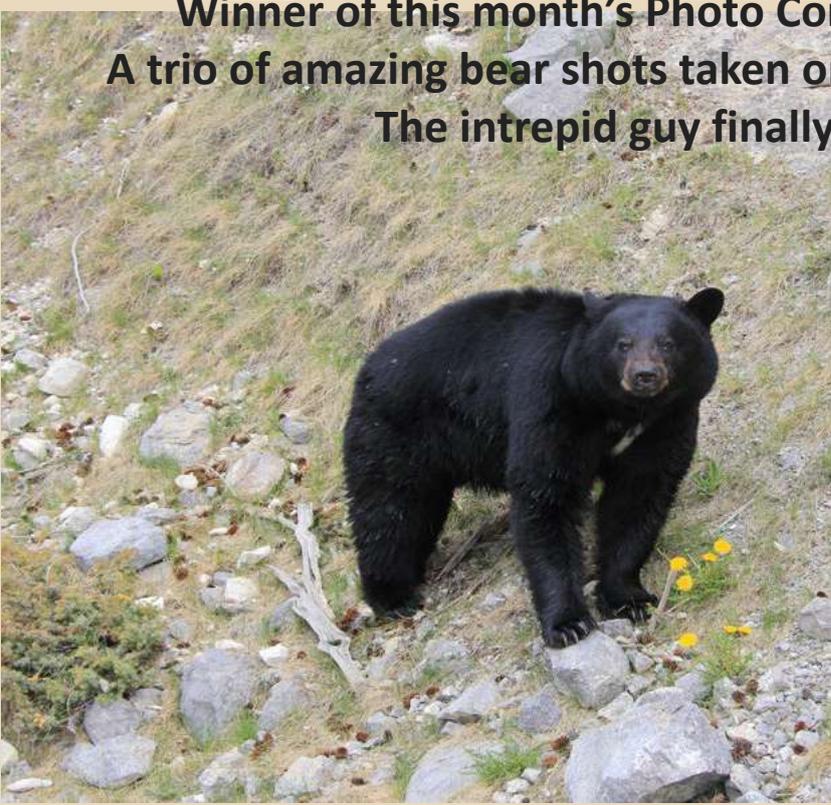
Established 1958



Winner of this month's Photo Competition - Meredith Herpich

A trio of amazing bear shots taken on the road out of Jasper, Canada.

The intrepid guy finally got the dandelion!



THE NEW R 18

SOUL IS ALL THAT MATTERS

TEST RIDE TODAY



**MORGAN &
WACKER BMW**



BMW Motorcycle Club
of Queensland



BMWMCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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R60/6



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TeamMoto - P.55
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On The Cover

The *Wild Kingdom* winner is Meredith Herpich.
Congratulations to Meredith, 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



Cindy & Duncan Bennett

Editors' Report

August's Journal marked the end of our second year in the editor's chair, and this offering is the first of our third year. Special subject; the bleedin' obvious we hear you say. Yes, we are standing just outside your window so we did hear you. Take that hoodie and slippers off by the way, not appropriate for someone who owns a BMW motorcycle.

We often look over the old Journals and seriously appreciate all those who have come before us. The work to get them assembled, checked, printed, inserted into the wrapping, and mailed out is frankly beyond our imagining and we applaud the effort of all the editors and volunteers of the past. We have two major advantages - there are two of us to share the workload, and we have near absolute control of the schedule because we can post it to ISSUU and send it to Greg to put onto our website the instant it is finished. Not to say that we have a very limited appreciation for months that align the 1st with the GM Thursday, damn you Gregorian calendar!



Our Cairns to Cape York is back on at the end of August, and we are doing it as you read this while sipping your reconstructed macchiato and ringing the bell for your manservant to take your hoodie and slippers away. The July broken ankle healing progressed like I was Deadpool so back on the bike after 3 weeks, and the uber-mild fitness regime re-started after just 3½. A bit like getting a wombat up for the Dakar, but it's the thought rather than any muscle tone or aerobic fitness that counts. Just to make the very first 32km post-recovery ride to work more emotionally interesting it was raining heavily, and so the worn Karoo 3 50:50 tyres added a fair dollop of insecurity to the paranoia pavlova along the ICB. But that is motorcycling; the things that you think will go wrong rarely ever going wrong, and once on and riding Joey de Vivre quickly takes over.

Crocodile and crash-willing we'll do a bit of a write-up for next month's journal, won't be any BMW

photos unfortunately unless we come across some GS's, however you've all come to expect that shortcoming from us.

Cindy & Duncan

Submissions for the Next Journal close 25th September

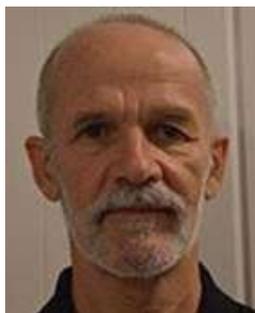
VENUE FOR BMWMCQ GENERAL MEETINGS

GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG

MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM

NEXT MEETING: Thursday 7 October 2021





Tony Gray

President's Report

I don't know what the 'New Normal' that the Politicians keep talking about is going to look like, but I just wish that it would hurry up and get here. The 'Current Normal' in which we are living can be a very difficult world to navigate. It seems like we are just one sneeze away from another lockdown. Having said that, where else would you rather be than in Queensland? The weather is perfect at this time of year and we have freedoms that are the envy of a large part of the Australian population and dare I say – a very large part of the world. Do you need any more reasons to get out on your bike and have some good clean fun?

The club events have been proceeding within the limits and restrictions imposed by the State Government as the Covid situation continues to wax and wane. Your club committee has been called upon to make some difficult calls in relation to events and the decisions taken may not please everybody – they rarely do. The hardest of these was the 'Christmas in July' weekender that morphed into 'Bowties & Bubbles' in August due to a July lockdown. There was a lot of work put into the organisation of this event by Cindy and by our hosts at 'The Oasis' in Kingaroy. We took the decision to run this event as an 'unbranded' event without the BMWMCQ endorsement. Individual members were able to make their own decision to attend or cancel and at the end of the day some 20-odd people had a very enjoyable time and our hosts were very appreciative of the business in what has been a very difficult time for many small businesses.

The Christmas party is always very popular with members and the RSL at Evans Heads has proven to be a very popular destination for the event. Unfortunately it is located in NSW so failing a succession movement from the good people of northern NSW, this event will also be subject to potential Covid border restrictions. It was inconceivable when we made the event booking that

border controls may still be in place in December but such is the dire situation in NSW that that now looms as a possibility. We have decided to retain our booking and encourage all members to consider and book their place for what will be a great night. Be assured that your payment will be fully refunded if the event has to be cancelled. We are looking at a contingency plan at a Queensland site if relocation becomes necessary.

The club gives support to the community through our fund raising efforts for the RFDS, through our runs & weekend events supporting small businesses and through individual members contributing to 'Blood Bikes' and blood donations to name but a few. In these very harsh times for so many people across the country and the globe it is worthwhile reflecting on our very privileged position. A random act of kindness or a donation to a worthy cause can make a world of difference to people's lives.

