

NOVEMBER 2021

www.bmwmcq.org.au

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

Established 1958



Winner of this month's Photo Competition - Craig Brennan

BERLIN BUILT

THE BMW R 18

R 18 MY21 / COMP20 with First Edition & Reverse Assistant

\$27,990

RIDE AWAY*

SAVE

\$5,383*



*National recommended promotional Ride Away Price for MY21/COMP20 BMW R 18 model based on NSW delivery with no optional extras or colours other than those listed. Discount off manufacturer's recommended ride away price on MY21/COMP20 BMW R 18 models. R 18 models with specification other than those listed may have a higher or lower price. Offer applies to R 18 motorcycles ordered and delivered between 01.10.2021 and 31.12.2021 at participating BMW Motorrad dealers. While stocks last. Cannot be combined with any other offer. Stock may vary between BMW Motorrad dealers. Price may vary according to individual circumstances and may vary between BMW Motorrad dealers and states/territories. Excludes fleet, government and rental buyers. Consult your participating BMW Motorrad dealer for further details. BMW Group Australia reserves the right to change or extend the offer.



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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R1200GS; K1300R

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Caloundra Motorcycles - P.62
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Good Wool Store - P.64

TeamMoto - P.65
TeamMoto M&W- BACK COVER

On The Cover

The *Into the Rough* winner is Craig Brennan. Congratulations to Craig, whose OMG pic wins \$200 to spend at a sponsor of his choice.



BMW Motorcycle Club
of Queensland



BMW Clubs
International Council



Club Details

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

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

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

Geebung RSL Club
323 Newman Road Geebung

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

BMWMCQ AIMS

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

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

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

DISCLAIMER

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

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

WEB SITE

Visit: www.bmwmcq.org.au



Cindy & Duncan Bennett

Editors' Report

We've done some nasty "into the rough" riding. Surprise is the essence of adventure riding while taking the shortest route between points A and B. You're just cruising along some Farm Roads approved under ISO-666, the Paul Hughes International Standard for Dirt Motorcycling Without Pant Soilage, and 2mm of rain the night before turns it into the 7th circle of hell. Craig's bike on the front cover is in the 9th circle, solely reserved for those who attempt to ride mud on road tyres. This month has had the greatest number of entries for the photo competition so far, proving a lot of members like a little "rough stuff"!!

We've always suspected our Journal is reasonably widely read, ever since a random bloke on a mine site in PNG in 2019 said "those Queensland BMW club people do some amazing rides" while we were randomly talking motorcycles. We did some checking of ISSUU reading stats this month with Ellwood Motorcycle Adventures posting a link to the October Journal on our Cairns to Cape York story. The stats are shown in Cindy's Last Word, which should inspire everyone to get stories in - you truly do inspire people to get out there into the great beyond.

A couple of "into the rough" pics; the first from our jaunt up Mt Buller (last weekend of ski season..."into the cold" more appropriate) on hired BM's (750 and 1250) in 2019, and the second turning Cindy's Blue Betty around at a spot that was far from ideal on the Bridle Track in 2016.....



Submissions for the Next Journal close 25th November

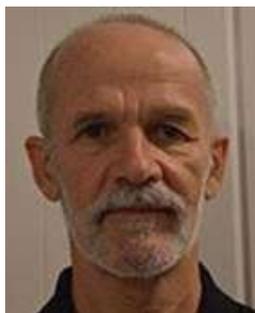
VENUE FOR BMWMCQ GENERAL MEETINGS

GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG

MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM

NEXT MEETING: Thursday 2 December 2021





Tony Gray

President's Report

The weather is certainly heating up as we push through spring towards another Queensland summer – expected to be wetter than normal so humidity will be with us in abundance. We are lucky to live in a region of the world where we can ride year round; you just have to dress according to the conditions. I read a report recently on the consequences of “an off” to an unprotected body. It was not pretty viewing. On the flip side of that of course is the great range of protective gear available on the market. Let the phrase “All the gear, all the time” be your mantra this summer.

October saw the club stage the 18th B2B weekend event and I am very much looking forward to the 12th edition of the Famous ‘George & Maggie Biscuit Ride’ on 7 November. Special thanks to Peter Todd who has taken on the organisation of this cherished event. These events and others like them build club tradition and provide a store of memories to be shared when we gather to relax and reflect.

We have managed to stage a full calendar of events during 2021 but Covid restrictions and shutdowns have caused quite a bit of late minute reorganisation. The major loss of course was the planned Christmas Party at the very popular Evans Head. The committee has put a lot of thought into an alternative event to be held on the same day of Saturday 4 December. This open air event will be held at Forgan Picnic Area within Bullocky Rest Reserve on the banks of Lake Samsonvale. This is to be a lunchtime gathering in order to open up the opportunity for as many club members as possible to gather in a relaxed atmosphere to reflect on the year that was and look forward to the year to come. We have secured exclusive use of a beautiful section of the park to unwind and enjoy the day. Your hard working committee will be running a BBQ with a donation sought to cover the food costs. Any extra donations will be for the benefit of our nominated charity the RFDS. Full details are contained within the journal and the event has been set up on the club FB site. Make sure you add your name to the attendees as we will need accurate numbers for catering purposes. I would love to see you all there.

The ongoing issue of motorcycle road safety continues to haunt us with regular media reports – I write this on the back of the latest report of the deaths of two young men killed in north Brisbane when their moped was run over by a car. Regardless of the reasons or circumstances of any major accident it is the raw statistics that get the attention of the law makers and enforcers. There have been plenty of social media reports of flare ups between riders and the constabulary particularly on weekends and particularly on the popular bike roads in the hinterland areas. Riders feel they are being unfairly targeted and penalised and I would guess that the QPS response would be that they are acting to address the very concerning road toll. There is only ever going to be one winner out of those confrontations. A local action group has been formed to represent riders to the lawmakers – Queensland Motorcycle Council – take a look and see if their objectives interest you. <http://www.queenslandmotorcyclecouncil.com.au/AboutUs/objectives.html>

I wish to finish on a happy family note to report on the safe arrival of Jane and my 15th grandchild on 23 October. Little ‘Summer’ did not want to wait for summer and arrived a few weeks early bringing much happiness and sunshine to her parents and four siblings. Both of her parents were motorcycle riders so maybe a club member of the future.



BMWMCQ Club Events for NOVEMBER 2021

Date	Start	Event	Details	Contact
Thurs 4 Nov.	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 7 Nov.	10:30am	Famous George & Maggie Biscuit Ride	Girraween National Park <i>See Ad on page 30</i>	Peter Todd/Maggie R.
Sat 13 Nov.	9:00am	Coffee Meet Up	Cafe 63, 72 Pickering St Enoggera	Events Coordinator Mark
Thurs 18 Nov.	9:00am	Mid Week Ride	Dayboro to McCoys Cafe, Cooyar	Events Coordinator Mark
Sat 20 Nov.	10:30am	Sunny Coast Brunch Ride	Woodford Gardens, 71 Preston Rd Woodford	Steve Maney
Sun 28 Nov	12:30pm	Club Lunch Ride	Meringandan Hotel, 30 Main Street Meringandan	Events Coordinator Mark
Tues 30 Nov.	6:00pm	German Club Dinner	Brisbane German Club Vulture Street, East Brisbane	Events Coordinator Mark

EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact



Cane Toad Haiku:

Countdown to Cane Toad

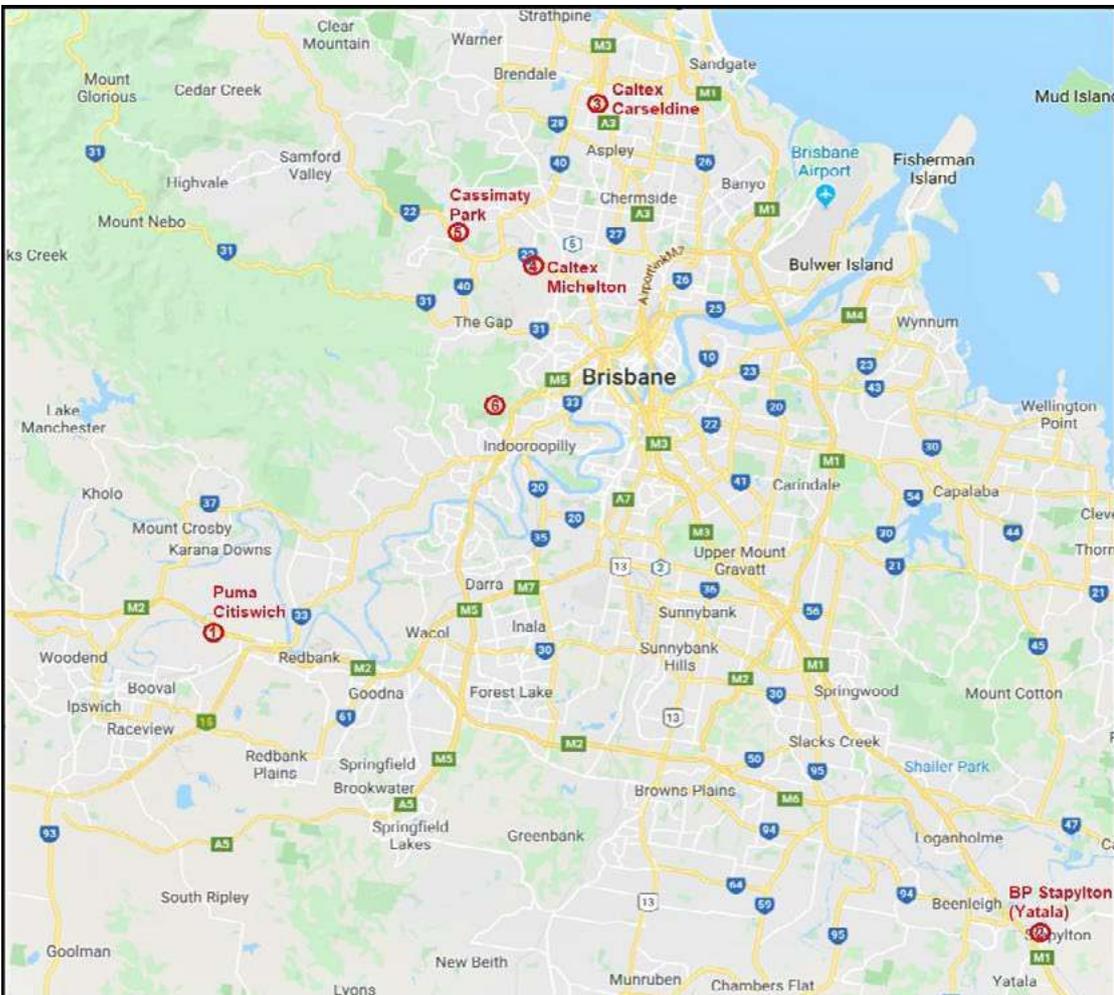
Less than a year away

Time to get planning.....

BMWMCQ Club Events for DECEMBER 2021

Date	Start	Event	Details	Contact
Thurs 2 Dec.	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sat 4 Dec.	11:00am - 3:00pm	End of Year Celebration!	"Bullocky Rest", Lake Samsonvale <i>See Ad on page 19</i>	Events Coordinator Mark
Sat 11 Dec.	9:00am	Coffee Meet Up	Preece's on the Park, Shorncliffe	Events Coordinator Mark
Sat 18 Dec.	10:30am	Sunny Coast Brunch Ride	Destination TBA	Steve Maney
Sun 19 Dec.	12:30pm	Monthly Lunch Ride	Crown Hotel, Maryvale	Events Coordinator Mark

Ride Meeting Spots:



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 4066
6	Brisbane Lookout Mt Coot-tha	



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

I have been pretty active out on the bikes in the last month. We had a really great time at the Back to the Bush and thoroughly enjoyed the Coffee Morning and Lunch ride in October. Great venues and great friends.

Just to reiterate Mark's request in his report - that if you are going to attend an event please indicate on Facebook if you are attending early enough to make accurate venue bookings (for weekend events by Wednesday night would be appreciated). Similarly, if have said you're going and now can't please remove your name from the going list. It helps the organisers to liaise with the venues who often have-to balance our requirements with many other people.

Looking forward to the Biscuit ride on November 7th. This is always a great event and Maggie goes to so much trouble to ensure all the famous scrumptious bikkies are available.

The Motorcycle Safety forum (which a few members were involved in) has presented the results and suggestions to TMR and I believe has been met enthusiastically by them. A higher club participation in rider safety issues is expected.

Keep safe, ride more.

Cheers

Paul



VP's pic of green pastures and blue skies around Maroon Dam



Darryl Gowlett

Treasurer's Report

G'day everyone,

Well that month is done and dusted. My riding consisted of two trips to the blood bank. Sad, isn't it. I mean about the riding – not the blood bank.

We dropped another \$600 this month. Greg has done his bit to get the memberships rolling in, but we had another big hit with the subscription to Issuu, which hosts our magazine for all to see. There's \$110 income for tools which is a reversal of an incorrect expenditure last month, and we sent some flowers to Jenny, Noel Sopeer's better half, because she had an oops and broke some bones, right in the middle of one of our lockdowns, so wasn't allowed visitors.

Keep interested in your career, however humble; it is a real possession in the changing fortunes of time. And for those of you that have forsaken your career for the choice of idleness, keep riding.

