



Winner of this month's Photo Competition - Harold Read

BMW MORGAN & WACKER

CHRISTMAS SALE

HURRY OFFERS END 24TH DEC

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MORGAN & WACKER BMW MOTORRAD

51 ROSS STREET
NEWSTEAD, QUEENSLAND

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MAKE LIFE A RIDE



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

This Issue - DECEMBER 2021

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Advertisers

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Munich Motorcycles - P.58
Good Wool Store - P.58

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

On The Cover

The *Hot Stuff* winner is Harold Read. Congratulations to Harold, whose pic wins \$200 to spend at a sponsor of his choice. Harold's caption: "If you're hot this is the spot! Taken on the Wilson River at Upper Rollands Plans NSW".



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

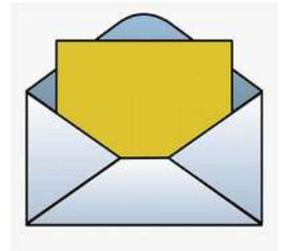


Cindy & Duncan Bennett

Editors' Report

We always used to feel a bit sorry for the BMWMCQ editors - lots of riding, a requirement to socialise and meet new members to get their back-story, reading member's interesting stories, making stuff up in the Journal with a guarantee it will make the cut.... Well not all of that perhaps, but, oh hang on, it is all of that and it's awesome. December is our month off, and gives us more of a chance just to get out to the events and talk to everyone without thinking "Wow he/she looks good in that BMW Rallye 3 suit, I must organise a shoot with Chris Hemsworth/Scarlett Johansson wearing it for the Journal." So if we are at an event in December and we are acting like editors and taking lots of photos of you, they are probably not for the Journal. More likely we think there may be a chance of a reward for information leading to your apprehension and conviction. Everyone needs spending money over the holidays.

You will see below a letter received from former President Niels Holm via email, we love getting your feedback and impressions. But in answer to Niels' excellent question about the breakdown of stats via states - this is something Issuu doesn't provide unfortunately.



Letter to the Editor:

Hi Cindy and Duncan,

You probably don't hear too much from me as I now live in Melbourne, however I was once President of the BMWMCQ way back in 1992 through to 1993. I am still a member (#114) and have been since 1985. Anyway on to my email. It was interesting to read your article on Statistics and where the readership of the Club Journal comes from. I was one of those that wanted the hard copy retained, however after a few years now I must say I actually prefer the electronic copy. Now I can read them and then file them electronically on my computer all by year and date order. Whereas previously I would file in date order in lever arch folders. Yes I have years and years of the club journals.

In regards to the readership breakdown do you have the stats by State of Australia? This would be interesting as well as I know there are still many members dispersed across this great country.

Finally the latest club journal was a bumper issue of some 68 pages and quite impressive putting all of this together. Good job....

Keep up the good work and say hi to Darryl when you are at the Club Meeting this Thursday.

Kind regards

Niels Holm

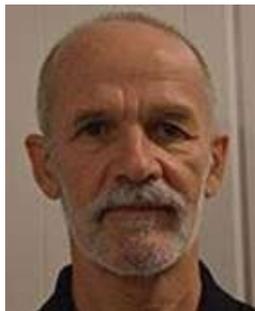
Submissions for the Next Journal close 25th January

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 3 February 2022



Tony Gray

President's Report



Here I sit in the Oval Office getting ready to draw down the curtain on another year of uncertainty with the daily Newscast replete with covid vaccination rates and changes to border controls. Oh to be able to ride the twisting range roads of the New England Tablelands again or dare to wish for another road trip to the beautiful Apple Isle. Let's bring on 2022 and the hope of greater freedom of movement. In that vein Jane and I received a note this past week from our

friends who reside on the Isle of Man asking if we were coming over for the TT. They have just relocated their home from the fishing village of Peel on the West Coast where we have stayed previously, to the town of Ramsey in the north. The TT course snakes its way through Ramsey where Parliament Square provides excellent viewing places so a great choice of abode for our friends. The Isle of Man happily sits in the Irish Sea away from the UK so it is Covid Free. It was hard to explain to our friends that effectively we cannot safely exit and return to our own State let alone the other side of the world – 2023 perhaps?