Enjoy the ride.

Tony

Ha try and hide now you little twat!!!



Where's Wally 2020

©sunnyV.com





BMWMCQ Club Events for SEPTEMBER 2021

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

EXTRAORDINARY EVENTS CALENDAR

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





BMWMCQ Club Events for OCTOBER 2021

Date	Start	Event	Details	Contact
Sat 2 to Mon 4 October	9:00am	Back to the Bush #18	Miles and Gaydah <i>See Ad on page 19</i>	Events Coordinator Mark
Thurs 7 October	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Wed 13 October	9:00am	Mid Week Ride	Springbrook Purling Brook Falls BYO Lunch	Events Coordinator Mark
Sat 16	9:00am	Coffee Meet Up	Collies & Co Samford	Events Coordinator Mark
Sun 24 October	12:30pm	Club Lunch Ride	Maleny Hotel	Events Coordinator Mark
Tues 26 October	6:00pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	Events Coordinator Mark

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



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

Trying times we are living in at the moment. Queensland so far, has had very little interruptions compared to our southern cousins. With that in mind, I have been taking every opportunity to ride out in this beautiful pre-spring weather that I can. Mid-week in the hills has been gorgeous and I have recently revisited some places I haven't been for a while. You never know when the next lockdown might occur, so take any opportunity you can.

We have some exciting events coming up on the club calendar. Tony's Sunrise to Sunset ride is going to a ripper. You can join and leave at any stage. I intend to do the whole day in some fantastic riding routes. Back to the Bush is on October long weekend in both Miles and Gayndah. The recce ride for this event showed what a great weekend this will be. It is a long weekend in Queensland so make sure your accommodation is now booked to ensure you are not disappointed. The postponed George and Maggie Biscuit ride is now rescheduled for Sunday 7 November. I am looking forward to Maggie's famous biscuits. Stanthorpe on the Saturday night seems to be the go and we will organise a meet up dinner in town at the Irish Pub.

Mount Glorious maintains its reputation for keeping Emergency Services very busy with motorcycle crashes. Most appear to be rider's attempts to far exceed their capabilities. Whilst this situation continues, we can expect a very heavy police presence and bagging the QPS on social media will only make them more determined. Last Sunday afternoon was a perfect example of the Western side of the mountain becoming a race-track with very dangerous riding by some. Just stupidity on a public road. I am constantly amazed at the number of riders (not our members) who seem to ride nowhere but to the Café and then home again. There are so many good asphalt and tar roads in SE Qld apart from Mt G.

I hope the September General Meeting will be a "live" one and we get to see everyone again.

Keep safe folks,

Paul



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

G'day Everyone,

I've been away so delegated this report writing to the editors.

Editors: Darryl kindly called to say he was not "at home" and could we write something up for him? Of course we could. We tried to get some understanding of the BMWMCQ financial situation (it's OK) to support our presentation but the noise from the crowd Darryl was in made it difficult to hear; "*the Cayman Islands Rule!*" was heard, or was it "*The Cambooya Pub Rules*"? Swiss banker's accents are always a bit tricky to decipher was the conclusion, he could have been anywhere. We doubted he was at Cambooya though, one of the world's great Tax Havens is always filled with multi-million dollar yachts, celebrities, super models and Lear Jets, limited room for hard-core BMW types out there. Unless we're thinking of the wrong Cambooya?

Ciao,

Darryl's Representatives

Apropos of absolutely nothing - two black BMW's on a road subject to flooding in Kilcoy in 2016 - an epic downpour in a region famous for epic downpours.



Steven Johnson

Secretary's Report

Hi all,
Not much to report except that I've been able to attend the last few meetings.
Cheers,
Steven

BMWMCQ Meeting Minutes - 5 August 2021

Venue: Zoom Meeting

Meeting Opened:	7:30 pm (Zoom Meeting due to COVID Lockdown)
Apologies:	Maggie Rafanowicz, Charlie Brown, Michael Johnson
Minutes of Previous General Meeting:	Accepted: Paul Hughes Seconded: Geoff Hodge
Number of Attendees:	22
New Members (Name & MC):	None recorded for this month
Visitors:	Nil visitors.
Returning Members:	1 x past member re-joined – Andrew Hatcher Welcome back Andrew.
Note to Attending Members	Please forward any questions/issues to be raised at this meeting to Paul Hughes or Greg Gaffney
Treasurer Report:	Approx. \$12.5K in bank account. Term deposit rollover due next month. Not many bills to pay this month. Mention that membership renewals rolling in.
Editor Report:	Send in photos for this month's theme – "Wild Kingdom" Noted by Editors that it would welcome articles along the same theme. Also looking for any articles on any motorcycle theme – e.g. a review on something motorcycle related that was recently purchased. Apology to Geoff Harmon – submitted photo for last month's theme was miss-filed. Photos to be added to this month's Journal. Duncan advised that their Cape York odyssey timing has changed so please get your articles/photos in early. Tony Gray mentioned an article in the Old Bike Australasia magazine on the founder of the BMWMCQ - Harold Tapscott. Well worth a read.
Tools Report:	Next Service Day is 18 September 2021. Rob Wynne may be away for this event however Rob will still provide access for members to attend. (BYO fillet steaks this time) Members encouraged to use the BMQMCQ Facebook forum if anything special required (with respect to tools etc.) Charlie Brown had proposed that club purchase a rolling stool for the servicing day. Tony Gray will bring his own to this service day. Discussion on whether to purchase to follow.
Regalia Report:	Not a lot to report this month Last month's winner of club shirt – Ross Layther (Rosi still has his shirt & awaiting lock-down end for Ross to collect)
Records Report:	260 financial members, with 2 x new members signed up in July

<p>Events Report:</p>	<p>Members encouraged to keep checking the Events tab in Facebook to see latest updates on the following rides/events :</p> <ul style="list-style-type: none"> • Midweek ride (11/08/21) • Xmas in August • Biscuit Ride (currently postponed – revised date TBC) <p>Calendar of events for remainder of 2021 is almost full.</p>
<p>Secretary Report:</p>	<p>A big thank you to Duncan for taking up the gauntlet of interim Club Secretary whilst I am away in Darwin.</p> <p>I will be in Brisbane for the August Committee meeting.</p> <p>Correspondence in:</p> <ul style="list-style-type: none"> • Email forwarded to me from Greg Gaffney from a business promoting metal free bike straps – “Wraptie” <p>Website: www.wraptie.net</p> <p>Opportunity may exist for advertising in our Journal.</p> <p>Don – over to you to follow-up!</p> <ul style="list-style-type: none"> • Paul Hughes sent to Greg Gaffney to insert on our Website, a copy of the Gold Coast Chapter of the BMWMC August Magazine – The Beamer.
<p>Dealer Liaison Report:</p>	<p>Don reports that new bikes are still scarce – mentioned that new GS’s will only become available later this year.</p> <p>Servicing is still tight.</p>
<p>Clubs Australia Report:</p>	<p>Update on Clubs Australia final design for Logo</p> <p>Meeting proposed in Melbourne in November 2021 – Paul Hughes probably attend via Zoom.</p>
<p>Vice Presidents Report:</p>	<p>No report – just update on Clubs Australia</p>
<p>President Report:</p>	<p>Great Journal again this month – thanks to Cindy and Duncan.</p> <p>Members encouraged to utilise Club Facebook forum for advice/information on anything BMW.</p> <p>Less likely to see/read misleading posts & items of peoples personal agendas.</p> <p>Advice to all, can’t ride at the moment but when you can.....</p> <p>Evans Head Xmas Party – Committee to monitor COVID restrictions over the coming months in NSW (& Qld) & update members as appropriate.</p> <p>Planning for the Christmas function at Evan Head is progressing.</p>
<p>Other Events/Buy/Sell/Swap:</p>	<p>Gold Coast Club magazine has a good article on shaft rebuilds.</p>
<p>General Business</p>	<p>Nothing carried forward.</p>
<p>Closed:</p>	<p>8:00 pm, next meeting 2nd September 2021</p>