Ciao,

Darryl

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

BoQ Balance as at: September 24, 2021		\$ 12,064.81	Year to date		\$ 11,067.37
Income:	Membership	\$ 1,375.00		\$ 10,265.01	
	Advertising	\$ -		\$ 950.00	
	Regalia	\$ -		\$ 27.50	
	Tools	\$ 110.00		\$ 110.00	
	Events	\$ -		\$ 5,166.00	
	Interest	\$ 1.34		\$ 10.66	
	Sundry	\$ -	\$ 1,486.34	\$ 816.28	\$ 17,345.45
			\$ 13,551.15		\$ 28,412.82
Expenses:	Administration	\$ 205.98		\$ 913.65	
	Website	\$ 645.68		\$ 4,197.99	
	Paypal	\$ 23.30		\$ 190.26	
	Regalia	\$ -		\$ 230.54	
	Tools	\$ 126.24		\$ 1,012.91	
	Events	\$ -		\$ 3,315.02	
	Awards	\$ 200.00		\$ 1,008.50	
	Sundry	\$ -			
	Flowers for Life Member	\$ 80.00			
	Library - Hugh Yorston biography	\$ 46.49			
	Issuu	\$ 742.67	\$ 2,070.36	\$ 6,063.16	\$ 16,932.03
Balance			\$ 11,480.79		\$ 11,480.79
BoQ balance at:	October 25, 2021		\$ 11,480.79		\$ 11,480.79
Term deposit:		\$ 20,439.64		\$ 20,352.43	
	Interest	\$ 60.81	\$ 20,500.45	\$ 148.02	\$ 20,500.45
Available:			\$ 31,981.24		\$ 31,981.24



Steven Johnson

Secretary's Report

Another quiet month for receiving mail – nothing! Finally (for now) back from working in Darwin. Rides for us have also been a bit on the quiet side this month with multiple days of baby-sitting duties. Took a short run up to Mount Glorious during the week but that's about it.

Unfortunately we missed the Club ride to Maleny Pub – the Facebook photos posted conveyed an atmosphere of enjoyment (well that's my interpretation).

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

Steven

BMWMCQ General Meeting Minutes – 7 October 2021

Venue: Geebung RSL

Meeting Opened:	7:32 pm
Apologies:	Maggie Rafanowicz, Michael & Ann Arlberg, Charlie Brown, John Allen
Minutes of Previous General Meeting:	Accepted: Geoff Hodge Seconded: Paul Hughes
Number of Attendees:	33
New Members (Name & MC):	John & Lee Ann Boggan R1250 GS, Ian Forse R1200GS
Visitors:	None this month
Returning Members:	Sean Maysey
Treasurer Report:	Short but sweet – balance as previous month
Editor Report:	General thank you for September Journal contributors. Note from Editors – if you don't get a response after submitting an article – text Cindy to let her know. This month's photo theme – "Into the Rough"
Tools Report:	Note to new members regarding Service Days: List of tools for loan is available, Service days held every 2 – 3 months – next Service Day possibly in November (date to be confirmed), Great venue to obtain advice on anything BMW, Motorcycle lift is available, Club has purchased a stool on wheels to avoid awkward bending down when working on your bike, and BBQ proceeds are donated to RFDS. Noted by Tony Gray that the missing 8mm combo spanner has been located safe & well. Well done Rob Wynne
Regalia Report:	Nothing new to report this month
Records Report:	Currently 260 financial members with 8 new members joining in September.
Events Report:	German Club dinner cancelled last week due to lack of attendees – this to be discussed further as to whether event is to be continued. B2B ride hailed a success – check FB for posts and photos. Midweek ride (13 October) destination is Springbrook – check Events tab in FB for meeting point (Springfield Caltex). Coffee meet up for 16 October at Collies & Co Café at Samford – again check the Events tab on the FB page. October lunch ride scheduled for Sunday 24 October – destination being Maleny Hotel. Make your own way or alternatively organise with friends. See you there! German Club is still in the calendar for 26 October at this stage. Biscuit Ride – 7 November. Get in early for accommodation as Stanthorpe books out quickly. Message is always – Check the Facebook Events page for all updates and details.

Secretary Report:	Thanks Paul for checking the Post Office Box in my absence. Only one letter – new member application which was passed onto Greg Gaffney. A letter of thanks received from the RFDS thanking the BMWMCQ for its contribution through the “shake tin” for the amount raised of \$251.85
Dealer Liaison Report:	Don regaled his story of their break-down at Goomeri. Luckily just outside the bakery. Rosi Johnson came to the rescue and ferried Don & Kate to Nambour Railway Station. Les Fitzpatrick provided a loan trailer to collect the bike plus advice on what the problem was likely to be – thanks Les! A big thank you to all that assisted on the day in trying to push start the bike & making sure it was secure for the night. Don to update members at the next meeting as to what was actually the problem & how it was sorted. No opportunities to visit any dealers last month due to widespread travels by Don and Kate (good luck to them)
Clubs Australia Report:	BMW forum on classic cars & bikes available to view at 2:00am Friday 24 September via Facebook. Unfortunately (except for a couple of members) the forum is to be conducted in German.
Vice Presidents Report:	No report this month.
President Report:	<p>Birthday for Charlie Brown by all accounts went off at the Toogoolawah Hotel – Happy birthday Charlie. B2B Weekend – Tony acknowledged Rosi for returning to Goomeri to collect Don and Kate. Thank you Les for technical support & the loan of the trailer.</p> <p>Issue rose regarding the animosity between QPS & some in the motorcycle riding community.</p> <p>Tony received a visit from the editor of the Golden Ride – Chris Robinson.</p> <p>The Golden Ride is a 2008 edition of the 50th anniversary of the BMWMCQ. Copy made available at the meeting for members to read.</p> <p>Evans Head Christmas Party venue has been officially cancelled. Committee has decided on a Christmas picnic lunch at Bullocky’s Rest at Lake Samsonvale on 4 December. Club to subsidise the event with members to contribute – cost to be confirmed.</p> <p>For the upcoming Biscuit Ride, Tony has booked O’Mara’s Hotel in Stanthorpe for dinner in the Beer Garden on the Saturday night.</p> <p>Booking is for 25 persons – will confirm numbers with the venue 1 week prior to the event.</p> <p>A reminder to all contemplating attending – accommodation in Stanthorpe books out fast so don’t delay.</p>
General Business	Richard Maher awarded Garry Bennett a special award for changing from a “K” Series bike to a GS. (all in good humour)
Buy / Swap / Sell	Nothing noted at this meeting
Closed:	8:20 pm, next meeting 4 th November 2021





Greg Gaffney

Records Officer Report

Had a terrific night at the German club last night. After the disruption we have experienced with this venue over the last 18 months it is great to see it back in full swing. I have never seen so many patrons at the club, even all tables outside at the front were full. Great food and great beer.

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

Welcome to New Members:

Tania Shaw, WEST END, **G650GS**

Lee Ann Allen, MITCHELTON

Justin Ashkar, REDLAND BAY

Ezra Hilkiah, CAPALABA, **Honda A.T. Harley FLSE**

Harriet Hughes, TAMBORINE, **R1250GS**

Greg Denman, MALENY, **R1150GS**

Louise Armstrong, PELICAN WATERS

Cobus Viljoen, CARINDALE



Greg getting "into the rough" on a Warrego Rider's adventure in July 2018. Inset the National Hotel Toowoomba, way scarier than anything that happened during the motorcycling.



Bill Luyten

Tool's Report

Service Day

The club has purchased a workshop stool on wheels to be used with the Motorcycle lift stand (Service days). This is sure to help servicing your bikes without over stressing your back.

The next Service Day will be early in the new year as the Christmas season is about to make things busy for us. A date will be announced shortly.

If you have any requests for a special tool or servicing equipment for the club to purchase, please let me know and we'll see what we can do.

Repair Manuals

The Club has various Repair Manuals available to borrow mainly for older bikes.

Tools for loan

There are special tools available including the GS-911Wi-Fi 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

Nothing to report this month, but how about a new t-shirt for the warmer weather?

Happy riding!

Cheers, Rosi

Preview of the new regalia item, dainty cooling fan?!



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 GTL riders to the
yard"* - Kelis side B



[ICE Tee](#) - \$24.50
Cotton
"Figure Huggin' Good" -
Colonel *"I luv creepin out
the Ladies"* Sanders

Bloke Shirts



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



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



[7PIP](#) - \$29.50
100% polyester
*"Everything about this
shirt is Awesome"* -
Emmet Brickowski



[ICE Tee](#) - \$24.50
Cotton
*"I wore a BMWMCQ ICE Tee in
Pulp Fiction"* - Bruce Willis

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

It has been a challenging year but the Club has risen to the challenge, survived and grown stronger.

All the club events have been well supported by existing members and attracted new members. The mid-week ride format of a self catered lunch in an outdoors setting seems to work well and pleases just about everyone.

Octobers Back to the Bush was a well attended, the chosen venues provided great service and meals, everyone enjoyed the ride.

The mid-week ride to Springbrook was attended by 16 club members (13 riders & 3 pillion) despite the wet conditions. We arrived there in the rain and left in the rain which did not stop until we reached Tamborine Village.

I would like to remind everyone who intends to participate in a club event to use the "going" button on the events Facebook page, don't worry about the "Maybe" or the "Can't go" button, we need to know who is going - not who is undecided or can't go. If you don't use Facebook send an email to me to let me know you are attending an event.

This is particularly important when we need to make reservation at venues and advise them of accurate numbers.

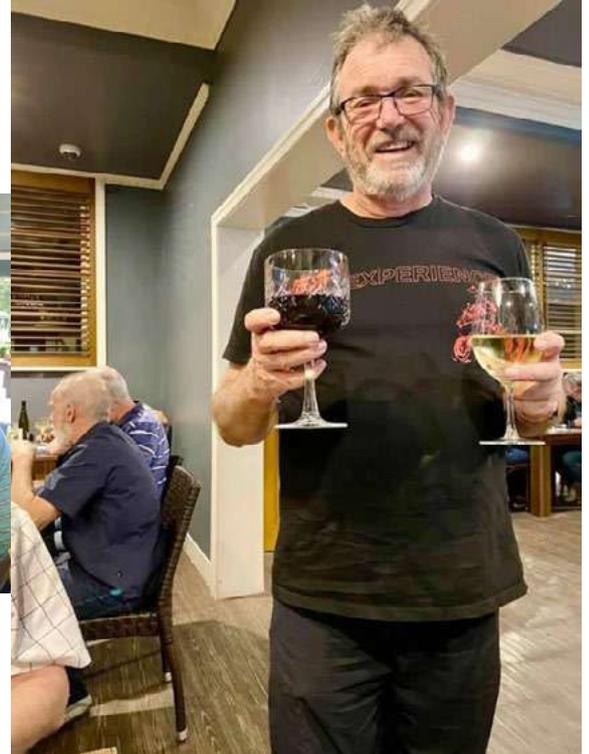
With the proposed opening of the Border in late December we should be able to enjoy riding in some great locations in Northern NSW & visiting some popular venues again.

Enjoy the upcoming celebrations.

Safe riding.

Mark.

Monthly Lunch ride to Maleny - happy diners!



Mark with his hands full at the B2B night 2 dinner in Gayndah!



PURPLE HAZE

JEGNOV2011

Spring time in the suburbs never ceases to amaze
Everywhere you look and see an endless purple haze
Towering above the roof tops, branches swaying in the breeze
Their beauty awe-inspiring, our jacaranda trees
Most backyards will have one and our parks have quite a few
Although not a native they're now Aussie through and
through

Flowers by the thousands cover every single tree
One by one they fall into a swirling purple sea
Time for blooming can be brief a couple of months at best
Their beautiful purple colour lives in memories for the rest
While here they lift the spirit bringing pleasure to our days
Each year looking forward to them in so many ways



By Tony Malone, Member #67

A SUNSHINE BRUNCH

Here I am (Alone) at Sweethearts Cafe Europe at Eudlo, reflecting on how one needs to pay better attention to starting times, and not think that 08:30hrs is brunch time when I should have arrived at 10:30! Anyhow I enjoyed my Eggs Benedict with bacon, and a lovely flat white. How do I kill time until 10:30 waiting for all those Sunshine people to rise? I will write a review of my ride here.

I live at North Ipswich, and my preferred way out is to the Warrego Highway at Tivoli (no traffic lights, stop signs, hardly any cars etc.) I take the Pine Mountain road (some nice curves; even at 80kph), then through Fernvale turning around Wivenhoe then Somerset Dams and onto Kilcoy. Not too many cars at this time of the morning, which can make the Somerset stage less enjoyable. I took the left turn towards Peachester, and then left up the Nonmus/Bellthorpe Road (washed away in the 2011 floods, and nicely restored. Co-incidentally, speaking with Darryl Gowlett that evening he told me how he had been involved in the survey of the replacement road. Nice corners, not much camber). This is good country for running in a motorcycle (steep climb, lots of acceleration), with mine (a stardust metallic Option 719 R1250RT) having just over 10K on the odometer and needing a bit of hard work. I emerged at the Stanley River Road, around Mary Cairncross Park and left then right for the ride along the ridge to Montville. Nice views, still not too many cars. Turning left takes you down to Eudlo, and the GPS had me right at the Cafe. Parked in ANZAC lane, and wondered why no-one was there, it being 08:35hrs (see above). The G310 with L plates that passed by as I was dismounting did not stop either, and it was only on checking my telephone that I realised my error (see above). To this point the ride had been pretty good, nice corners and no accidents.

Went inside and ordered (see above) and settled into the relaxing chairs to make my note. Machines started arriving soon after 10:00hrs, and before I knew it there were about 25 people. Great conversations over nice coffees. I was sitting next to Andrew and Louise Gale who were new members. He had an R90/6 American import (see photo) and we had some good conversations about that. He had not been a BMW owner before, and seemed overcome with the versatility and performance of the machine. Later in the conversation I learned that he was also a bus driver, and we agreed that the greatest problem with that occupation is often the passengers.