My riding days and socialising these past two weeks have been curtailed by more mundane circumstances involving a head cold shared by one of those little germ factories called a Grandchild along with the wettest November for several years. Yes the Grey Ghost has been out in the rain but has spent more time sitting in the workshop covered in road grime – Richard Maher would be proud of me. I have however been playing around with a few different bikes with a broad range of problems. It is always good fun and a little bit educational to problem solve on a foreign beast or a new problem on a more familiar model. In one example Charlie Brown and I were fitting a set of wide foot pegs to his R1200GS. Charlie had acquired these online 2nd hand but in excellent condition. They came with all necessary pins, springs and spacers in an 'assembled' condition. They also came with an extra pair of (obviously) home-made square alloy washers whose sole purpose seemed to be to exert extra preload on the return springs. We initially went with what we had but the pegs were quite floppy. A closer look and it appeared that the springs were in fact installed upside down. Once the springs were inverted the pegs performed as designed and the homemade washers were consigned to the waste bin. We came to the conclusion that the previous owner had spent some considerable time and effort trying to solve a problem that did not exist, did not solve the non-existent problem so sold the pegs. If he had taken time out to sit back and analyse the problem he may have saved himself a lot of trouble. There is a lesson there for us all to heed.

I have just finished reading "The Sky's the Limit" on the life of Club Founder Hugh Yorston. This is now available on loan from the Club Library. There is a quote from Hugh Yorston in "The Golden Ride" the record of the first 50 years of the BMWMCQ from 1958 to 2008 compiled by club member Chris Robertson. That quote reads "When I was out for a spin one day atop of my R50, a young chap on an R60 waved me down and asked if I would be interested in joining the BMW Club, which was being organised by an old man out at Aspley!" Hugh was the 'Old Man'. At that time Hugh would have been 36 – sobering thought for we of more mature years!

Our last major event of the year looms next Saturday 4 December. This end of year gathering will give us the opportunity to socialise in a relaxed open environment. Fingers crossed the weather plays its part as we have had an excellent response from you our members so this promises to be a great day. On a less happy note a few of our long term members have been having a tough time health wise so I take this opportunity to pass on the best wishes of the Club for a quick and full return to good health.

Tony





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	TBA	Steve Maney
Sun 19 Dec.	12:30pm	Club Lunch Ride	Crown Hotel, Maryvale	Events Coordinator Mark

Merry Christmas! Wishing all members and their families a safe and happy festive season!!

EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
11 - 13 Feb 2022	Karuah River Rally	Chichester State Forest via Dungog	www.bmwtcnsw.org.au
11 - 12 March 2022	BMW 5/ event - see ad page 52	Blayney NSW	Henning Jorgensen hpj333@gmail.com