Greg Gaffney

Records Officer Report

It's a beautiful day and we have just come out of lockdown albeit with some restrictions. Great riding weather and wonderful timing as I have been looking forward to a BBQ with friends today. Had to get onto the State Government Health site to bone up on the current mask wearing requirements today but still better off than down south!

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

Welcome to New Members:

Chris Evans, WYNNUM WEST, F800GS

Michael Myers, CLIFTON, R1200RT

Daniel & (son) Riley Gordon, KALLANGUR

Tony Lightfoot, HERSTON, R1250GSA

Andrew Gale, PELICAN WATERS, R90/6

Craig & Lois Munt, DECEPTION BAY, R1250GS



Steve decided to surprise Rosi at the Frigid Digit with a magnificent motorcycle to celebrate reaching her 19th month as Regalia Officer. Unfortunately he spelled her name wrong on the number plate, so it had to be returned.



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



Rosi Johnson

Regalia Report

Hi all,

Nothing much to report this month except pricing for regalia has been checked, and there are almost no changes.

Cheers, Rosi



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 - \$21
[Swiss](#) charcoal- \$37.50
Note: a bag order small surcharge may apply - talk to Daniel!



[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 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!



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

The Covid Times.

Covid keeps interfering with scheduled events requiring postponement, rescheduling, or cancellation. A Covid cloud hangs over the Christmas Party to be held at Evans Head. If the border remains closed we obviously won't be celebrating Christmas down there. The committee is discussing possible alternative arrangements if we can't travel south of the border.

The September/October club calendar is jam packed with some great events & rides. The best place to see what's on offer is the club's Events Facebook page, or right here in the Journal.

Happy and safe riding.

Mark Mustchin



In preparation for next month's Photo Comp, a "City Life - Beemers in the City" teaser from Gus the F700GS's cruise during Richard de Groot's epic 2018 "Lights & Tastes of Brisbane" ride, at 2000rpm and 35kmh. Looks like he was ignoring Roma St, the William Jolly Bridge, and Milton Road to favour the M3.



ALPHA, BETA, GAMMA, DELTA

JEGJul2021

**Alpha, Beta, Gamma, Delta
How you've made our planet swelter
Run for cover, helter skelter
Try to hide – there's little shelter**

**Vaccines sought with haste & speed
So conscious of our urgent need
Safety precautions we must heed
On that all nations are agreed**

**Thoughts & prayers for those affected
Secret hopes we're not selected
Finding ways to stay connected
Until enough have been injected**

**Will it end? We can't know for sure
But science is doing all & more
Lessons learnt we can't ignore
When it's all over you'll hear us roar**





Well it was to be Christmas in July, uh oh - Lockdown! Then Christmas in July in August (changed to Bubbles & Bow Ties by our hosts in Kingaroy), aaaaand guess what another lockdown - but wait, lockdown eased and confusing messaging around travel to regional areas of Queensland. What best to do, our hosts at Oasis were super keen to have us attend as they'd gone to a lot of work. So a call was made to make it not an "official" Club event due to ambiguity between the "rules" - what was said in the media conference - and the actual rules - the *Direction* said it was OK for us to go anywhere - as a result members could choose to attend if they so desired using an individual risk-based approach.

And attend they did! There were 23 in total who had an excellent night of fun and frivolity. Good food, plentiful drinks and a welcoming venue - what more could we ask for?!

Lets hope Xmas in July 2022 has a less exciting lead-up!





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

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

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

The Winner of the sixth month "Wild Kingdom" Photo Competition is Meredith Herpich, featured on the front cover. Great photo Meredith, those bears finally paid off, thank you!



*Paul Jacobsen, Member #4426
"BMW 1 Pig 0, Arcadia Valley, QLD"*



*Gary Stirling, Member #855
"Just a little bit wild"*

*Richard de Groot, #769 -
taken by Wendy de Groot
"Gone a Droving"*

*We were heading north west
on our R1150 RT on the 2nd
day of our ride to the NT, SA
and WA.*

*The cattle drovers were
nearby with horses,
motorcycles, trucks and
camp.*



*Many memories of crossing paths with cattle, sheep, dingoes, an emu or two, many kangaroos, snakes and one camel; however not recorded on film.
This photograph was taken by my pillion passenger Wendy on the Landsborough Highway, between Tambo and Blackall in June 2006.*



Meredith Herpich, Member #4295

“This was taken in Corsica in 2013 during our first overseas trip. Note, this is NOT a bear! This a standoff, as you can see Steve has already bravely negotiated through this savage horde of goats, and left Meredith to fend for herself!”



Paul Jacobsen, Member #4426
“Mount Bogong in background”



Steve Herpich, Member #4294
"The unreported Montana Bear Massacre. Taken in 2019 on our Canada Trip.

Our little travelling companion Nougat who has been with us on all our overseas was trips was horrified and hid himself in Meredith's helmet."



Paul Jacobsen, Member #4426
"Snowy Mountains brumbys"



Tony Gray, Member #3905

“Taken on our South Island NZ trip in 2014. This NZ sea lion seemed to take an interest in ‘Wyatt’ our rented 2004 R1200RT.

Trivia fact - the WYT number plate was lengthened to WYATT for the name we bestowed on the bike. Wyatt was Peter Fonda’s character in the iconic 1969 film ‘Easy Rider’.

Wyatt was adopted for the role drawing on American West history as a play on Wyatt Earp while Dennis Hopper’s character, Billy, was a draw from Billy the Kid.” Thanks Tony, now we know!

Dave Whale, Member #4185

On the road from Roma to Carnarvon Gorge with the “RBT - Random Bovines Trespassing”!

Finished the day at Theodore having ridden 689km.



GEORGE & MAGGIE'S 12TH ANNUAL BISCUIT RIDE



**WHERE: GIRRAWEE NATIONAL PARK
DAY VISITORS AREA (38 KMS NORTH
OF TENTERFIELD) AT 10.30 AM ON
SUNDAY NOVEMBER 7 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
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 YOUR FRIENDS GROUP
AND SEE YOU THERE.