After an hour or so people needed to leave, and we parted. I photographed some of the machines (there



are sure to be more in the photo gallery) as I wanted a shot of the 90/6. Saddled up, and left to return the way I came up to Montville. Sadly there were more vehicles on the road, and this being narrow one needed to remain aware! I realised as I headed to the Obi Obi Road that I could have taken the road to Hunchy (where my late father spent his earliest days, having been born in the Nambour Hospital) and emerged a little to the north on the ridge line. Plan to have a look at that some time later, as it would be a nice loop down to Hunchy and back up the Eudlo Road.

Down the dusty road to take in Kenilworth and persevere with the 60kph zone towards the Green Valley way (lucky the Mary River was not turned into a dam) and then up the Postman's Track. I decided that I would descend by the Nonmus Road (roads are always different in reverse) and get back onto the Villeneuve Road and the top of Somerset Dam. Back through Kilcoy, and because time was now at more of a premium back home to finish the washing and off to the next event for the day (see above about the evening). I am always disappointed that the speed limit from around the Northbrook Parkway to the left turn to Fernvale has become 80kph, but cruise control is a wonderful thing. I was regaining my trust in the front end; it does not tell you much, just hangs on!

So as you will see, I expanded this story to not only be about the ride there, but also the ride back. It was all very enjoyable, and I am in the recovery phase after losing control of my machine at Mt. Glorious on Easter Sunday 4 April 2021 and scratching her on both sides (wet road, fog, gravel on the corner). My confidence restored, I realised that the extraordinary features of the machines built in the 1960s (e.g. the R90/6) and even from 1923 continue to the present day. Which means that while I might ride by myself, one cannot say that in the appreciation of fine machinery that I am Alone.



KICK COVID BACK TO BASICS CLUB GET-TOGETHER

Covid has put paid to our planned Traditional Christmas Party but that won't stop us getting together to farewell 2021 with good friends in an open – air environment.

WHERE: Bullocky Rest Recreation Area, Lake Samsonvale, Joyner

WHEN: Saturday 4 December from 11am to 3pm. **RSVP by 30 November, we need this for catering purposes....**

WHAT TO BRING: Chair and/or picnic rug, a hat and a smile. And alcohol.....

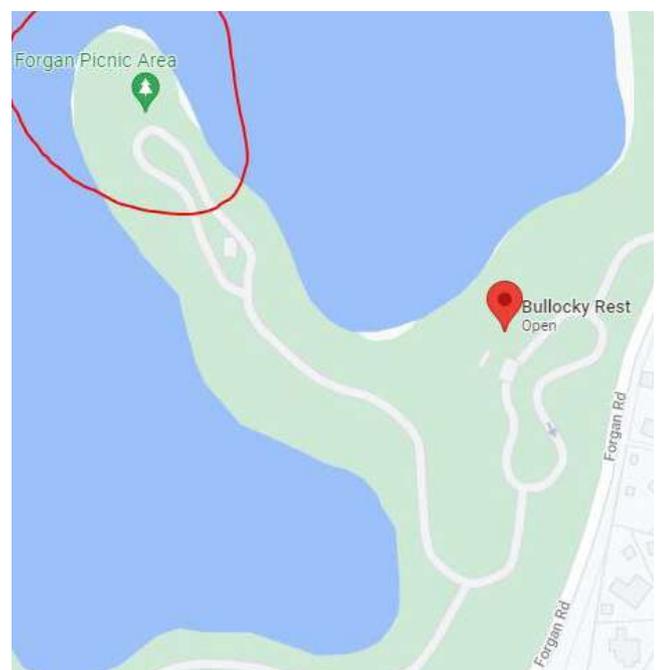
WHAT WILL BE PROVIDED:

- A reserved, tree-ed area on the Lake for our exclusive use
- BBQ and salad lunch with bread rolls
- Shade - there will be some shade shelters erected but feel free to bring your own if desired
- Lucky member draw for gift vouchers donated by Morgan & Wacker BMW will be conducted
- Cold non-alcoholic drinks and some cakes/sweets to share. *Your contribution to this shared sweet table would be most welcome.*

We will have a contribution/donation box to defray the costs of the food and drinks with all additional contributions going to our charity the RFDS.

We will reserve a parking area at the location for bike parking. Why not add some Christmas 'bling' to your bike, there might even be a special prize for the best presented bike.

The Club banner will be on display so this will be a great opportunity to present motorcyclists and the BMWMCQ to the other users of the park in a positive light.





Part 2. By Liezel Samuel, Member #4412

Finally, a Haircut and a Mixer

Substantially warmer weather greeted us as we left Winton. I love the way the land stretches to where tomorrow begins and the clouds hang in the air like sheep flying off to better fields.

A headwind played havoc with our fuel consumption – 6.5 l/100km while doing 110 km/hr. We filled up at Kynuna Roadhouse which brought instant memories of our stop there when we went to Uluru. Same ancient, friendly couple behind the counter.

Crocodile Dundee was happy as ever to see us and joined us for a drink. I am glad we had the photo taken in the “movie” pub in 2019, as the pub was locked up this time round.



Arriving in Cloncurry, we visited Chinaman Creek Dam and Lookout where Huw and I combined must have taken more than a dozen photos of the GS against the beautiful backdrop.



Luckily, I brought my barber with me, as he gave me a haircut that would last for the rest of our 3-month journey. And after that I may still qualify for Ant Middleton's SAS training. *Be careful what you ask for...*

The Motel shower drill:

1. Turn on the hot water tap and dodge the icicles while the water warms.
2. Carefully turn on the cold water until the water is luke-warm.
3. Step under water when (thinking) it is a safe temperature to do so. Careful, as it has the tendency to suddenly turn hot and scald you, or alternatively, very cold!
4. Wet hair.
5. Turn off both taps to save water.
6. Shampoo hair.
7. **Repeat steps 1-3.** *Step 1 is quicker now as water has already warmed up.*
8. Rinse hair and turn off both taps to save water.
9. Shampoo hair again as Motel shampoo did not do the job properly the first time.
10. **Repeat steps 1-3.**
11. Rinse hair, wet and soap loofah and turn off both taps to save water.
12. Wash head to toes.
13. **Repeat steps 1-3.**
14. Rinse body and turn off hot water to end shower with refreshing cold water.

Do you *now* understand my excitement when I discovered the Gidgee Inn at Cloncurry has a shower with a mixer?

An Abrupt U-turn

While eating my breakfast cereal with a tiny teaspoon out of a coffee mug (the only utensils supplied by the motel room), I caught site of a Harley Davidson rider exiting his motel room across the parking lot. He was a big fella riding a big Harley, wearing only his BONDS underpants and his Harley Davidson T-shirt. He carefully treaded the pavement on bare feet and strapped his massive swag roll onto the pillion seat. By massive, I mean I would probably not be able to wrap my arms around the roll. Every time he bent over to tighten a strap, his T-shirt lifted to reveal

BONDS. Anyway, he managed to leave before we did so we heard the Harley ROAR...

An uneventful journey brought us to Camooweal to fill up and have a snack lunch before heading for the NT border 12km away. Fuel consumption was back to 4.8 l/100km despite a couple of fast sprints to overtake road trains.

At the border we were turned back. We left Brisbane on 29 June, before the lock-down started. However, the NT started their daily count of a COVID hotspot ten days *prior* to a lockdown date. We needed to be clear of a hotspot for 14 days – making our earliest NT entry date 13 July, (not 9 July). For the record – this was NOT clear on their COVID website ☹️.

So back we went to Camooweal to wait out our time for 4 days...

Spoilt for Choice

Camooweal was a buzz of caravans and motorhomes - many being turned around at the NT border. A tree next to the Roadhouse provided some shade where we cancelled the next week's accommodation bookings and arrange a bed to sleep in for the next 4 nights. By then the only camping space still available was the dirt next to the creek: No water or facilities – for that you had to go 1km up the road ☹️. Camooweal has two accommodation options. Keeping up the adventurous spirit, we used both – not that we had a choice, as we took the last and only available room each night:

- Night 1: Roadhouse Motel (if you ignored the dust you could pretend it was clean).
- Night 2: Post Office Hotel (3 single beds, shared bath at the end of the hall – photo below). This place made the Goomeri hotel look luxurious. To give it credit: we did have a television in the room and watched Ash Barty win Wimbledon.



- Night 3: repeat night 1. Luckily the NT lifted the QLD hotspots and let us through one day earlier and we did not need night 4 😊.

Four Dusty KTMs

We bumped into some helmet-to-boots dust-covered KTM riders. Their journey started in Melbourne travelling mainly on dirt. They tried to persuade us to follow them to Adels Grove, some 236kms north of Camooweal. All dirt, including three river crossings. They were going to help one another walk their bikes through the river crossings – not an option for the GS pack mule and its lightweight pillion. We decided to go for a short ride up the Burketown dirt road followed by a round trip to Mt Isa's lookout and Lake Moondarra where we sighted beautiful colourful birds.

Crazy People

We crossed the QLD/NT border at 7am. The GS indicated a fresh 3.5°C, just warm enough for a photo stop, but too cold to take off our helmets. We drew respect from the border police officer for venturing out on the bike in those temperatures at the new max speed limit of 130km/h. He called us *Crazy people* and offered to take a photo of the two of us after he saw me take a photo of Huw at the border sign. Thank goodness I took a photo, as the police guy is obviously more accustomed to taking criminal mug shots. See below if you can spot who took which photo!





It's Not a Race... Or is it?

With the temperature to rise above 30°C pretty quickly, we were not quite dressed for the first 90 minutes below 5°C, so Huw kept the speed around 110km/h. A white Toyota Hi-Ace passed us at 120km/h with a friendly wave.

While warming up with a coffee at Barkly Homestead, we noticed a Harley rider wearing a long coat and a big beard pull in for a coffee too. On our way back to the GS, we picked up the usual chat with one or two ex-bikers, ready to share their riding stories. When we finally reached the GS, the dirtiest Harley we've ever seen was parked next to us – with more stickers than Cindy, Duncan and Tony have on their panniers combined! (Eds: Surely not....)



Yet another fellow started chatting to us before we could put our helmets on. He turned out to be the driver of the white Toyota Hi-Ace that passed us earlier.

Mr. Harley soon joined us, Barkly Homestead sticker in hand. Friendly chap indeed, and not scared of going on the dirt. He came from Melbourne and has ridden all the way up to Cape York. He spent three weeks camping at McKinlay while waiting for a rear wheel belt sprocket. We all spent the previous night in Camooweal and were heading for Daly Waters. None of us had booked accommodation. So off we went...

Our trio met up again at Elliot for a fuel stop. At that point, I realised it may be too risky to leave it to chance to get accommodation in Daly Waters Highway Inn, so I jumped on the phone and secured the last double room. We left *Mr Harley* sitting on the pavement, smoke in one hand, phone in the other. The Toyota Hi-Ace could overnight in the bush as far as we were concerned. We were no longer in the race.

Daly Waters

While I sorted out the cancellation of some accommodation bookings in WA due to the closed border, Huw went for a quick ride up the road to see the town of Daly Waters before sunset. The place was absolutely packed with caravans, campervans and motorhomes. Mr. Harley was sitting outside the Pub, beer in hand, very pleased he got the last bedroom at the Pub.

We both visited Daly Waters Pub and Tims Junkyard the following morning before starting the 590km ride to Darwin. A very interesting place and quite peaceful after most of the campers have departed.



After lunch at Katherine, we completed the 320km leg to Darwin without a rest stop. Why? With the NT border closed to us, we had to cancel our planned visits to Nitmiluk and Kakadu National Parks. We could just manage to make Darwin on the original dates booked.

Slowing Down

With the prospect of having our trip cut short to exclude NSW, Victoria, and possibly SA, we decided to relax in Darwin and make the most of the time in the NT while waiting for a border pass to enter WA. We also got a message from our children: *Slow down!* They were surprised at the pace we were travelling.

One of the contributing factors for our rapid progress was that we were cutting out QLD destinations we visited in past trips. These include Charleville and Cunnamulla in the West, and Cairns, Port Douglas and Cape Tribulation in the North. Cape York was not on the agenda, due to the off-road challenge with a pillion.

We met Dean during a Darwin sunset harbour cruise. He lives in Adelaide and was in week 6 of his 3 months lap around Australia. He rides a Kawasaki



KLR 650 and over the last 20 years has done many international trips, including Paris to Vladivostok, and from Mexico to several countries in South America. It took COVID to finally let him explore Australia.

The Top End

From Darwin we headed to the national parks: Litchfield (3 nights), Kakadu (3 nights) and Nitmiluk (2 nights). Litchfield has lovely winding roads and Huw was in his element enjoying the bends, which were more exciting than the larger radius Kakadu bends.

All three parks have beautiful attractions. We rated Litchfield higher than Kakadu, as the roads to the waterfalls, swimming holes and lookout points were more accessible. Some of the best Kakadu sites can only be reached in a 4x4. We attempted two of these but had to turn around. The risk of damaging the GS (or us) was just too big.

Photo below taken before one of those U-turns.

We were considering organising next year's *Christmas in July* in Litchfield (Batchelor Outback Resort), if we can only convince BMW to re-design their all-weather gear to be more suitable for 35°C weather. Every time we got off the GS to visit a site and/or take photos, we were drenched in sweat and it felt like our legs were glued to our pants! That did not prevent us from climbing the 1km up to the Mirrai Lookout where we were rewarded with beautiful views. The same for the sauna-like walk at Burrunggui to view rock art and the Nourlangie Rock.

The swimming pools at each of the resorts we stayed at provided a welcome relief at the end of each day's rides, walks and activities.

End of Part 2



Eds - Once you've done your eighth U-Turn, we can talk



In a new segment to the Journal we are highlighting new members and putting them under the spotlight to find out more about them! This month we are asking some questions to John and Lee Ann who recently attended the Back to the Bush event on John's R1250 GS.



So guys, welcome to the BMWMCQ! Tell us about the bike, it's a beauty!