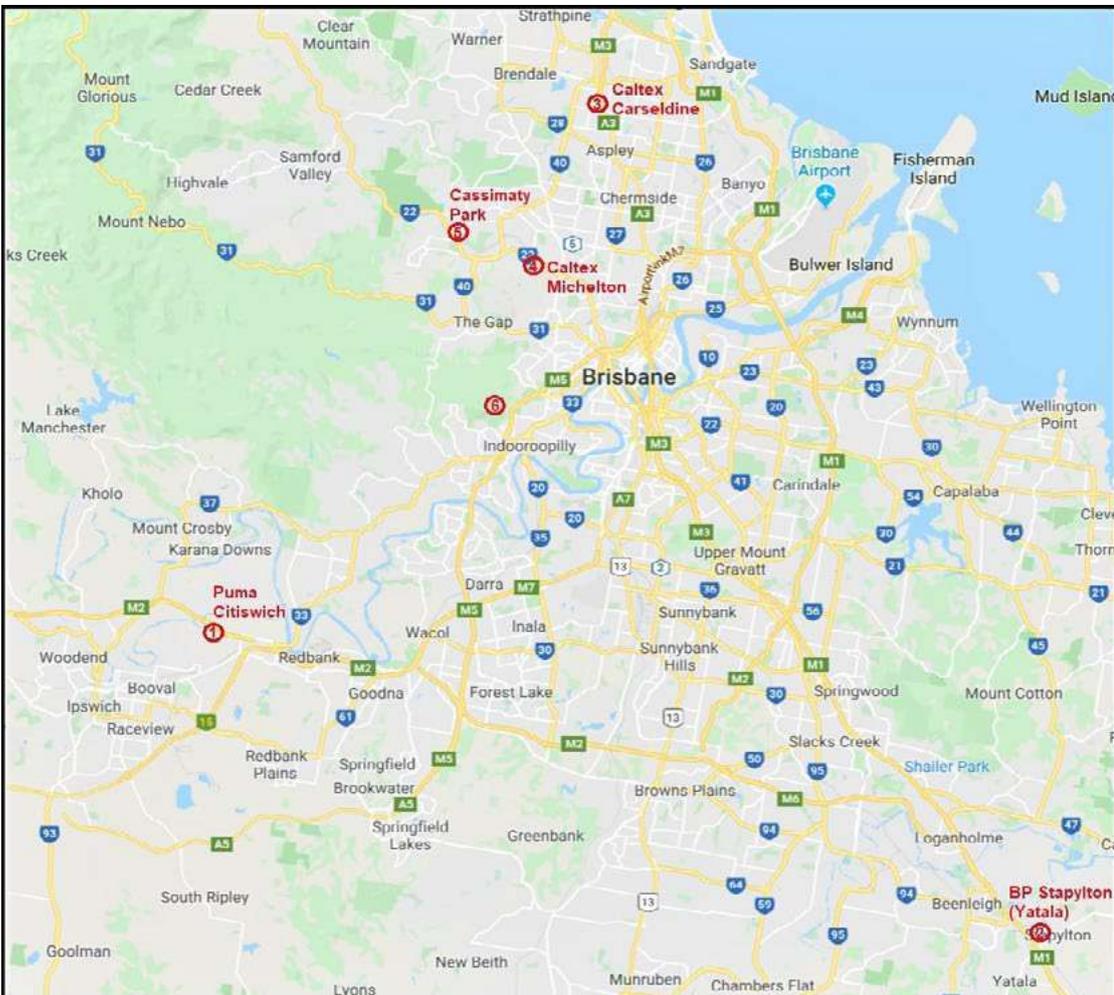
See ad for the 2022 Cane Toad Rally on page 37!



BMWMCQ Club Events for JANUARY 2022

Date	Start	Event	Details	Contact
Thurs 13 Jan	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 16 Jan	7:30am	Jolly's Lookout Breakfast	Jolly's Lookout, Mount Nebo BYO breakfast	Events Coordinator Mark
Sat 22 Jan.	9:00am	Coffee Meet Up	Little Italy - 22 Fulcher Road, Ashgrove	Events Coordinator Mark
Sun 30 Jan.	12:30pm	Monthly Lunch Ride	Mapleton Tavern, Mapleton	Events Coordinator Mark
Tues 25 Jan	6:00pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	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

What a great month November was for riding. A bit damp near the end but that wasn't a problem. **Ed - You must have a full gear drying room at both your work and at home then Paul?**

It was fantastic to see the roll up at the George and Maggie Annual Biscuit Ride. No rain, a large group in a great venue and of course, as always, Maggie's wonderful biscuits and cake. Thanks to Maggie for all the hard work and to Peter Todd who organised the event and venue.

The coffee meet-up at one of our favourite venue's, Café 63 at Enoggera, was fun. We also had a fabulous mid-week ride to Cooyar, lead by Ron Durkin on some interesting and scenic roads. Thanks Ron.

Very early in December we have our BMWMCQ Year End Get-together 2021 at Bullocky Rest. I am looking forward to seeing many of you there in what is hopefully a sunny great Saturday on the waterfront picnic area.

We are starting to see much higher riding temperatures, so be mindful of hydration. Might be time for a "cool vest" to be added to your ATGATT.

2021 has not been an easy year for many and the club has had to make adjustments and last-minute changes to events. Personally, I think we have done as well as possibly could be expected. Here's hoping 2022 is a lot more settled with more possibilities for long distance touring.

Merry Christmas and a Happy 2022 to everyone!