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



By Duncan Bennett, Member #4171

The aviation industry will perhaps kick up a bit of stink about me blatantly thieving one of their principles developed from lots of years in the air and lots of accidents, but if it even gives just one rider something to think about then I'm sure they'll forgive me.

Most in aviation are familiar with the ANCA hierarchy, and maybe a few of us less elevated types if we've watched a lot of Air Crash Investigation. ANCA stands for **Aviate-Navigate-Communicate-Administrate**. For we motorcyclists, the equivalent is **Rideiate-Navigate-Communicate-Administrate**, so the same but with a made-up first word which everyone will take on board with no hesitation. "Oh, but I only recognise words in the Oxford English Dictionary 1928 first edition!" you counter as you totes unfriend a bro for sexting you.



The BMW R 1250 GSAir

What does ANCA (and RNCA, who remembers who was first?) mean in real life? For aviators, it means that being in control of the aircraft is the most important thing, everything else is lower in the doing order. For we rideiators, it means placing control of the motorcycle above all else, which seems blindingly obvious but most of us can probably remember a moment or two when we've neglected to do that. Being on a nice road, chatting with your bro (the other one, not the one who was sexting you) over your helmet

Bluetooth communicator to tell him what time you'll arrive, and scrolling through your bike's awesome TFT display to check how your Bitcoin is doing (around 1½ fully specced R1250GSA's with Touratech luggage is how it's doing) suddenly become unimportant when you get into the loose gravel on the road shoulder on a bend at speed.

For aviators, navigation is the next most important thing and given they can't just pull over onto the verge when they run out of petrol tickets, they need to get a bit more worried about getting lost than we do. So for us it is rideiate and only look at the GPS when control is ticked off. This situation very nearly brought me undone when I first installed a GPS, the magenta line was so mesmerising as I raced along on a dirt road that when I bothered to look up, I was rideiating along the edge of the table drain, only good luck saved that one. Aviators do have an advantage that they don't have to worry about loose gravel.



A new GPS can be distracting

Communication is a bit more important for our aviating friends than it is for us. It is rare to have to call Maccas and start the conversation with "Mayday, Mayday" to get them to clear all traffic from the drive-thru because you are coming in on fumes. Even being able to communicate from behind the bars beyond making the decision to use both the index and middle finger or just go with the middle is quite recent. Now having a Bluetooth communicator is awesome to listen to Mylie Cyrus or ring to tell your broker to sell your Bitcoin as you ride past M&W, but if it all fails it doesn't add much

drama. Communicators can however be a big distraction from your all-important rideiating overseas when fielding a call from your house-sitter telling you the cat was sick and it needed \$1,800 worth of tests at the vet's.

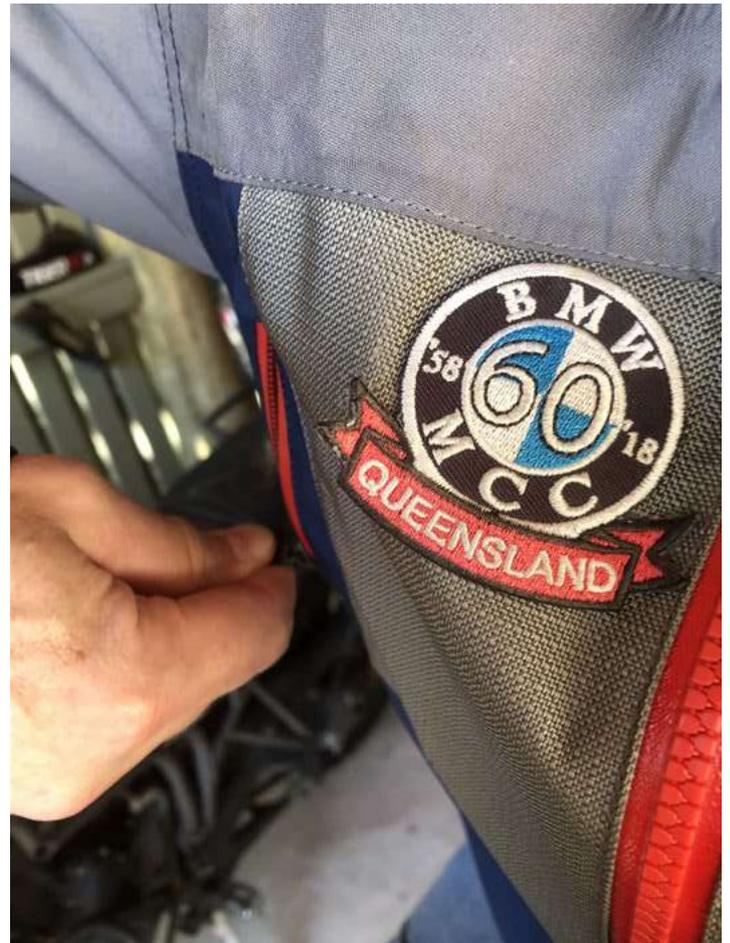


Maccas Drive-Thru Control

Administrate is always at the bottom of any hierarchy of control. Basically this is stuff you do at home when you have reached the seventh circle of boredom, so I assume for aviators is activities like interrupting passengers watching the Finke Desert Race on the in-flight entertainment to tell them what the weather in Darwin will be like when they land. Yes, we all know it will be 30°C like every other day since Gondwanaland broke up, I am coming up there with my nail clippers if we get to the terminal before Toby reaches the finish in Alice Springs. For rideiators, it is playing with the TFT screen and getting across data such as litres/100km to tell everyone that yours is better than theirs or turning the seat warmer onto the high setting just to see if it feels like you've wet yourself.



A "Sword of Damocles" Rider Focusing Rig



Frankly my zip, I knew you'd jam.....

Closing and opening jacket and pant zips on the run is definitely administrative, especially as the bloody things always get stuck half-way along their journey like a hot-spot resident trying to cross a state border. You know you are pushing it too far when you've engaged cruise control and are using both hands to get the zip out of the bog, this is where having a pillion comes in handy to re-engage your attention on rideiating once more.

So Rideiate-NCA all the way, and as motorcycles are only 18 years older than aeroplanes we aren't too upset that the aviators blatantly stole our hierarchy. In fact, if it saves just one aeroplane we rideiators will be happy, and especially so if we are up in Business Class.

rideiate

/'reyedeeriet/

verb

Ride or control a motorcycle.

"How the fire-truck do I rideiate this thing?"





Meredith Herpich, Member #4295

*“Yellowstone National Park
Canada trip 2019:*

*Roaming the carpark at Old
Faithful geyser, where we parked
the bikes.”*



Phil Gresham, Member #460

*“ We were stopped by a large herd of cattle and drovers out of Muttaborra on
our way to Julia Creek via Corfield.*

*Destination was the Off Centre Rally at Lorella Springs in the NT some 1700k
away from Muttaborra.”*



A sincere apology to Geoff Hamon who submitted the below pics last month for the "Rally the Troops" theme. One of the Editors misfiled these great pics and sadly they didn't get published. Please enjoy them now and accept our humble apologies....