It's a 2019 R1250GS Adventure. Bought from a dealer on the NSW / Victorian border (Blacklocks I think) in May 2020 – when retail was still reeling from the onset of the pandemic. The bike was a dealer demo with about 600km on the odometer and came with the panniers and tank bag for a great price.

I've always wanted a GS. The adventure bike style fits with my love of exploration and adventure. Like so many others, I watched "Long Way Round" and fell in love with the concept of a bike that could legitimately "ride around the world"

The bike took six weeks to arrive from the dealer – the longest six weeks in living memory. By the time it arrived I'd read the manual cover to cover twice, read all the reviews and literature, and joined every relevant facebook group I could find.

Tell us about your riding background John?

My first motorbike was a secondhand minibike I acquired sometime in the late 70's. Unbranded, no suspension, no gears, and dodgy looking welds all over the place. Thinking back now, it may have been homemade. It was fitted with a Victa 2 stroke engine that was probably borrowed from a lawnmower.

I used to push this contraption down to my local park / football field after school and do laps on it until it got dark. The bike used to get some severe vibrations through the seat and handlebars at high speed, but I pretty quickly learnt that if I kept the

throttle pegged wide open, the vibrations would die away once it got above a certain speed. It all came to a screeching halt one evening as I made a top speed run down the length of the park. There was a BANG and the bike lost all power. I thought I'd blown it up, but the motor looked intact. The zip start felt funny though, and about 30 minutes of head scratching later I noticed that the spark plug was missing. Later found it embedded in the underside of the seat. That could have been an "ouch" moment 😊

Work and relationships took priority once I finished school but the love of riding and exploration was always present. I'd acquire an old bike (mostly 250cc 2-stroke road bikes) and ride them in the bush near a friend's place at Yamanto. I quickly figured out I could get from there to near Beaudesert on tracks and dirt roads. I loved those weekends. Just me, the bike, and so much bush criss-crossed with tracks begging to be explored.

A couple of bigger road bikes followed in the 80's and 90's, but the one that really stands out was a Suzuki GSX 250 (a 4 stroke twin bike really designed for commuting). I bought it from a dealer in Adelaide, spent a month working on it, then road it back to Brisbane via Mildura, Dubbo, and Tamworth. No GPS in those days – navigation was via service station tourist maps (hence the non-optimal route). I'd fitted some soft saddle bags to this thing, packed a cheap tent and sleeping bag, a change of clothes and just headed off. The feeling of freedom that enveloped me was profound. I felt free. The trip took me five days, cost \$49.05 in fuel (I know, right!), made me deal with two flat tyres, and took me through Tamworth as the National Country and Western music festival was in full swing. To my eyes, the place looked to be wall-to-wall Harley Davidsons.

Fast forward another 20 years and I decided it was time for another bike (and my license). My drivers license had the learners endorsement on it for as long as I could remember, but I wasn't familiar with the current licensing requirements. I googled courses, found an RE course that sounded about right, and off I went.

The course was enormous fun. My first time on



a bike in about 20 years, and everything just came flooding back. During the road check ride at the end of the day, it occurred to me that this was the very first time I had ever ridden a motorbike legally on the street. Blew my mind.

Two weeks later I bought my first new bike – A Suzuki V-Strom 650. I'd always wanted a BMW, but the current range didn't include one I was allowed to ride and that I liked. The 310 seemed too small, so I decided to wait two years before buying the dream machine – An R1250 GS Adventure. In the meantime, the V-Strom took me all over the eastern half of the country. The Great Ocean Road and back to Brisbane via the coast and Kangaroo Valley in December of 2019, and Tasmania in December of 2020.

The plan to wait two years for the GS came unstuck in May of 2020. The pandemic was getting real, and business everywhere seemed to be panicking. Factories all over the world seemed to be shutting down. I decided to pull the pin on a new GS early, so off I went hunting. The rest you already know.



Tell us more about your travels?

Lee Ann has some amazing stories of backpacking through Europe and Africa long before we met. I'll let her tell those.

My overseas travel has been predominantly in the US and Asia for work. I work in cyber security, and all the really cool stuff happens in the US.

My adventure travel has been right here in Australia though. I love this country – the people, the personalities, the vast, diverse range of landscapes.

All best experienced on two wheels. I saw a meme on social media last week. It said "Every service station has an old guy who used to ride". This is so true. At almost every stop on my trip I've been approached by someone who; has a bike | had a bike | has done what I'm doing | wants to do what I'm doing | is jealous of me doing it!

One memorable encounter was a caravan park in Warrnambool at the start of the Great Ocean Road in Vic. I'd set my little tent up and was pottering around doing some maintenance. A young family had arrived and set up opposite – The big 4WD, camper trailer, Dad, mum, and two kids. One about 3, the other about 1. Lots of crying and tantrums.



About an hour later the Dad comes over to me and offers me one of his chairs. "We're going out for a few hours, feel free to use it". I thanked him and showed him my tiny little Helinox ground chair. He looked back at his smallest mini-me, now throwing a mini-tantrum in the trailer, and said. "I wish I could do what you're doing...." The look on his face was priceless. Regret, tinged with shame for even giving voice to that sentiment. All I could do was reassure him that it would all be worthwhile in the long run, and his time would come....

That's enough. One day I'll have to tell the (non-motorcycle related) story of the time back in the mid 80's I almost caused an explosion in the Simpson desert that would have created a crater the size of Uluru....



Any future trips planned?

Lots. I want to ride the Nullabor, and take Lee Ann up through the Flinders Ranges in South Australia. I rode my pushbike up the Mawson trail a few years ago and absolutely fell in love with the region.



What happens on tour.....

The number one dream on the bucket list is to ship my bike to Europe and spend many months exploring the continent. Has to be my bike though. It's about the memories.

Do you have any advice or tips to share? (Could be a recommendation for a good bit of kit, or a travel tip....)

Keep your sleeping kit dry at all costs. Don't let your itinerary get too rigid. Stop and smell the roses along the way. Make the journey as important as the destination. Don't eat dodgy servo food, especially if you're wearing a difficult to remove riding suit.... Wave at everyone on the road.

Lee Ann's Adventures!

And Lee Ann, when did you start your pillion journey and what has been the highlight so far?

Hi everyone, thank you for giving me the opportunity to share my pillion experiences.

Firstly though, you may (or may not) ask why I am a pillion and not a rider...

Surprisingly, I have previously avoided motorbikes like the plague. Having nursed many a young patient (mostly young men) with broken limbs I considered them way too dangerous. I pursued less risky activities like scuba diving and being a passenger in an ultralight plane.

Bikes though have been a constant in my life since I was a teenager. I have 2 older brothers and a younger sister that proudly call themselves "bikies", have done so for many years. As a teenager I did go pillion with my brothers and their friends..... doing the laps of Ipswich!! But that was my limit.

Fast forward 35 + years and along comes John.

Being the influential young man that he is, amongst other things, he sparked my interest in riding. I naively thought, I can do this, it can't be that hard surely. So, in February 2020 I successfully got my learners.

I purchased a Honda CMX500 and was ready to embark on learning to ride a motorcycle. My brother and John were my supervisors. Unfortunately, COVID 19 did not allow for regular practice sessions. On my third attempt I crashed my bike, I was in a large car park so no one else was involved. Apparently, I did a wonderful flying nun rendition. To be honest I cannot remember much, just lying supine and in lots of pain. Along with many broken bones, any confidence I had was shattered. That was the end of my riding days. Many months later, once the bike and myself were repaired, I sold the Honda 😞 and climbed back on a bike as a pillion.

I cannot say the first few rides were not highly anxiety provoking, especially winding roads. There was a lot of self-talk and self-reassurance going on. Luckily, I trusted John's riding, that made a huge difference. Weirdly the thought of it being "dangerous" only briefly crosses my mind, then it quickly disappears. It is fun watching my nurse friends react the way I use to. I figure you live but once so enjoy! I love the feeling of the freedom and connection with the environment.

In the whole scheme of things I see my pillion experiences are just beginning. I have been on a couple of day rides with my brother, but most have been with John.

The highlight so far has been a 10 day trip with John in August 2021. We travelled west as far as Winton

and then up north as far as Cairns, then down the QLD coastline. Covered about 4000 km. Just loved the diversity in flora and fauna and chatting to locals. Tried a combination of camping and hotels.

Packing light is an art, one I have experienced in my much younger days, I am a bit rusty though. Luckily, I am not too precious about wearing clothes for a few days or not packing a hairdryer. The trip was fabulous, and completely different. The visceral exposure to the elements is certainly a strong draw card. The good, the bad and ugly makes it all the richer and more memorable.

Being the social creature I am, one thing I find utterly delightful is how parking a bike on the side of the road draws people in like a magnet. Certainly facilitates many a conversation, mostly older guys romantically reliving their own biking experiences and adventures.

Can you tell us about your travels?



I feel very fortunate to have been able to do some travel both overseas and within Australia.

Perhaps my yearning to explore started early - my father was a Raafie so we lived in Malaysia for a few years, as a baby then as a teenager. My own real travel experiences though started in 1981 with a 2 week trip to the Long white cloud; so beautiful, I just loved it.

In 1988 – I embarked on an 11 month travelling feast which included; a 4 month trip through Africa – starting in Kenya and finishing in Morocco, backpacking though UK, Ireland, Europe, Scandinavia then finishing in Canada.

Can I say the term “bog hole” and bad roads take

on a whole new meaning in Africa; particularly in the then Zaire (now Republic of the Congo). Makes any Australian bog hole looks like a puddle. Try digging a bogged 4x4 Bedford truck out of a hole this was the main road. We were convinced someone had a hose secretly placed in the bog hole, forced any travellers to stay a while. The locals being an entrepreneurial group were setting up stalls selling hot chips and egg.

Once kids came along the overseas travel stopped, so it was exploring local areas, generally camping. The highlight was a 5 month trip in a 4 x4 towing a 14 ft caravan with 3 kids on board. Travelled up north to the NT, across the Kimberley's, over to Broome then down the Western Australian coastline, over to SA and then back up to QLD. Certainly, made me realise just how beautifully diverse (and big) this country is, increased my desire to see much more.

Since the kids have left home, I have travelled overseas a couple of times - to some Eastern European countries, Europe, Greece, Scotland and Iceland. Iceland has got to be one of my most favourite places. Perhaps my affinity with water speaks volumes there. I have a son living in France, married to a French lady, so have travelled to different places in France. Totally different experience hanging out with the locals and immersing oneself into their culture and environment. My son also loves to explore so I have had the opportunity to see some cool places.

Where to from here..... lots more exploring with John around QLD and Australia, both on the bike and in the car. SA and NT hopefully are the next destinations planned in 2022. Overseas travel to Europe is on the cards as well.



John can also selfie like a pre-teen girl!



The photo competition runs from April 2021 for 12 months, send your pics in to us by 25th November for the eighth 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 eighth round is **“Hot Stuff”** show us your best hot weather or festive shots!
- 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 seventh month *“Into the Rough”* Photo Competition is Craig Brennan, featured on the front cover. Awesome photo Craig, congratulations!



Klaus Zillner, Member #4515 “Our July/August 2019 trip into Northern QLD”.



Paul Jacobsen, Member #4426 “Bridle Track - only scary if you go too far right”.

We are on the final countdown to.....

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



Klaus Zillner, Member #4515

“Our July/August 2019 trip into Northern QLD - creek crossing near Lawn Hill Gorge”.

Mark Mustchin, Member #4249 “Definitely rough!”



Jane Gray, Member #4300

“Tony attempting the brilliant yellow sand of Murchison Gorge, Kalbarri NP, WA on our Round Oz Trip 2016”.



Ron Durkin, Member #101

“INTO the ROUGH” (and there was a broken BM 200m ahead - but not mine) edited out of photo - it does get a little rough(ish) still, 1/2 way along where you cross a section of Sturts. Large ironstone wheel breakers abound for about 20km”.



Jane Gray, Member #4300 ***“Tony venturing into Emma Gorge, WA, on our Round Oz Trip 2016”.***



Paul Jacobsen, Member #4426 "Not that high, Victoria - it's lonely at the top".



Paul Hughes, Member #3126 "Halfway Flat, on the Barry Way - Kosciuszko National Park NSW".



Merv Bone, Member #3663 "Here is a photo of 2 X Z1300's in the rough. My bike (the red one) at the 1984 Alpine Rally."



Paul Hughes, Member #3126 "Alford Forest border crossing".

Paul Jacobsen, Member #4426 "You haven't lived (in Aus anyway) if you haven't ticked off Blue Rag Track".





***Klaus Zillner, Member #4515
"Our July/August 2019 trip into
Northern QLD".***



Peter Ferguson, Member #62

***"Here's a few pics from the 2010
Off Centre Ride, taken between
Wanaaring and Eulo".***





Tony Gray, Member #3905 "The Grey Ghost enjoying the coast at Binalong Bay, TAS in 2017"



Steven Johnson, Member #4389 "Photo taken on the highest mountain road in Slovenia"



Craig Brennan, Member #3984 - Another scary shot from Conondale State Forest 2018 when Craig "went on a road I should not have".



Tony Gray, Member #3905 "During our 2015 ride around the USA & Canada, Jane and I ventured deep into the wilds of Utah to a place called the 'Valley of the Gods' on Bears Ears Mountain.

I took the above pic of Jane with 'Rocky' our rented 2010 GS1200 after we had ascended the steep gravel hair pin turns shown in the second pic. Jane had done very well taking pics from the back as Rocky powered his way up the mountain. I don't think roads like this were envisaged in our rental agreement but who could resist?"



Mark Mustchin, Member #4249 "Definitely scary!" ed - well we did ask for scary...