Ride safe

Paul



I think the Vice Prez likes Maggie's biscuits!



*And making a donation to the RFDS - no tin so it was a pocket donation!
We got \$39.40 in the pocket for the RFDS!*



Darryl Gowlett

Treasurer's Report

G'day everyone,

Oh! Look! It's nearly Christmas. If you see by the figures below I may have awarded myself something nice, and expensive. But no, it's where I have placed some items that many members are to be awarded. That hasn't happened yet, but we've paid for it already. The tools expense was for a stool. A tool's stool if you will, which was mentioned at the last meeting. And the events expense was for booking the venue for our end of year barbecue, to keep the pests out. But don't forget your Aerogard... or repellent of choice. The flowers for Maggie were because she never takes any dough for the dough, and she uses a lot of dough, so we gave her flowers.

Exercise caution in your business affairs; for the world is full of trickery. But let this not blind you to what virtue there is; many persons strive for high ideals; and everywhere life is full of heroism. Remember this when dealing with bike shops.

Ciao,

Darryl

Trading statement as at: November 25, 2021

				Year to date	
BoQ Balance as at:	October 25, 2021		\$ 11,480.79		\$ 11,067.37
Income:					
Membership		\$ 1,205.00		\$ 11,470.01	
Advertising		\$ -		\$ 950.00	
Regalia		\$ -		\$ 27.50	
Tools		\$ -		\$ 110.00	
Events		\$ -		\$ 5,166.00	
Interest		\$ 1.37		\$ 12.03	
Sundry		\$ -	\$ 1,206.37	\$ 816.28	\$ 18,551.82
			\$ 12,687.16		\$ 29,619.19
Expenses:					
Administration		\$ -		\$ 913.65	
Website		\$ 385.00		\$ 4,582.99	
Paypal		\$ 20.50		\$ 210.76	
Regalia		\$ -		\$ 230.54	
Tools		\$ 69.00		\$ 1,081.91	
Events		\$ 340.00		\$ 3,655.02	
Awards		\$ 1,520.00		\$ 2,528.50	
Sundry		\$ -			
Flowers for Maggie in kind		\$ 80.00	\$ 2,414.50	\$ 6,143.16	\$ 19,346.53
Balance			\$ 10,272.66		\$ 10,272.66
BoQ balance at:	November 25, 2021		\$ 10,272.66		\$ 10,272.66
Term deposit:		\$ 20,500.45		\$ 20,352.43	
Interest		\$ -	\$ 20,500.45	\$ 148.02	\$ 20,500.45
Available:			\$ 30,773.11		\$ 30,773.11



Steven Johnson

Secretary's Report

Hi Members,

Rain rain go away, come back another day! I believe that everyone is onboard with the above statement, though as I always say; there is no such thing as inappropriate weather, just inappropriate clothing!

I received an email from Greg Gaffney forwarding a flyer from the BMW Touring Club of NSW promoting the 45th Karuah River Rally to be held on 11 – 13 February 2022.

I “attended” the rally site earlier this year (actually I qualified as a rally participant by driving through the town of Dungog), however, I failed to register in time to receive my “attendance” badge – hopefully this year.....

Not much else to inform the members on for this month, especially with the weather being un-cooperative. I can report though that we have just serviced the bike – 110,000km plus fitted new tyres a week later.

But, there's always a but, wouldn't you know it, before the tyres are even worn in, the battery in my tyre pressure monitors (rear wheel) is flashing an error code so need replacing – the cost of these little suckers are more than the tyres.

All from me – looking forward to seeing a big gathering at the Geebung RSL on 2nd December.

All the best everyone & remember shiny side up.