2003 Cane Toad Rally held at the [Cania Gorge Tourist Retreat](#)





By Gary Bennett, Member #509

Despite the dreaded Covid19 threatening the last two Frigid Digit (FD) we have been lucky to have been able to stage them both and this year the 22nd Frigid Digit (FD) reached another milestone. The FD has now been running for 27 years, is now officially the second longest running weekender of our club, overtaking the Coffs Harbour Bowling Weekender on 26 years and beaten only by the Cane Toad Rally on 43 years.

The destination of Cooyar for this year was decided two years ago after I attended a ride put on by our "Classic" arm of the club, it ticked a lot of boxes for a mystery weekender as well as an opportunity to inject some money into a village that have opened their arms to the motorcycling community.

This year, after 12 years we moved the starting location from the Mt. Coot-tha Lookout car park to a Picnic Area around the mountain a bit further, this wasn't a successful move and we will find somewhere better next year. A slightly modified leg from the starting location to the Smoko stop at Colleges Crossing proved a winner as there were fewer traffic lights and some great scenery as we travelled around the back of Mt. Coot-tha. When we arrived at Colleges Crossing we were allowed access to the fore-court next to the café to park and display our smorgasbord of beautiful BM's. As always with such talent on display, it attracts the paparazzi in the form of a female photographer who took a liking to Tony Malones' R1200RT. Well, Tony saw this as another career change opportunity into modelling. Tony, you got the smile all sorted but you may need to change the "makeup" you use and work on the poses, but I think there could be a catwalk waiting for you in the future.

The next leg of the journey saw us take a route that was partially used last year, which I really like and because last year's FD was a wet weekend, we didn't get to enjoy it as much as it deserved, so I incorporated it again into this years route. It took us on the ever-popular Pine Mountain Rd., over the hills of Glamorgan Vale,

through Lowood to Gatton/Esk Rd. then into Esk. From there it was up Esk/Hampton Road and even though they have ridiculous speed limits on that road, it's still a great ride. The route then took us on the Perseverance Dam road to Crows Nest for lunch at the popular Old Crow Hotel. We met up with day riders Rick Trenaman and Peter Allen and also Justin Hardy and Carol Gilmore who were continuing on with us to stay at Cooyar. (*Ed - disappointing that you didn't notice a temporarily disabled and very shy member desperately wanting to stay connected with the easy riders.*)

I had some guests join us on the FD this year from the K75/K100/K1100 Forum and two others all riding BM's. There were four in total, which two of them were past members.

After filling our bellies at the pub, we all mounted our steeds and head off on the last leg via Pechey, Goombungee, Evergreen, Quinalow then straight through to Cooyar. Although we seem to have put the GPS dramas behind us this year, my GPS was giving me the silent treatment for the whole journey. I had thought about changing the GPS voice to a male voice, that might have made a difference, but why, I knew where I'm going anyway. Wrong! I took a turn right too soon. The pink line disappeared off the screen and I had five bikes following me. The road was narrow but sealed so I thought, let's just keep going, I had a fair idea where it was going and everything was fine until we hit dirt. After a quick consultation with the three other road bikes, we all agreed to keep going and the bonus was it was a short-cut.

Most riders arrived at the Pub about 3pm, which gave us plenty of time to set up camp, settle in, kick some tyres (that's when I noticed how bad my front tyre was) and have a few drinks before dinner. As the temperature began to drop, it wasn't long before people started to gather around some fire drums with thanks going to our club pyromaniacs. We had a visit from a local homeless guy, complete with his limp, large overcoat and drink??? in a brown paper bag. There was something about him that made me think "I think I know this guy".





Ed - Oh, you did see him!!

The Pub fired up the Barbie and it wasn't long before we could smell that familiar mouth watering smell of an Aussie BBQ. Steaks, sausages, rissoles and union with a variety of salads and there was enough for people to go back for seconds and there was still food left over. The rest of the night was filled with chatter, laughter, music and drinking. The fires were burning 'til just after midnight. At some stage the temperature got down to 4°C during the night, then rose to 10°C in the morning. A perfect day dawned (although a bit warm), we packed up and adjourned to Garry McCoy's Café for breakfast before heading home.

A total of 42 people attended this years FD, 16 were staying in the Pub and 26 were camping.

We had 6 members on their first FD and on the other end of the scale we had Tony Malone (the trainee model) and Jurgen Harmsen who are tied for the most attendances at 13 each.



COOYAR 2021 FRIGID DIGIT

Frigid Digit Trivia

- 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 has been **282 different people** experience the "Frigid Digit", **travelling approx. 6000km** (*calculated to destination only*).
- Tony Malone (*life member*), Jurgen Harmsen and Noel Sopeer (*life member*) have done 13 Frigid Digits 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°C**.
- Below zero has been achieved at five other Frigid Digits.



Meredith Herpich, Member #4295

***“Taken on our European Trip 2013 - an extremely vicious wild looking cow”
The Manghen Pass, Trentino Italy 2047 metres.***



Jane Gray, Member #4300
***“Yellowstone National Park
during our USA/Canada trip in
2015.”***





Steven Johnson, Member #4389

This is a still from Steve's hair-raising video from his trip with the boys to NSW in February this year!



Jane Gray, Member #4300

"Sandfire Roadhouse, WA during our lap around Australia in 2016."





Maintaining our Pride and Joy – our BMW Motorcycles

Our new 2002 R1150 RT was followed by our new 2012 K1600 GTL

By Richard de Groot - Member # 769

I recently asked Richard to provide his tips and tricks for maintaining his pride and joy as it stands out as a well maintained and presented bike on all occasions. Here is his article which covers some very important points. Thank you Richard, much appreciated. *Editor*

The goals I strive to achieve whilst motorcycling –

1. Enjoy the ride.
2. Enjoy the motorcycle.
3. Enjoy the scenery.
4. Enjoy the country.
5. Keep any pillion (Wendy is rarely not with me) safe.
6. Keep myself safe.
7. Don't contribute additional funds to consolidated revenue.
8. Maintain the motorcycle in good condition.



K1600 GTL - 7 years old and app 70,000km

The order is irrelevant; as each goal compliments all the other goals.

An integral part of enjoying all of the goals is to have a well maintained and well-presented motorcycle.

This is how I maintain our motorcycle –

1. Serviced as per scheduled servicing when due by time or distance.
2. Prompt attention to any faults.
3. Replace tyres prior to or when they reach the minimum tyre wear indicators.
4. Wash regularly; however not excessively.
5. Spray first, to remove all loose material, with a soft spray hose.
6. Never use high pressure sprays.
7. Then hand wash by sponge with vehicle wash detergent.
8. Utilise a car brush and or a large paint brush to access hard to get at areas.
9. After hand washing utilising a kerosene-soaked rag to remove road tar from the paintwork, chromed areas, exhaust and wheels.
10. Again, hand washing areas where kerosene has been applied.
11. Rinsing all the motorcycle with a soft spray hose.
12. Wiping all of the motorcycle, including under the seat, by chamois.
13. Once dry, taking the motorcycle for about a 5-kilometre run to remove all water sitting on electrical and other components in areas which cannot be seen nor accessed and where water could cause damage if not removed e.g., electrical connectors, hubs, bearings, brake callipers etc.