By Tony Malone, Member #67

Amongst the many fine events that our Club provides, one takes us “Back to the Bush”. Generally these are destinations and meeting places for dinner, with participants doing their own thing on the way there. It is a free and easy concept, and so when I did not think that I could take part in #18 (as I had to do a couple of things on the morning of Sunday 3 October 2021) I made other general plans for the Queen’s Birthday long weekend. However as I finished my chores, and was on my motorcycle, I decided that rather than heading East to all that holiday traffic at Bribie Island (my intended destination), I had ample time to travel to Gayndah to be there well before sun-down and just see what happened when I arrived (as I had not been able to find accommodation when I tried to book).

So I slipped up and over Mt. Glorious via Pullenvale and Gap Creek Road, then turned right at the end of the Northbrook Parkway with the intent to travelling to Mt. Beppo etc. As I arrived at the intersection I saw a number of motorcycles apparently gathering to continue their ride, and negotiating through these I was on my way, cruise control set at 80kph.

I was rejoicing at what a wonderful decision I had made, when I was overtaken just before the 100kph zone. It was a sports bike, apparently piloted by a female. Two more went past (ladies again), and they settled into just over 100. This was fine for me, as they would be out of my way when we reached the corners (such as they are on that road). However the corners seemed to slow them, and so at the divided line I overtook and settled the cruise at about their speed to keep in front.

Sadly, this may have been viewed as male toxicity, as at the next broken line all 3 overtook me at speed. Not a problem, I will just settle back and see what happens with the gathering

group behind them bearing down on me. As it turned out, approaching the intersection with the Somerset – Esk road the confusion on what they intended to do started to set in again. Pulling over, not indicating, going ahead... I could see the road was clear, and just rode by and turned left (I love 100kWs). Did not look behind, but I am sure my Option 719 was the topic of some conversations later in the day!

Mt. Beppo is a good road, and takes one past Watts Airfield, which is to the site of the Brisbane Air Show (which I have been to before, a great spectacle, and cancelled twice already due to COVID-19, now to be held in July 2022. Hope that we are all vaccinated by then, and it goes ahead okay).

I decided to let my GPS tell me how to get there, which gladly took me through Goomeri. I stopped at the Bakery for a sausage roll and coffee, to continue along the A3 to Gayndah. Fortunately a gift shop was open next to where I parked my machine, and I was able to buy myself a new silk scarf. Very pretty it is, green with peacock feather design; just right for a Queen’s birthday. It was placed in a bag with the logo “LOVE” on the side, and I hope that I had not given the wrong impression. It is sure to do its job, and silk compresses really well and keeps the drafts away from your neck.

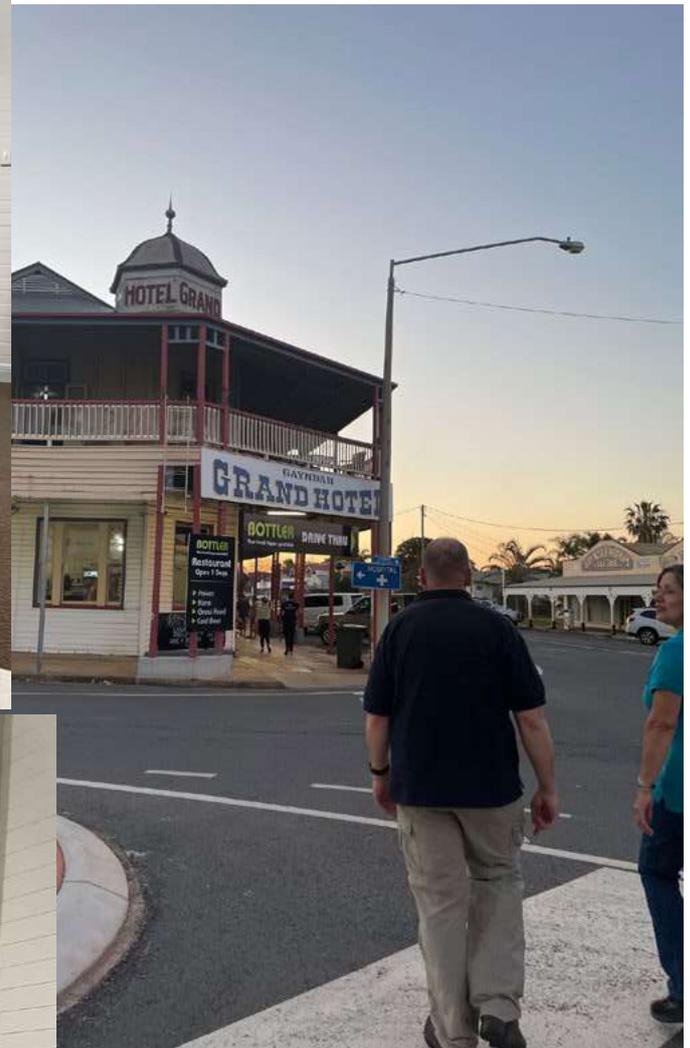
The road to Gayndah is not too bad, and I arrived in good time. Needing some fuel, as the dash showed I had run out about 15km before Gayndah, I pulled into the BP. (These GPS things are great, and I learn more each time I use them. For instance, when my fuel gets low a petrol bowser symbol appears, and if you press that you are shown the proximate fuel stations. Not only that, you can ask it to tell you how far they are from where you intend to end up, from where you actually are, and distance from/to etc. No need to think any more). Problem is, the bowser for the 98 was not working, and I had the choice of going elsewhere or using 91.



Second night dinner at Grand Hotel, Gayndah - our own dining room set up in a horseshoe shaped table and the NRL Grand Final playing in the next room!



Hello. My name is Don and it's been one week since I sold a K bike....





Deciding that the roads are flat, and I was not searching for performance, I took 20 litres of 91; which I decided would get me home. (It did).

At the Country Roads Motel (my next stop) I spoke with Paul Hughes, and decided that I might try to find a place to stay, as availability was not as bad as I had been led to believe it was. Reconnoitring the Grand Hotel, where dinner was to be taken, I saw the Golden Orange Hotel/Motel had some rooms, and did the deal for my place to stay, purchasing a bottle of wine as well. A quick look at the Burnett River (which flows through Gayndah, crossed by a fine bridge with cycle paths below) and readjusting my iPhone to Brisbane Time (Daylight Saving having started down South) and I had another half hour of free time before the 18:00 dinner bell.

Gathering at the bar, I started with some XXXX Gold (almost like the Orange) and we were having a great time. A special dining room had been reserved for us, with the tables arranged in a large horseshoe. There were many chairs, and the participants found their place both in and out of the shoe. It worked out really well, with our orders taken and wonderful meals coming along in due course. I learned a few new things about other members, and had a few ideas given to me about how to make my motorcycle even better (personalised number plate colour). Pulled stumps with the stragglers, but was in my motel room in good time to see a couple of ABC dramas that I enjoy watching.

Next morning the plan was to take generally the same way back, though heading to Kingaroy after Goomeri, then to Cooyar and around the Perseverance Dam to the Hampton-Esk Road. I started, however, by climbing the hill behind town to the Mt. Archer lookout. The heavy fog meant that there was little to see, and so I did not try to stop in the extremely limited space for parking. Heading on, and not having

found any cafes open in Gayndah (probably due to the public holiday) I stopped for a bacon and cheese croissant and coffee at the Old Butchery at Wooroolin (where the lady behind the counter told me how much she envied me being out for a ride, when she had her new Kawasaki cruiser waiting in the shed, she having recently given up sport bikes – a Suzuki GSX-R 750 – as she had trouble reaching the ground). I was noticing a larger number of cars with caravans, police on the road, and all the things which made me glad to be inland and not where the traffic was worse.

Pausing; Wondai is on the way to Wooroolin, and at the first roundabout into town I saw a vintage V-twin approaching from my left, maybe an Excelsior (something built in America) and possibly over 100 years of age! Just past the timber museum I saw a number of like machines gathered (twins, singles), and I was so attracted that I made a U-turn returning to the roundabout. On reflection I thought that to join them might be seen as an intrusion, and so I just carried on. Speaking with an historic enthusiast a few days later I was told I should have called in, those riders are proud of their machines and happy to speak about them. On checking with Google, I found that there was a gathering of vintage motorcycles at Hivesville, tripping out over the weekend.

Uninspiring ride back, just around Perseverance Dam to the Hampton-Esk road, then the Brisbane Valley Highway finishing around Pine Mountain road then home. It was starting to heat up a little, and later heard of the unseasonably warm temperatures. Nothing really to unpack, I had taken little with me (apart from the card); however I needed to wash the machine. On that note, what I have found on my spare RT is that all those dead insects that you leave to wash away next weekend are, in their deceased state and apparently inoffensive state, getting you back for killing them by depositing acids and other nasty chemicals onto your paintwork and engine cases, which over time cause decay and erosion. As Cheesy (tools officer in the 90's) used to say, heaps of truck-wash (CT18).



Washing the machine I also noticed that the rear tyre had worn to show the steel belts in 2 places. I had not realised that the tyre was that worn, and it has only given me about 13,500km! On searching the Metzeler web page I find that the rear 180/55ZR17 comes in 4 compounds, and I am not sure which one I have, whether it be the M (soft) O (harder), or even C or K (when I used to race the Metzeler Comp Ks were the softest). All I know is that the tyre is made in China, and wonder if I will have better wear next time (I used to get about 20K from both; maybe I am using too many of those Kilowatts?) Metzeler's are the tyres I like, and I will be trying the O1 pattern next.

So that was my day in the bush, at the end of which I was a bit "tired". I know that others had different experiences as they had taken part in the whole show, and stayed in Miles the night before. However for me it was as I have written, as when I ride I seem to enjoy it most when I am Alone.



*Evening No.2 dinner -
Fashions of the night.
Lookin' grand at The
Grand!*



Ron Durkin, Member #101 - "INTO the ROUGH (and there was a broken BM 200m ahead - but not mine) edited out of photo - it does get a little rough(ish) still, ½ way along where you cross a section of Sturts. Large ironstone wheel breakers abound for about 20km.



Craig Brennan, Member #3984 - The aftermath of Craig's Conondale State Forest adventure!



Mario Grossi, Member #4068 - Mario didn't provide a caption, hmmm wonder where?!



Paul Jacobsen, Member #4426 "Swamp run".



By Duncan Bennett, Member #4171

As per normal custom and practice, the ABMWMCO offered two ride route options for the B2B18; the “nice all-tar” option, and the “follow Duncan like he knows where he is going” option.

Possibly by coincidence, both options started in Esk at our usual hang-out of Angie’s Country Cafe at almost the same time, giving one Ride Leader an opportunity to press-gang riders who had never heard of Farm Roads into his crew. Success rate wasn’t looking great, until Press-Ganger met willing and extremely able Press-Gangee Ian Forse to join the gang of six. Nic and Margreth and William rolled in from the north, and we were off.



Hello. My name is Don. And this is my GS.

Now is an appropriate time to précis the Farm Roads route planning process:

- Open Garmin Basecamp. Put in start and finish for the day.
- Zoom in on interesting-looking Farm Roads that lie along the shortest “as the disabled crow limps” route between start and finish.
- Open Google Maps in satellite view. Check that those interesting Farm Roads actually exist rather than just being in an 1862 Darling Downs town planning clerk’s wild imaginings.
- Apply liberal waypoints along route to force the reluctant GPS to follow it - basically

B2B18 VIA THE BUSH

exactly the same method as used to force a teenager to go to bed by laying out 0.1g packets of Chemdawg marijuana along a path from the TV to their bedroom.

- Aggressively load the route into the GPS like you are Hermes, the Greek God of navigation. Unfortunately you aren’t travelling in Greece or the Mediterranean, and your powers west of Ipswich are very weak.



Hermes the God of Navigation, fully manscaped for a Back to the Bush

- Accept that when the big day arrives to ride the route, you will have no memory of anything, including where the finish is. This causes the “Where are we going?” “Are we

there yet?” questions from the crew to be answered truthfully with “Absolutely no idea. I’m just following the GPS.”

First we headed out on the Esk - Crows Nest Road, mainly tar but some very fast and pleasant gravel. Then onto Pierces Creek Rd tar, and Jones Gully Rd which decided to become a Farm Road.

Fuel was becoming an issue for some, and lunchtime approacheth, so after a lengthy delay at road works the GPS was ignored and Cooyar became the place to be. Plenty of fuel there I said, which was true but just not available as it was diesel inside a number of 4WDs towing vans. McCoy’s Cafe was the natural luncheon venue, we pushed in on a table and were rewarded by being joined by a really nice and fun Ducati Some-Made-Up-Italianish-Word rider.

Onto the Cooyar - Rangemore Road, an absolute beauty of a Farm Road, which pops out onto tar around the south of the Bunya Mountains. Around this time we went past a very nice looking Farm Road with a sign saying “Bell”, which is where we wanted to go. Don’t go there said Hermes, go up this alternative rough track with a sign saying Dry Weather Only. Margreth was on fumes by this stage so we had a navigational sub-committee meeting, and decided a small detour via Kaimkillenbun for fuel was allowed.

I’m sure Kaimkillenbun has fooled us into thinking it has fuel several times, so we ended up across from The Bun Pub looking up and down the main road for the expected 24 hour full service with 95 RON facility. It didn’t exist, so should we risk Bell? No we shouldn’t, I’ve never been to Bell before, so admit defeat and off to Dalby. With Margreth cruising in at walking pace to conserve vapour, probably a good call.

It was getting warm by this time, so Farm Roads were abandoned for some high speed via Jandowae and Jinghi, without even a stop at the giant watermelon to get into Miles. Hermes is way too far west of the ‘Switch out here to be on his game, but all the action is

on the main drag. So he can be ignored while the “is it that motel on the right?” “no” “is it that other motel on the right?” “no” “oh here it is on the left?” “yes” chatter goes on over the intercom.