Steven

BMWMCQ General Meeting Minutes – 4 November 2021

Venue: Geebung RSL

Meeting Opened:	7:35 pm
Apologies:	Maggie Rafanowicz, Michael & Ann Ahlberg, John Allen, Jane Gray, Geoff and Ellen Hodge, Rosi Johnson
Minutes of Previous General Meeting:	Accepted: Cindy Bennett Seconded: Duncan Bennett
Number of Attendees:	31
New Members (Name & MC):	Paul Currie – rides a K Bike + R100 LT
Visitors:	Nil
Returning Members:	Nil
Treasurer Report:	Short but sweet – no substantial change from previous month. Still have money in the bank!
Editor Report:	Last month's photo competition attracted 36 photos. This month's photo theme – “Hot Stuff”
Tools Report:	Next Service day still to be confirmed – likely to be either end of January or beginning of February 2022.
Regalia Report:	No report this month - Rosi Johnson not in attendance at this meeting.
Records Report:	Currently 261 financial members with 8 new members joining in September. Greg requests that if any members are having any issues with PayPal in paying their fees, to please contact Greg in the first instance.

<p>Events Report:</p>	<p>Ongoing issue of members not indicating if they are attending Club Events. Example – at last month’s coffee morning at Samford, 8 people confirmed on the Club’s Events page that they would be attending, whereas 20 attended on the day. Please do the right thing by confirming your attendance (or not) when the event is posted.</p> <p>The annual Biscuit Ride on this weekend. Dinner is organised for 7:00pm start for 36 diners. Sunday agenda – meet up in main street for 9:30am departure to Girraween National Park (approx. 30 minute ride to location of event).</p> <p>Upcoming Events for November:</p> <ul style="list-style-type: none"> • 13 November – Coffee meet up at Cage 63 in Enoggera. • 18 November – Mid week ride from Dayboro to McCoy’s Café at Cooyar • 20 November – Sunshine Coast Brunch Ride to Woodford Gardens. • 28 November – Club Lunch Ride to Meringandan Pub • 30 November – German Club Social night.
<p>Secretary Report:</p>	<p>Only correspondence received was BMW Touring Club of NSW newsletters for July through to October.</p>
<p>Dealer Liaison Report:</p>	<p>Morgan & Wacker Newstead report limited stock of both new & used bikes. For new bikes there is a waiting period of around 4 months. Current specials include R18 with \$5,500.00 discount & R9T’s with a \$2,500.00 discount. The much anticipated R1300GS due around August 2022. Also, keep an eye out for the BMW branded clothing sale at Morgan & Wacker (just in time for Christmas)</p>
<p>Clubs Australia Report:</p>	<p>BMW forum now to be held on the last Friday of each month – unfortunately for most members it is still to be conducted in German & at a most unsuitable time for Australia in general – 2:30am Next Clubs Australia General Meeting due over the 1st & 2nd April 2022.</p>
<p>Vice Presidents Report:</p>	<p>No report this month.</p>
<p>President Report:</p>	<p>For details of the Christmas gathering, please check for updates in the Journal and on Facebook page.</p> <p>Tony updated members on the formation of the newly formed Qld Motorcycle Council group – refer November Journal for full details. Members are encouraged to do their own research on the group and decide individually if they wish to join.</p> <p>The Throw your Leg Over duo (Bridget & Alan Cox) will be making an appearance for a talk at next month’s General Meeting to promote their new book & talk about their travels.</p>
<p>General Business</p>	<p>Richard Maher informed Club members of a poll by R1200 GS riders regarding Shinko 705’s (tyres for the uninitiated). Richard received a discount on the purchase price for agreeing to provide feedback on the performance etc. back to the dealer. We look forward to reading the details of Richard’s feedback. Cindy Bennett – has bought a 2000 R1200C.</p> <p>Tony Gray talked about a new book purchased for the library titled “The Sky’s the Limit” a story on the life of BMWMCQ Founder Hugh Sinclair Yorston. Members have to wait in line to read as Tony has added this book to his list of required reading.</p>
<p>Buy / Swap / Sell</p>	<p>Alison Sayce has a range of almost new motorcycle clothing for sale – please contact either Ian or Alison for details of sizes & price. Preference is to offer this range of gear to BMWMCQ members first.</p>
<p>Closed:</p>	<p>8:37 pm, next meeting 2nd December 2021</p>



**Greg Gaffney****Records Officer Report**

We were advised this week we are entering a La Nina weather cycle so it looks like we may have a wet summer. I went to Meringandan Hotel for the lunch ride, and rain had been forecast all week. Luckily we didn't get the rain as expected.