Bowden's Lazy Wax Polish

14. However; prior to taking the motorcycle for a run; I run my up-turned hand across painted areas and if the surface feels slightly rough that indicates to me that it is time to apply polish to the motorcycle.

15. I then use a clear spray on polish (presently 'Bowden's Lazy Wax') which does not leave any white residue, on all the painted areas, windscreen and chrome areas. Prior to the polish drying I buff it off with a soft cloth as per the product instructions.

16. When a spray on polish is not available, I use Mr Sheen white goods polish, which is a product I used on all my motorcars and motorcycles from the mid-60s through to recent years when clear spray on and wipe off motor vehicle polish became available.



R1150 RT - 6 years old and app 70,000km

17. Once the motorcycle is polished, I then take it for about a 5-kilometre run as indicated at item 13.

18. The motorcycle is always garaged, when not in use for extended periods, with a cloth sheet cover. Motorcycle covers which can cause the motorcycle to sweat over long periods are only utilised when travelling.

19. The motorcycle is always connected to a battery trickle charger, which goes into a maintenance mode, when the motorcycle is garaged; regardless of any time period.

20. Tyre pressures are maintained and checked regularly whilst the motorcycle is garaged.

21. When travelling the tyre pressures are checked each morning whilst the tyres are cold. With the R1150 RT that was by use of an air compressor and in the case of the K1600 GTL by daily reference to the on-board tyre pressure indicator and by frequent checking and adjusting by use of a service station compressor.

22. When travelling the motorcycle is washed with vehicle detergent (which I carry on the motorcycle) on average about once a week.

23. I NEVER EVER, EVER use any product to wash the windscreen; nor do I permit any good Samaritan to use any product to wash the windscreen, unless I first spray the motorcycle with a soft spray hose, as described in item 5, to remove minute particles of dirt, remains of bugs and road grime; as by doing so will over time graze the windscreen surface. It is best to just leave the items on the windscreen until a hose is available. Many service stations, motels and hotels give access to a hose which can be utilised to wash windscreens whilst travelling.

24. Occasionally; I will use tyre paint (or liquid shoe polish with the sponge brush) to paint the tyre sidewalls.

25. I always replace the motorcycle battery when the battery is 2 years of age. I prefer to replace the battery in a timely period; rather than be held up with a dead battery at some distant location; especially when touring.

26. I always deliver a clean motorcycle to a dealer for servicing.

*Regular maintenance, washing and polishing are the secrets. A motorcycle that **is not regularly maintained** takes considerably more time to detail.*

This all works for me. A motorcycle is meant to be ridden and enjoyed.



By Richard de Groot, Member #769



K1600 GTL - 7 years old and app 70,000km (above and below)



K1600 GTL - 8 years old and app 75,000km Taken at Xmas in July, 2020



R1150 RT - 6 years old at app 70,000km (above and below)





WILD KINGDOM

JEGAUG2021

*Exotic wild creatures roaming here and there
Sometimes they're so impressive you can only stop & stare
Searching through your memories when you've a moment spare
We love to see your photos you're sending in to share*

*Always on the lookout everywhere you ride
You never know what's lurking when touring far & wide
Be it in the suburbs or through the countryside
Creatures of all sizes don't always like to hide*

*Domestic pets are known for making sudden dashes
While kangaroos & emus have caused so many crashes
Cows & sheep more often are found in larger masses
But snakes & smaller wildlife are merely only flashes*

*In various northern places there are bears & moose & deer
And herds of monstrous bison - filling you with awe & fear
You stop & take your chances never venturing too near
For that "special photo" always checking in the rear!*

*Birds of varying colours in flocks a joy to see
Some swirling through the sky in their distinctive "V"
Or riding along the coastline looking out to sea
And spotting whales & dolphins in all their majesty*





By Tony Gray, Member #3905

There can be no more misunderstood component of a 'modern' BMW boxer than the Final Drive. A lot of the blame IMHO can be sheeted home to BMW.

When BMW replaced the 1100/1150 oil-head range of BMW boxer engined bikes in 2004 with the 1200 hex-head range, it completely redesigned the bike. I tend to remember BMW stating that no component transferred across the range. The shaft drive and final drive was of a completely different design and as the old saying goes 'then the fight started'.

Google BMW R1200 Final Drive Issues and you could be forgiven for thinking that all BMW Final Drives are destined to fail – it's just a matter of time! When released in 2004 the final drive unit on the R1200 range did not have an oil drain plug or a filler plug on the final drive unit. There was no maintenance schedule to change the oil on the FD unit or to grease the splines on the shaft drive. The oil capacity of the FD was listed as 220cc. The conclusion to be drawn was that the FD unit was



2004-07 MODELS THE FINAL DRIVE HAS TO BE RELEASED FROM THE PARALEVER ARM AND SWUNG DOWN TO THE 6 O'CLOCK POSITION TO DRAIN THE OIL. NOTE THE DRIVESHAFT AND REAR SPLINE ARE EXPOSED FOR CLEANING AND GREASING.

'sealed for the life of the bike' unless major repair work was to be undertaken.

My own experience with the 'Grey Ghost', my 2007 R1200GS, was one of sublime ignorance in regard to the FD until one day returning from Kingaroy on a club ride I started getting a terrible rumbling from the rear end – no, it wasn't from a spicy vindaloo. A slow ride into Goomeri and inspection showed oil all over the rear of the bike and a clearly collapsed main bearing in the final drive. We returned home in a tilt tray truck courtesy of RACQ. That was in 2017 when the Ghost had 141,000km on the dial. I stripped down the FD which showed the main caged roller bearing collapsed and the main seal torn allowing the oil to escape. Otherwise the casing, crown & pinion gears etc. were all in excellent condition. I priced a full suite of bearings and seals from BMW, decided I was too old to take out a second mortgage on the house, and obtained a second hand unit from a 2009 model with 39,000km to its credit.

To my surprise the replacement FD unit had a plug to drain the oil but the only way to put oil into the FD unit was still via the rear wheel speed sensor as per the earlier models. This was fiddly, but no great problem. On my earlier model there was no drain plug at the bottom of the unit in the 6 o'clock position but a plug at the rear of the FD at the 3 o'clock position. To use that as a 'drain plug' requires the removal of the rear wheel, brake caliper, Paralever arm and speed sensor. The FD unit then can be disconnected from the drive shaft and 'hinged' on the pivot bolt so that the rear plug comes down to the 6 o'clock position to drain the oil.

My research also revealed that BMW had reduced the oil capacity recommendation from 220cc to 180cc. There is a lot of suspicion that the greater oil volume may build up too much pressure in the FD unit and 'blow' the seal. That may have been the cause of my problem? That was not the end of the changes to the FD unit as BMW added a filler hole to later models (I think from 2010 but I could be wrong there) meaning the speed sensor need not be disturbed when changing the oil. It is extremely awkward to remove the speed sensor with the rear wheel in place so I always remove the rear wheel as part of the FD service. This not necessary with the models fitted with a filler plug. Finally on the later wetheads the filler plug was relocated to a convenient location on the rear of the FD unit where it should have been in the first place.