Out of the mildly sweaty riding gear and into drinkin’ haute couture for the 50m walk across the road to the Windsor Hotel. This place has an epic line-up of beers, so certain Ride Leaders were about 4 sheets to the wind by the time the dinner arrived. Some easing off recovered the situation a little before we dragged ourselves over the road to bed, a fantastic evening with a lot of laughs.



Team Alaska 2019 in Miles

There was only a start (Miles obviously) and finish (Gayndah) in the GPS for Day 2 so options were wide open. A memorable tip the night before from Murray Brown was the Rockybar Road, all red clay though so be careful if it is wet. The bravado brought on by epic beers had worn off, no Farm Road should ever be sheeted in red clay. Perhaps we’d avoid that one, besides I couldn’t find it on Google Maps. The lack of breakfast options in Miles meant Wandoan, apparently an excellent cafe there, so our reduced team of me, Cindy, and Ian headed off.

The excellent cafe in Wandoan looked really nice, but it could only be checked out from outside because it was shut. Back to the service station, which turned out to have a really nice cafe and - confession here - servo dimmies could



be and were had for breakfast. Mandatory first dose caffeine vaccination had, where we were going became a topic of conversation. I know, what about Cracow? OK, put that into the GPS.



Surf conditions suitable for beginners

A bit out of Wandoan, with no signs saying where it is heading to, we turned right onto Nathan Road. This was a nice tar road, and the tar extended for a lot further than expected. Eventually the GPS wanted us to follow Nathan Road to Cracow, but it went to red dirt and said Dry Weather Only. Hmmm. It was dry but there were still a lot of puddles about and the imagination released a 3D action movie called "Creek Crossing in Red Clay Country - The Reckoning". A stop for smoko revealed the true state of the country, my sidestand broke through the gravel crust into the mud and down went the bike, the first time I've crashed while standing 20m away.



Nathan Road

Onto Dearne Road and a spotlessly new tarmac corner, than hallelujah some Farm Road

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at last. Started off nice and white with hard packed gravel, then suddenly red. Uh oh. Not showing anyone behind about anxiety though by flashing brake lights, in fact speeding up as though I've been wanting to do uncontrolled power slides on clay all day.



Putting the Cow in Cracow

It was actually very nice riding, true Farm Roads, with a guest cameo by lots of cows. And suddenly the GPS said we were on Rockybar Road, Hermes the God of Navigation had responded to our sacrifice of brain cells in the Windsor Hotel and led us down the path of Farm Road righteousness without even trying.



GS heaven

Out we popped on the Cracow - Eidsvold Road, lunch was in sight. Or it would have been if anything was open in Eidsvold, luckily the servo obeyed long weekend expectations and allowed us to meet with a couple on an Africa Twin who had actually met when members of the BMWMCQ. It also allowed a reunion with Nic and Margreth and William who

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had followed us the whole way without ever catching up.

Straightforwardly to Gayndah, some wanted the highway and some the excellent Munduberra - Gayndah road, but either way the difference in getting to the motel was about 3 seconds, even though the highway crowd were advantaged by the GPS insisting the motel was a 2 bedroom no bath fibro shack down a side street.

Into the Grand Hotel for celebrations once again, another excellent night was had.



Explains the brown stains on Cindy's pants



Ian's 1200GS - Magnifico Supremo

NRL was more important for some than very long and interesting stories about Farm Roads

No rest for the inspired the next day; down to Goomeri, a coffee only due to the 200m queue coming out the bakery door. Some staring at Don's bike without being able to add much except commiseration regarding general electrical issues, and home via more Farm Roads on the Kilcoy Murgon Road. All in all a fabulous weekend with friends riding some of the best Farm Roads Queensland has to offer.



And apropos of Farm Road riders, Gary's new GS. His insurer was told it would be parked in a locked trophy cabinet in a bedroom at night with the curtains drawn. Just like his K bike.





IN THE ROUGH

JEGOCT2021

*Do you like to play in the dirty stuff
Or would you rather your bike with nary a scuff
Do you stand your ground when the going gets tough
Or do you pack it in & say "enough is enough!"*

*Can you take it or leave it or "on the cuff"
Or do you get fun out of calling a bluff?
True grit with plenty of huff and puff
When seeking adventures out **in the rough***



In case you missed Jim Peters recent FaceBook post....

Just spread my GSA over 50 metres of the Adavale Road..... still going, in Etomanga at the moment, missing a few bits though.

Eds - Very thankful that Jim was OK... And he could keep going. Legend.



John Boggon, Member #4592

This photo was taken in December 2020, during my 2 week solo tour of Tasmania. Some members may recognise the location. It's about halfway along the Western Explorer highway between Arthur River and Corinna.

I'd landed in Tasmania with no itinerary, no commitments, and my "trip plan" was nothing more than "Ride around the coast and up through the middle." I'd done next to no research, and the only advice I'd been given was to check the weather when I docked in Devonport. If the forecast was good over the west coast, do it first. So that's what I did.

So this road came as a bit of a surprise. Daunting. Slightly terrifying. I'd only been back on a motorbike for about 18 months before this trip, and my skills in the dirt were very rusty (and never on this bike - a 2018 Suzuki V-Strom DL650). As I turned onto the road I was faced with a very large red warning sign. No services, no fuel, no mobile coverage for 120 kilometres. I would have stopped for a photo, but there was a hippie camper parked next to it with a couple of young guys (long dreadlocks, hence the hippie tag) scratching their heads and looking like they were mustering the courage to tackle it.

I wanted to look like I knew what I was doing - "the brave and courageous adventurer boldly heading into the wilderness", so I didn't stop and just powered up the road. Checked my fuel - trip meter said about 200k to empty. "Should be enough" I said to myself. Then I got about 10k along and anxiety started to kick in. "I might fall off. I might run out of fuel, the bike might break down, I might get a flat tyre."

I'd like to say I gave myself a slap and got on with it, but the truth is that those fears stayed with me until I got back on the bitumen. I'd crest a hill and look around. Nothing but wilderness as far as the eye could see in all directions. So rugged, so isolated. I felt alone. Just me, the bike, and a dirt road stretching out into the distance. It was truly beautiful. "This is why I ride" was the thought that came into my head.



By Tony Gray, Member #3905

You would all be aware no doubt of the KISS Principle – Keep It Simple Stupid – referring ostensibly to the design of systems but applied more broadly to fault finding. Do not assume that a problem has occurred in the most difficult to find or most expensive part of a machine. Look to the simple, straightforward things first.

Many years ago I bought a brand new K2 Honda 750/4 – a true superbike in the early '70s. It took all of about 2 hours of ownership before I was pulled up and booked for speeding. As the Officer sauntered over towards my bike and told me to kill the engine I hit the kill switch – a piece of modern sophistication that was unheard of on my previous British BSA. After getting the mandatory lecture and ticket I was ready to get out of there as quickly as possible. Unfortunately the bike would not start to which the amused officer flicked the kill switch and I was on my way with a lesson learned. Later that same decade I traded the reliable old Honda on a Ducati whose reliability in those days was often called into question. Riding home from Fraser's Motorcycles in Newstead my brand new Ducati coughed and quietly rolled to a stop. An oh s..t moment on the side of the road questioning my sanity at buying a beautiful piece of Italian unreliability. The problem – it had run out of petrol. The tight ar..s at Frasers couldn't put a gallon of fuel into a new \$2,000 motorcycle.

Now let's fast forward to this month and a trilogy of faults that crossed my path with varying degrees of complexity. First we had Don's electrical problem on his 1200GS at Goomeri on the way home from the B2B18 and reported on elsewhere in this journal. Carrying the right tools and equipment like a tyre repair kit and battery pack will get you home more times than most but sometimes the problem cannot be resolved roadside. Such was the case with Don's bike that appears to be alternator failure. Second episode, my eldest granddaughter phoned to say that her VW Polo would not start as it had a flat battery. The car has had some recent electrical problems with the ignition coils but when I tested the battery it was fine. She 'thought' that the battery light had come on last time she used the car. Ah I thought another alternator problem. I called my mechanic mate who has worked on the car and confirmed that sounded more like an alternator rather than a coil which would make the car run rough (the coils on the VW are on the individual HT leads like our modern BMWs). The car was towed to the workshop by her Insurance Policy Roadside Assist. Soon after I got a call from my mate who said the car was ready to be collected – gee that was quick, what was the problem? It had run out of fuel! The car was parked nose down on a steep hill with quite a severe camber. Even though there was a very small quantity of fuel in the tank it was not being picked up until the vehicle was on level ground. Lesson learned. The car was showing 10km to empty but my Granddaughter was confident she had plenty of fuel left as she had seen Hamish & Andy and 'Operation: Dry Tank'. Here is a Youtube link if you haven't seen the episode, it is a hoot. https://www.youtube.com/watch?v=CpU72eM8vCo&list=PLyT8kOGmjc_d0p_v-W7yKAJHGCSpkrcqWL&index=16

Lesson learned, do not assume, check everything and don't rely on Hamish & Andy for technical advice.

The third and final fault occurred with a mate's mower. Now this old Briggs & Stratton engined mower is somewhat of a family heirloom for which my mate cannot bear to part. I have worked on it several times to breathe new life into it but this time she had no spark with a failed coil (no alternator here, but close). While sourcing a replacement coil I loaned him my reliable old Victa 2 stroke. It hadn't been used for a few months but I took him through the starting drill and she burst into smoky 2 stroke life at the first pull of the cord. Loaded it into the boot of the Commodore and I went back to work on my shed. Ten minutes later he reappeared to say that the Victa had died after about 10 feet of mowing and no matter how hard or often he pulled that cord it refused to start. Have you turned the fuel on? Oh I thought up was 'ON'! Another lesson learned. KISS strikes again.



Ed - Some embarrassing examples of “problem fixation” to back you up Tony:

1. Our son came up to visit and borrowed my bike to ride. Next time I got on, the display and lights came on, looked good, pressed start. Nothing. That's weird. It was fine yesterday. Tried about 10 times, wouldn't turn over. Bloody battery must be flat. So pushed it up the hill in our street and tried roll starting, three times. No go. Utterly exhausted and drenched in sweat, I pushed the bike back into the carport. Our son appeared and asked what was wrong. “Battery is flat” I said between gasps. He reached over the bars and toggled the kill switch, which he always uses to turn bikes off, but I never, ever did. Everyone was banned, from that moment.
2. Recently went out and took the seat off the bike to access some tools. Finished the job and put the seat back on. Next ride day went to start it, nothing. Literally nothing. Got jump starter out, tried that. Nothing. Weird. Pulled out battery, put it on trickle charger. Mis-read charger instructions, and thought it was saying battery was utterly dead. Damn it, go and get a new battery. Put new battery into bike. Nothing. Maybe it is like those Bunnings batteries and I need to charge it first. Put new battery on trickle charger. Wow, that is utterly dead too? Weird. Let's unpack this before spending any more cash. Utterly dead is very unusual, only seen it once before on Cindy's 700GS “Gus” when I accidentally poked a screwdriver into the accessory socket. Check GPS power, it's OK. Righto, might have blown the main 30A fuse, but that doesn't just happen easily. Take the seat off to try to find the 30A fuse, the workshop manual says “it is located under the battery”. Not helpful. Eventually find it and yes, blown. But how? Old battery back in. Notice the red plastic positive terminal cover doesn't fit and terminal is exposed. When putting seat back on must have shorted across battery with metal rail under seat, and blown 30A fuse. Fix terminal cover. Bike starts first push of button. New battery placed in box on shelf for some day in the future, and as a visible reminder of KISS.





By Paul Hughes, Member #3126

The Annoying Slipping Visor - A Quick Fix

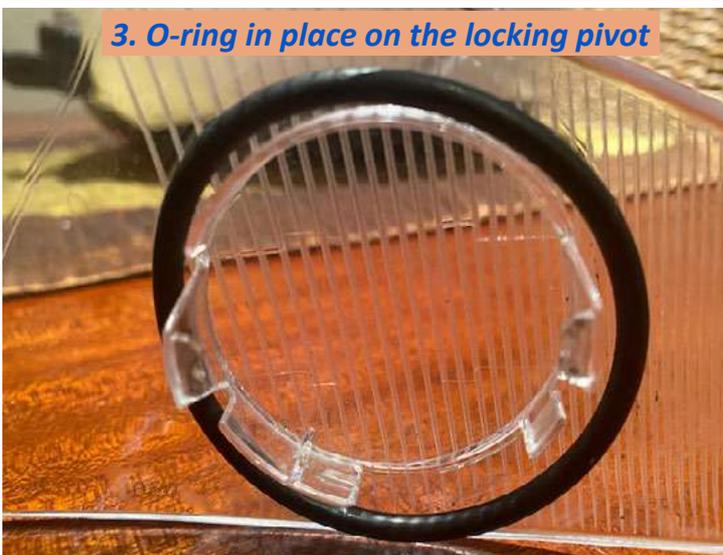
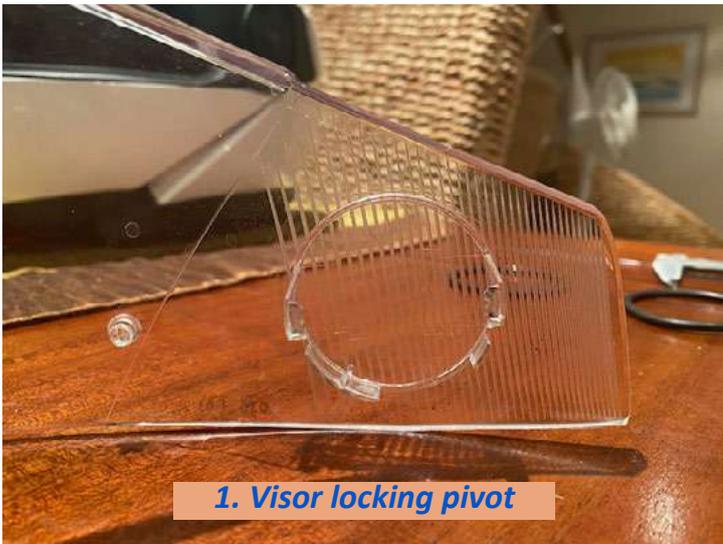
If you own a Schubert C4 Pro, C4, C3 or E1 helmet (and some other brands), you all share a small fault. After a time the visor pivot position holding teeth wear down and don't hold the visor open partially (or fully) when moving at any speed. That's a problem in the Queensland climate.