FILLER PLUG ON THE REAR OF PAUL HUGHES WETHEAD. THE SHAFT WAS MOVED TO THE LHS OF THE BIKE ON THE WETHEADS. NOTE THE YELLOW EAR PLUG WHICH PAUL USES TO PLUG AND TEMPORARILY SEAL THE SPEED SENSOR HOLE WHEN LOWERING THE FD IN ORDER TO GREASE THE REAR SPLINES - A SMART IDEA.



My replacement unit has now done approx. 120,000km 'combined' mileage without problem. I change the FD oil every 20,000km using only Castrol Syntrax 75W-90 transmission oil, carefully measured to 180cc. If you have a later model from 2008 on then changing the oil is a simple task. The 2004-2007 models require extra work but this is a straightforward exercise for a reasonably competent home mechanic. The only 'advantage' with the earlier models is that the oil draining process requires you to split the shaft from the final drive so an ideal time for a clean and regrease of the rear splines. That will be covered in a future article.

Give yourself peace of mind and add this to your regular maintenance schedule.



GS911 Diagnostic Tool

By Tony Gray, Member #3905

There is no more popular tool at club service days than the GS911 Diagnostic tool. Contrary to what the name implies, the GS911 tool is suitable for a wide range of BMW motorcycles, not just the GS range. So what does this piece of electronic wizardry do? Let's go straight to the manufacturer's introduction to the tool:

The GS-911 wifi by HEX Microsystems is a Windows PC based diagnostic tool for BMW motorcycles and is well suited to both owners and workshops. It communicates with the control units of your motorcycle and empowers you to do various maintenance and diagnostic tasks. It allows you to read and clear fault codes, see real-time sensor values, reset service reminders, do component function tests, calibrations and much more.

The model owned by the club has capacity to code in an unlimited number of bikes. Cheaper models have a limited 10 bike capacity. The club also has an adapter plug so that the 'round' 7 pin connector of the GS 911 can interface with the 'flat' 16 pin connector of earlier oil-head BMW models. This is very similar to electrical trailer plugs with which most members would be familiar.

The GS911 connects via cable or WiFi to a compact computer which has the GS911 software installed. When connected to your bike via an under-seat plug you are able to read the full history of your bike contained in the bikes 'brain'. The two most popular uses for the tool at service days are to reset service reminders for those who service their own bike, and to check and drill down into any fault codes. Once familiar with the operation it is very easy to navigate the various screens available even for a technology Neanderthal like the writer.

Have a look and ask a question at the next service day – I guarantee that the GS911 will be getting put to good use.



Recently I was lucky enough to win a prize in a Women's Adventure Riders Australia (WARA) raffle. My wonderful prize was a voucher to spend with Nazbags, a QLD based business manufacturing quality canvas bike accessories. I asked Narelle (Naz), the founder to tell us a bit more about her business. **Cindy Bennett, member #4170**

Naz Bags is a small Queensland based business owned by Narelle (Naz) Lyons. Their product range is made from Australian canvas and is proudly hand made in Queensland. The range includes motorcycle soft luggage such as panniers and top bags as well as tool rolls and camping gear.

Naz is a mad keen rider and camper. But also has a design degree so you can see where the mix works for the business. Some years ago she was riding all over our great country on her own, on a dr650 and camping most of the time. While she was travelling she was always wishing she had been able to make her own luggage. Since then Naz has owned a cafe racer, postie bike, went back to an Adventure bike in the Himalayan but now rides an Interceptor with a sidecar.

In 2016 Naz was working doing horse rug repairs and in a quiet period without much work she started developing some ideas using scrap canvas. This started with a tool roll made from camo scraps from Army jeep covers. As soon as she showed them on her own social media many of her riding friends ordered them. Within a month she had a website up and running. It wasn't long before there were panniers and top bags. There are now over 35 products in the range with most available in 8 colours and other options.

With the help of husband, Michael, the business is run from a farm near Aratula but all sales are made online via a website. Not having a shop front helps to keep the prices down and allow the team to get in and work hard without interruption. They are extremely passionate about customer service and will generally modify products for no extra charge. This is made possible by making every product to order.

With the tagline "Australian Made for Adventure" you can bet that Naz and Michael are incredibly proud and carry the Aussie made ethos into as much of their lives as possible. In times like these it is important to be supporting Australian manufacturers.

Narelle has kindly provided a discount code for BMWMCQ Members to use until the end of October, this is: **bmwmc10**



To the left are pics of my raffle prize, a 10 litre canvas fuel bag and bladder! Can't wait to use them.

check out the website below!

www.nazbags.com.au



BMWMCQ Christmas Party 2021 Evans Head

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

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



Date: Saturday 4th December, 2021

Location: Evans Head RSL Club Lower Deck

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

Drinks: Cash Bar

Accommodation Suggestions:

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

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

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

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

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

BSB 124-001

AC 10243020

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

Numbers will be limited so please book early.

SOME RANDOM RIDE PHOTOS

SEPTEMBER 2021



BMW Motorcycle Club of Queensland

43





By Gary Bennett, Member #509



A cartoon provided by Gary which ran in the Journal several years back, a classic!



A browse through the September 2011 Journal brought up this great photo from Bernie Colman's story about "Project George". George and Maggie Rafanowicz had a bike disabling incident on a trip and George had flown down with Gerry Colman to pick it up from Newcastle. Naturally he needed company for the way back which was kindly provided by Bernie, Peter Todd (who we suspect is talking to a random non-motorcyclist in the photo at Cunningham's Gap), Les Fitzpatrick, and Greg Fairbrother.



Year in numbers 2020/21

Despite the challenging circumstances presented by the pandemic, the RFDS has continued to provide vital emergency medical and primary health care services for regional, rural and remote Queenslanders.

In Queensland we have transported 41 patients with COVID precautions. Across Australia, we have conducted more than 3,100 episodes of care for confirmed or suspected COVID-19 patients.

In close collaboration with the Commonwealth and State governments, we have delivered more than 1,600 doses of the COVID-19 vaccine to 25 rural and remote communities in Queensland.

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MORE THAN 190 occasions of care across Queensland each day	MORE THAN 3,300 immunisations administered	MORE THAN 12,100 consultations conducted by RFDS mental health clinicians	1,200 medical chests provided to remote Queensland communities	MORE THAN 12,000 patients transferred each year via aeromedical services	MORE THAN 26,300 patients attended RFDS GP and nurse clinics in Queensland	MORE THAN 16,300 remote consultation calls through our telehealth service	MORE THAN 1,500 consultations by our Dental team
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The furthest corner. The finest care.

Have you managed to catch the new Channel 7 drama series RFDS? Those of us of a “certain age” will recall the original series some 30 years back.

As a proud RFDS employee I have watched the first 3 episodes of the show and was not disappointed, and it is truly great to see an Australian made production which is not another boring reality TV show! The scenery around Broken Hill is also spectacular, and makes me want to visit the outback again as soon as I can.