Luckily there is a very simple fix:

1. Remove visor from helmet
2. Take 2 x 49.5mm diameter O-rings x 3mm thick (50 mm will work just as well) and place them over the visor locking pivots (they measure 49.7 mm diameter)
3. With O-rings placed over locking pivots carefully replace screen.

O-rings are available from Repco and many other auto outlets, Repco sell them individually.

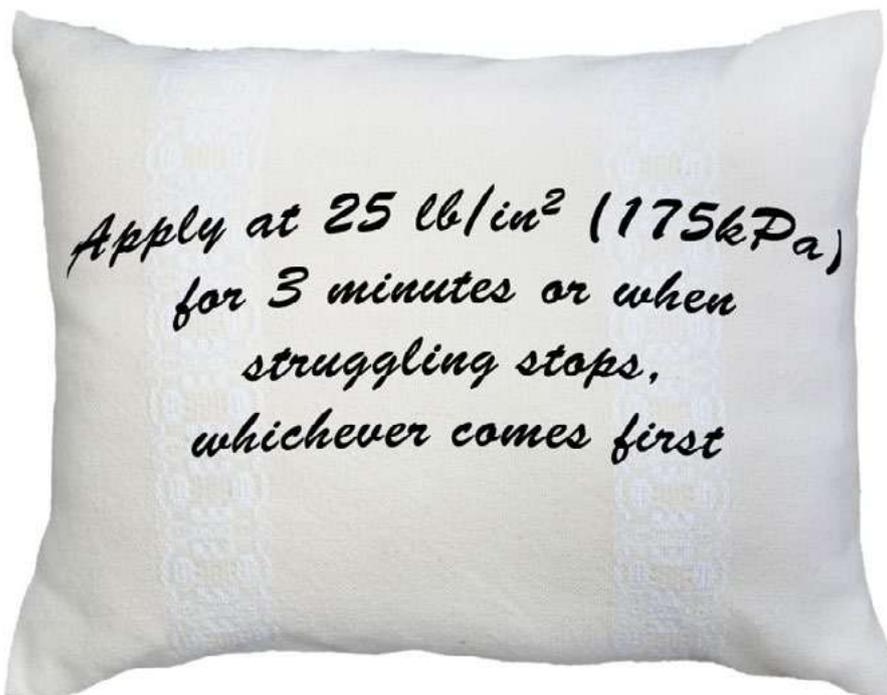
The O-rings tighten up the mechanism and the visor will stay open at any pre-setting at any speed. These are fantastic helmets and this quick fix ensures the ease of use of the visor over time.



By Tony Gray, Member #3905

COMPRESSION TESTER

Is your old motor feeling a bit tired, not as energetic as it used to be? Has it taken up smoking? It might be in need of a compression test and the club can help out here. We have a compression gauge with a flexible hose and multiple heads to connect to spark plug holes of different diameters. The gauge is calibrated to read imperial lb/in² as well as metric kPa. The compression gauge is available for loan or can be brought along to a service day if you place a request in advance.



This one-size-fits-all doesn't need a test as the compression force and instructions for getting the result first time are quite clear.

Makes an ideal Mother's Day present.



B2B18 VIA THE TAR

By Tony Gray, Member #3905

Through a quirk of party politics in Queensland the celebration of the Queen's Birthday is celebrated on the first Monday in October. Regardless of whether you are a Royalist or Republican, as a motorcyclist, you would appreciate that this date in the middle of spring is an ideal time to be out on your bike. Mark Mustchin, our events co-ordinator, realised this fact and set about planning for a B2B event over two nights of the long weekend.

For those newer members not familiar with the Back to the Bush concept, the intention is to take club members out to smaller country towns and give support to those sometimes struggling communities. Along the way we get to ride new roads and enjoy the scenery and hospitality that the country has to offer. Suggested routes, both tar and dirty, are offered but participants can get to the destination by any preferred route.

The publicised tar route on Day One commenced at Esk, Angie's Country Café to be specific. A large group of bikes started to gather around morning coffee hour. This was a glorious riding day and there were a lot more bikes than our BMWs (and a couple of Triumphs) on the Brisbane Valley Road that morning. Small groups arranged to ride together to the next port of call at Dalby for lunch or ride alone as Jane and I chose to do in tackling the Ravensborne Range then diverting from the published GPS route. The beauty of this ride format is that you are not constricted by the group dynamic and can 'stop & smell the roses' if desired, or open the taps if that rocks your boat. We kept crossing paths with different bikes as we traversed the Downs and caught onto the tail of a group before we entered Dalby for lunch. The Urban Paddock was the nominated lunch venue but like the rest of the ride that was a personal choice. Murray Brown mentioned to me over drinks that night that his ride group had lunch at a great little Café in Bell which was good to hear. That is one to put in the notebook for future reference.

The road to Kogan after lunch (nothing to do with on-line TV sales) from Dalby had some water across the road, just enough to wash the dust off my boots. Kogan is one of those places you pass through in the blink of an eye but if you take the time to stop it has its rewards. There are some quite impressive art works centred on a bronze sculpture of famous Queensland artist Hugh Sawrey playing cards with his mate Nelson Dwyer who was the local publican. As well as his artwork, Hugh Sawrey is best remembered as the founder of the Stockman's Hall of fame in Longreach which many Club members have visited. An easy ride ensued via Condamine and into Miles for the overnight stop. We had a room booked at the Windsor Hotel/Motel whose carpark was already filled with BMW's and a lone Harley when we arrived. The Bar was doing a good trade with some of the team downing a few beves to help settle the days dust. Plenty of banter and story swapping on the days ride, washed down with your favourite brew is always a good way to finish a ride day. Dinner that night was a relaxed affair enjoyed by all who attended.



Miles is very much a mining town even though it sits on the Warrego Hwy. It was our regular lunch stop on the run out to Roma to visit our son and his family when he was stationed there with the QPS. The best café in town is 'The Creek' which trades 7 days a week from 4.30am – that is what the sign states but surprise, surprise – it was closed Sunday morning. There wasn't much else in town other than the servo so we decided to head

B2B18 VIA THE TAR

NOVEMBER 2021



BMW Motorcycle Club
of Queensland

55

back to Dalby with several of the party only getting to Chinchilla before the worms started biting. Another surprise in Dalby was that the only café of note open on a Sunday morning was the Urban Paddock, so they got a double dose of our patronage.

The next leg took us up the Bunya Mountains which is always a fun ride but as it was in the middle of a long weekend at the end of the School Holidays, the place was jam packed with holiday makers. Tourism in many parts of the State is undoubtedly doing it very tough but that certainly does not apply to the Bunya Mountains. We chose to move on rather than join a very long lunch queue but not before Don Grimes had become an instant hero in finding a lost 3 year old lad and reuniting him with his family. Well done Don.

After our problems finding breakfast in Miles it was no surprise to incur a similar problem finding somewhere for lunch in Kingaroy. This wasn't the first time we have had problems in Kingaroy – finding an open cafe on a weekend is akin to riding through a downpour and not getting a wet crotch. After a circuit of town we found a little bakery on the fringe of a shopping centre that was just about to close. The mandatory pie and all was good with the world. It is interesting what you can learn in the country when you engage with the locals. I had a chat to an old bushie sitting on the tailgate of his old Ford waiting for the unsold offerings from the bakery. I am familiar with the practice from our local bakery where the unsold products are distributed by volunteers to the needy. I asked if that was the case here – 'Nah' he replied 'this is for the sheep'! Sheep, surely not? Hah they love it – especially the cream buns. He said he has a small herd of 80 so they don't get too much, more as a treat. You live and learn.

The country in and around Kingaroy was a delight to ride with the freshly ploughed red soil paddocks waiting for the next crop of peanut bushes. It certainly is rich country and in the peak of condition following recent rain. Into Gayndah for the night where there was already a gathering of fellow riders at the Country Roads Motor Inn. The Motor Inn has the good sense to

maintain a well- stocked bar fridge so no need to rush down the road to the Pub. A pleasant time was had sharing stories of the days ride before we 'frocked up' and headed down to the Grand Hotel to catch up with other club members for an organised dinner. It was a big night for the pub which was fair rocking on the NRL Grand Final night. Unfortunately the room allocated for the club's exclusive use did not contain a Television so there was some loitering in the bar when ordering drinks for those of us following what was a very close and exciting game.

We did not repeat the mistake of the previous day and ordered the very comprehensive continental breakfast at the motel. Unfortunately that big breakfast had not settled by the time we hit Goomeri 100km down the road. In case you have just arrived from another planet I will mention that Goomeri has the best French Bakery in the world and is a favourite with many club members. Jane and I knew it would be impossible to enter the bakery and just order a coffee so we gave our business to the very pleasant 'Wimberley & Co" bookstore and coffee shop just a few doors from the bakery. Amazing fortitude!

When our group arrived in Goomeri I sought out a spot in the shade of a tree in what was shaping up as a very hot day. Don Grimes followed suit and parked beside me – we must have known something? Don mentioned that the battery fault light had come on just as he came into town. It was another case of 'Houston, we have a problem'. With the best efforts of the collective brains trust plus 2 battery packs, the only way we could get the bike started was with my battery removed from the Grey Ghost. There was only one small problem with that solution – the Grey Ghost was reluctant to go without a battery! The GG also has previous form in Goomeri – it was 2017 when she blew the seal on the final drive and returned home on the back of a lift tray truck. The only time in 220,000km that she has needed a tow. I did not want to repeat the exercise. It was resolved that the alternator was the problem and even a new battery would be unlikely to last the 300km trip back





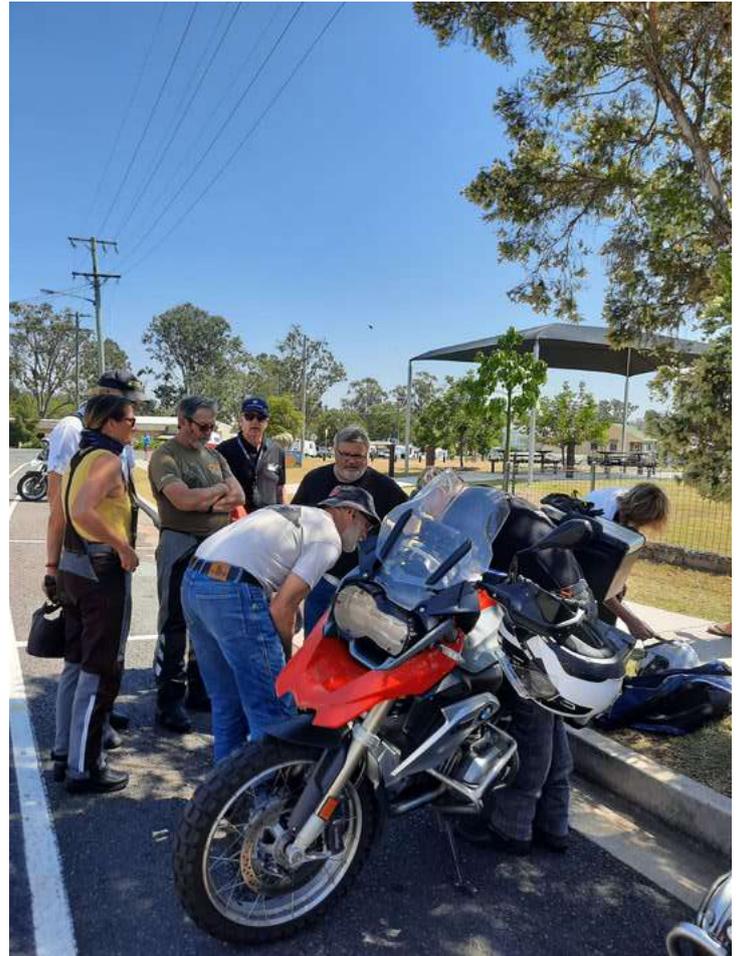
B2B18 VIA THE TAR

to Brisbane. In a great show of club spirit, Rosi Johnson who had been enjoying the trip in her VW Golf, returned to Goomeri and gave Don and Kate a lift. Others helped to push the bike to the Pub (where else?) for overnight storage and Les Fitzpatrick loaned a bike trailer to Don to help retrieve the bike. Les also undertook some diagnostic tests when it was returned to Brisbane to confirm an alternator fault. Don has reported that the bike is holidaying at M&W waiting on a replacement part to arrive from the Fatherland.

The rest of the crew enjoyed the ride home via Kilkivan, Widgee, Imbil, Conondale, Mt Mee and Samford. The temps were pushing towards the 40C mark at the back of Gympie but the humidity was not too high so still a good ride.

This was another well organised B2B which proved very popular with members whether doing the full three days or just two. Thanks to Mark & Paul who plotted and planned the event.

Tar group stopped to join in the "Celebrating Our Seniors" festival. Regretting it now they've seen this photo, they need to be more careful.



An ancient Latvian proverb says that rescuing a 3 year old lad will bring you bad luck, specifically Izpūtiēt GS ģeneratoru. Which means you'll blow your GS alternator. Wow. What are the chances?



Another epic cover shot, this one from November 2011 Journal - this pic came from an article “Bagging the Alps” by Mike Hannan in that edition. Well worth getting onto the website and into the Journal archives to read it!

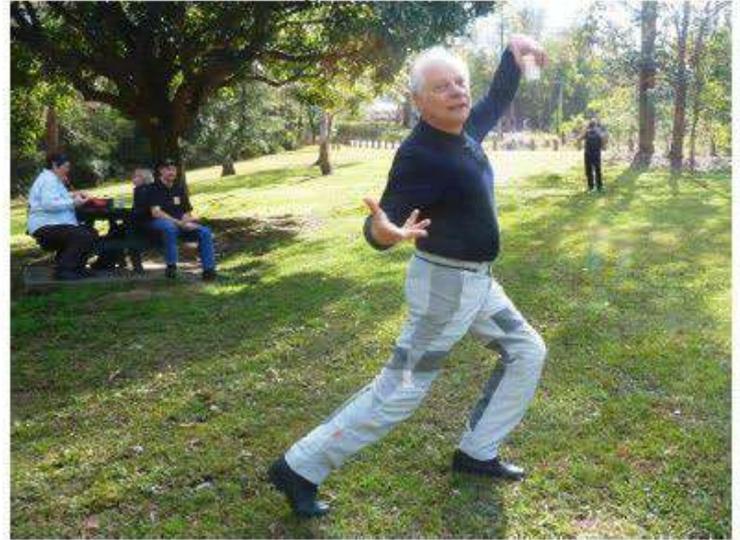




A glance back 10 years to some pics in then Prez Richard Maher's "Greetings from the Oval Office" column. And to celebrate the upcoming 2021 Biscuit Ride - glancing back to a couple of classic pics from the 2011 Biscuit Ride (written up in Nov 2011's Journal).



Of course not all the gifts given to the President are useful, or come in your size



Captain "George" Kirk – "Beam me up Scottie"



*From the Laverda Concours
BMW - from a Grasshopper's Perspective!*



The RFDS donation tin found a classy resting spot at the Sunny Coast Brunch ride in September (Eudlo) on Andrew & Louise's BMW R90/6. A reminder that we have a new tin that will come along on rides - although I did not bring to the B2B18 due to limited space in my top box (my bad...)



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

Cycle Right Training run dirt bike courses on small bikes, which they hire for the training. Pictured below are 4 female members having fun at a Ladies Dirt Day session in 2016!



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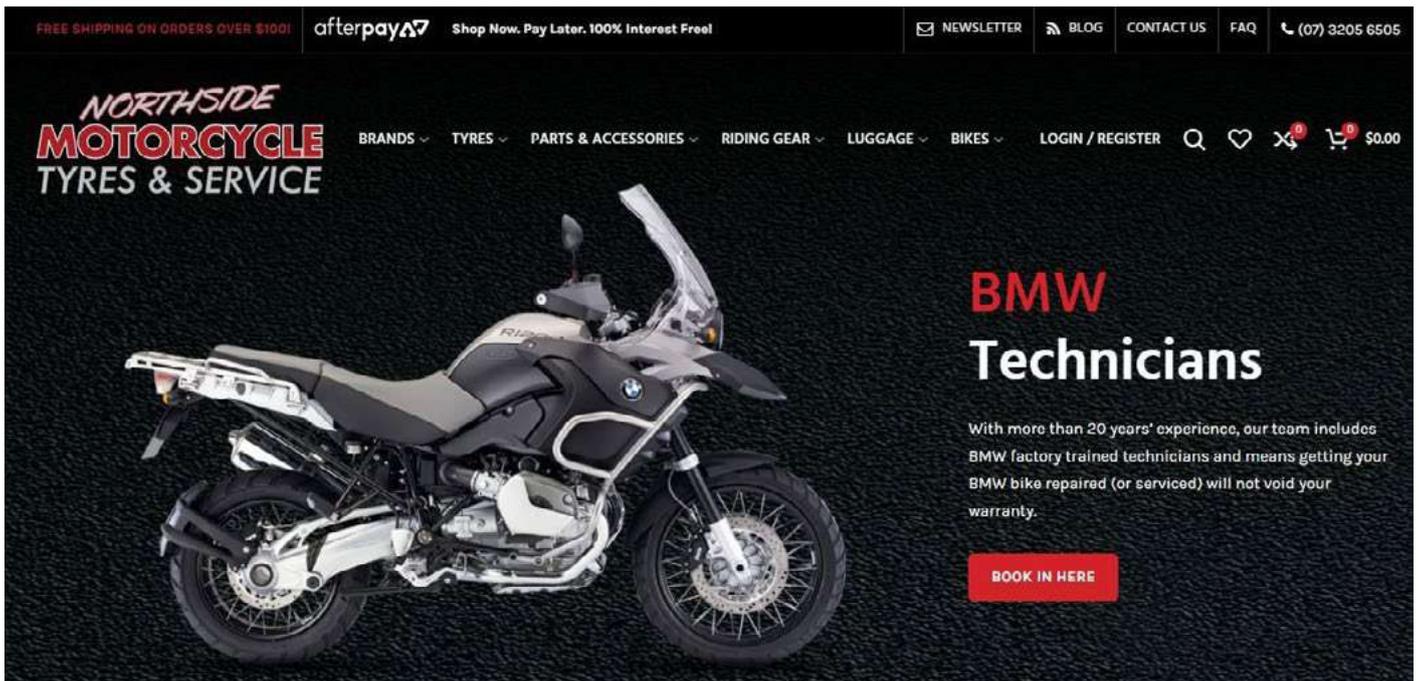
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Stat's all folks!

Cindy Bennett, Member #4170

Lies, damn lies and statistics, said Benjamin Disraeli but the stats on Issuu (the publication platform of the BMWMCQ Journal) tell an interesting tale - and are not a lie at all!

Back first to a bit of history...from mid-2016 this Journal has been in digital format, and there was a fair outcry at the time about losing the hard copy B&W magazine that came in the mail after being sent away to print and then being bagged and stuffed and taken to Australia Post (with varying degrees of frustration...)

Another downside of the printed journal was that it was unknown how many members actually read the publication. Did they collect it from their mail box, sit it in the pile of other materials so that it got mixed up with recycling? Had they moved house and forgot to tell the Records Officer? Were they using it as papier mache medium, or worse? A mystery wrapped in a plastic bag enigma.

However the 2 years we have been editors have been using the digital format, which makes our jobs way, way cruisier than editors in past times – for which we are eternally grateful to the digital publishing gods! We can now also keep track of the popularity (or otherwise) of each issue (Issuu?) by viewing the statistics.

I must admit not closely checking the stats, as once we have finally got to the publishing stage for the month the Editor PC and 3 big screens are shut down for a week or so of peace until it's time to casually start work on the following edition – well all except December as there is no Journal in January!

So back to my first point about the fascinating statistics, and I promise you won't need to be demographer Bernard Salt to appreciate them.

As you will see with the map of the world below, our readers (purple shaded countries) are spread far and wide across the earth – with Australia not surprisingly topping the list at near 18,000 reads (to 19th October 2021). But having over 1,000 readers from the USA (second top country) is quite incredible I think.

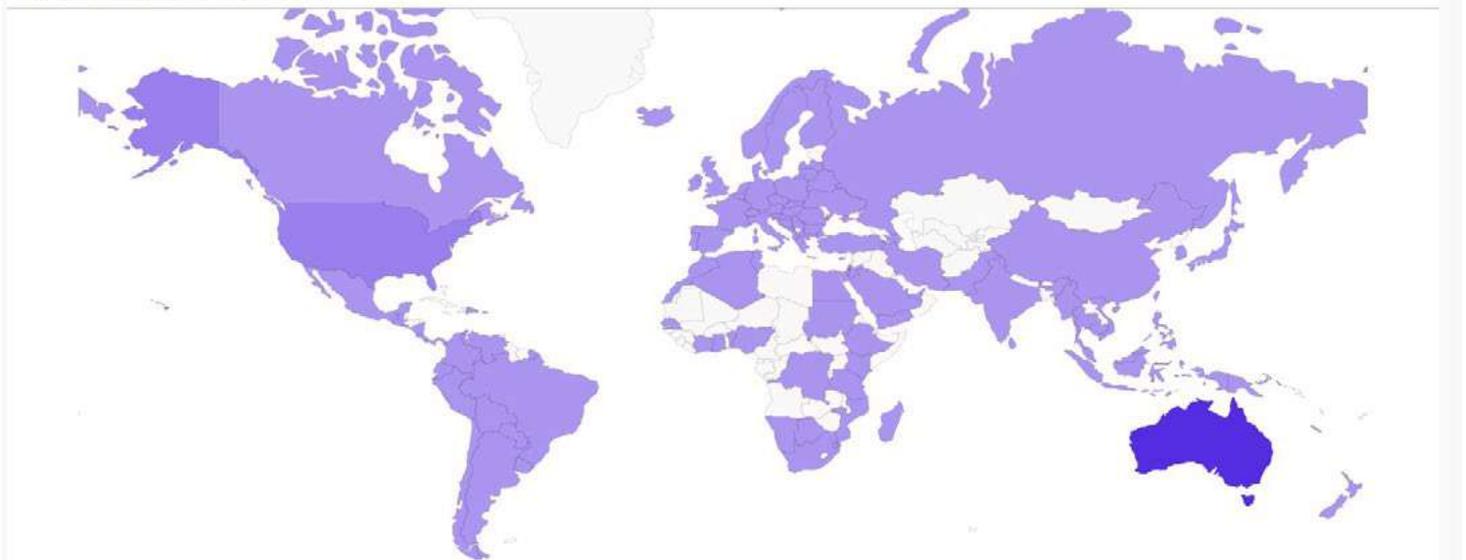
And this doesn't even include PDF copy reads.....

Top 10 Countries:

Australia	17,971	Unknown*	184
USA	1,096	Canada	176
NZ	400	Germany	137
UK	255	Holland	115
Italy	197	Spain	95

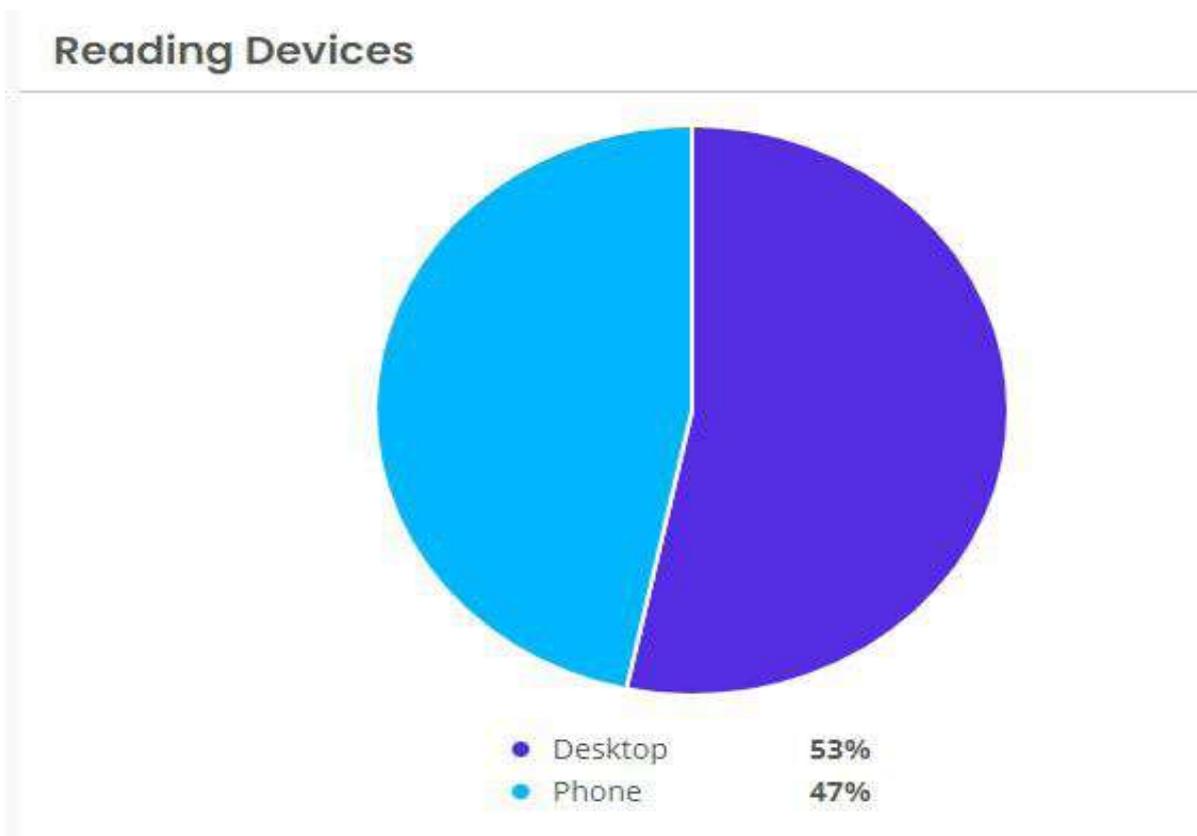
*I am wondering what the 'Unknown Country' could be, maybe dissidents in North Korea accessing the Journal furtively under their doona?

Readers Around the World



I love a good pie graph (mmmmm pies...) and the one below about how readers view the Journal is insightful, with almost a 50/50 split between desktop (which I guess also includes laptops) and phone.

So, if you haven't put fingers to keyboard for a contribution as yet I hope these stats help you take the plunge and get writing – you will become an internationally published author!



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| Australia Motorcycle Atlas
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| Overland Magazines - issue #'s 11; 19; 21; 22; 25;
26; 27; 28 and 29. | |
| Adventure Bike Rider - issue #'s 44; 46; 51 and 53 | |
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