One of the cast, Justine Clarke - who plays the Base Manager (my role!) actually spent some time at the RFDS Mt Isa Base to get a better grasp of the day-to-day activities of a working Base.

Here’s hoping the show will help bolster support and recognition for the wonderful work of the front-line staff of the RFDS! Remember to throw some cash into the tin on the next Club ride.

So if you haven’t tuned in yet, there is the wonder of Seven Plus to replay the episodes.

Cindy Bennett, #4170



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 micro hill training on Gus, the 700GS at Mt Cotton. Looking down instead of ahead - maybe needs more training :)





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

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<https://www.facebook.com/Boxerworks/videos/544878923382186/>





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



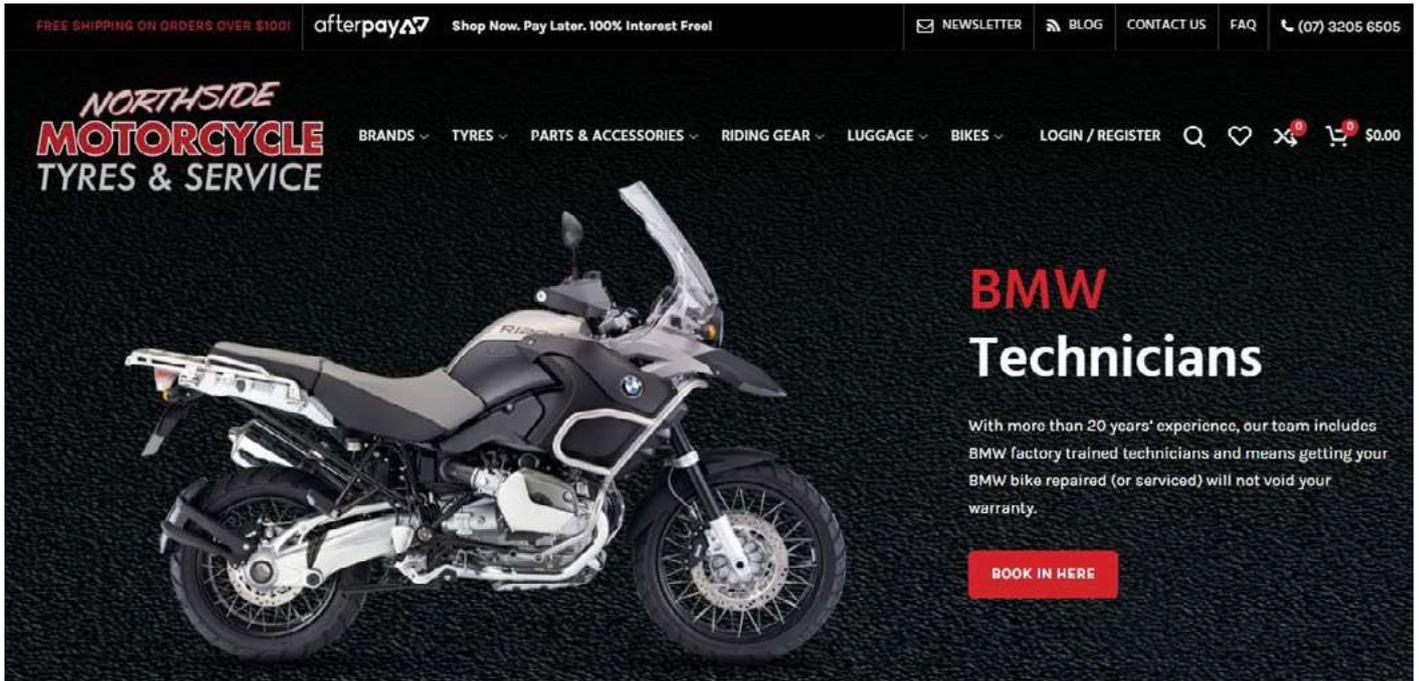
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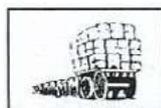
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Bottoms Up!

Cindy Bennett, Member #4170

Country pubs, gotta love 'em.

There is something about arriving on your bike to a welcoming country town pub. If you pick a good 'un the friendly locals take a keen interest in your bike and where you have come from. If they are shy then a few questions about local areas of interest and any good back roads will get them talking.

On one of our trips down into NSW Duncan won the weekly raffle of \$300 at the Merriwa pub, he did get a few withering glances from the locals holding up the bar but when he shouted a round all was forgiven!

The Club Monthly Lunch Rides provide popular and interesting trips to country pubs in the "get yourself there" style of ride, typically within a 200km radius of Brisbane. A recent favourite of mine was the Boreen Point Hotel, a hidden gem.

Australian Road Rider magazine has a popular section called "Pub of the Month" and rated by the number of helmets. Our esteemed Prez has in the past provided a recommended list of venues from his travels as well. Word of mouth is a sure method of discovering that "diamond in the rough" – so long as the Diamond has not changed hands and gone down the drain into the rough....

Although favoured for a meal and some cooling ales, I must say we have had some shockers of nights sleeping in pubs. An unnamed hotel in Narrabri still brings "Vietnam" like flashbacks to us both. The room that was barely big enough for the double bed it contained was stifling hot and the only window in the room wouldn't stay open so we propped it up with a drawer from the half crumbling wardrobe – then the mozzies attacked, so decided that it was best to swelter than be eaten alive. Truly character building!

I have "borrowed" a list of recommended bike friendly country pubs from the Adventure Rider FaceBook page. I have been to a few of these and strongly agree so I am printing the full list provided by the well-travelled gent.

Stockman's Hotel, Texas QLD

Killarney Hotel, Killarney QLD

Yangan Hotel, Yangan QLD

Mary Vale Hotel, Mary Vale QLD

Leichhardt Hotel, Mt Morgan QLD

Yaraka Hotel, Yaraka QLD

Union Hotel Motel, Barcaldine QLD

And for when our Southern borders reopen:

Grafton Hotel, Grafton NSW

Crown Hotel (Ulmarra Hotel), Ulmarra NSW

Club Hotel, Emmaville NSW

Grand Central Hotel, Glen Innes NSW

Port of Bourke Hotel, Bourke NSW

Shindy's Inn, Louth NSW

Tilpa Hotel, Tilpa NSW

Tullamore Hotel, Tullamore NSW

Rabbit Trap Hotel, Albert NSW

Lochinvar Hotel Motel, Lochinvar NSW

Let us know your top recommendations - here's Cheers!





Remembering the fantastic GOMA exhibit Motorcycle Art & Design.

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Extreme Frontiers (Racing Across Canada)	Charley Boorman
What If I Had Never Tried It (The Autobiography)	Valentino Rossi
The Road to Mali	Craig Carey-Clinch
No Room for Watermelons	Ron & Lynne Fellowes
A Motorcycle Courier in the Great War	Captain W.H.L. Watson
Australia Motorcycle Atlas With 200 Top Rides (6 th Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
Adventure Bike Rider - issue #'s 44; 46; 51 and 53	
The Touring Motorcycle	Jeff Ware & Kris Hodgson
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