I checked out the new Toowoomba Bypass which I hadn't previously ridden on, a fabulous piece of engineering.

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

Cheers,

Greg.

Welcome to New Members:

Paul Currie, GRIFFIN, **K100LT & R100S**

Chris Murphy, MIDDLE PARK, **K1600GT**

Garry Donovan NOOSAVILLE, **R25/3, R69**, Suzuki V-Strom 1000



Our fearless Records Officer Greg among the group enjoying the pre-Biscuit Ride dinner in Stanthorpe



Bill Luyten

Tool's Report

Service Day

The next Service Day will be in the new year, at this stage 5 February 2022 has been reserved.

🎄 As this is the last journal for the year' I'd like to wish you all a great Christmas season and all the best for the New Year. Cheers 🧑🏻

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-911WiFi and 3 pin diagnostic tools.

Special Tools

- 34mm socket for rotating crankshaft
- Twinmax electronic carburettor balancer (Twin BMW engines)
- Vacuumate (electronic synchronisation of throttle valves up to 4 cylinders)
- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool

- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

Club Tool Loan:

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

Contact Tools Officer

Bill Luyten 0438 123 747

email: spares@bmwmcq.org.au



Rosi Johnson

Regalia Report

Nothing to report this month, but how about a cap with BMWMCQ logo?

Happy riding!

Cheers, Rosi

Cindy bought her own shirt, called Daniel (the shirt wasn't called Daniel, she phoned him), sent it to Goldstar with a return pack, and here it is!





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
*As worn by Jackie Kennedy
/Onassis! Or Jackie Collins,
who remembers?*

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
As worn by Usher! Or an usher!

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!

Editor's Regalia tip: I recently went out to Anaconda to buy one of those "super-lite" shirts that pack down to nothing and dry in 0.3 seconds. Called Daniel and paid for the \$7 embroidery fee over the phone, popped it in a post bag to Gold Star with a return post bag. Job done. Looks good!



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

Excellent line-up of events heading into the Christmas break, and the Christmas End of Year party is coming together, don't forget to let us know by Facebook, email, text, or telegraph if you are coming.

Safe riding.

Mark.

SUNNY COAST BRUNCH & CLUB LUNCH EVENTS

Never in the field of human brunch was so much loved to the Maney's by so few, as Sir Winston would have said if he'd been able to get there. Steve and Mandy once again did their homework and settled on a huge day; the 74th wedding anniversary of Queen Elizabeth II and Prince Phillip and the 59th anniversary of the end of the Cuban Missile Crisis. It was also the 62nd anniversary of the adoption of the Declaration of the Rights of the Child by the UN, celebrated by leaving all of the Children at home. But most importantly it was the 11th dayversary of Cindy collecting her 2000 R1200C, and its second official BMWMCQ event.

CJ's bakery serving a useful purpose, so didn't realise there could be a very nice establishment with a stock of brunch necessities just out of sight down a side street.



The Meringandan pub lunch crowd

A big turn-out to the club lunch at Meringandan this month, with the insane rain falling mainly on the Brisbayne. Some memories of being there before were brought on by the challenging parking, not much flat street parking near the pub.

Marty and Jodie might have won line honours again, but Stuart was on his Triumph Street Triple so claimed the handicap victory. A warning on Meringandan pub meals; when we arrived at the table Dieter and Don and Kate and Stuart looked like they were the only vulture at their own fresh elephant carcass. We took note and ordered the small meals. Cindy's had 15,000 times the recommended daily intake of carbohydrates for a large male grizzly bear going into hibernation, while my small Caesar was the biggest Caesar since Julius.



Marty and Jodie comfortably took line honours, Duncan and Gino won the handicap because they were on Triumphs

The brunch venue was Woodford Gardens, a location completely new to just about everyone. Most truly believed that Woodford is only a single row of utterly pointless buildings down either side of the D'Aguiar Highway with only a

MAGGIE'S FAMOUS BISCUIT

RIDE #12

JEGNov2021

Each year in August we look forward very much
To munching on biscuits blessed with Maggie's magic
touch

Girraween National Park was the venue this year
We were all meeting there for a day of good cheer
But a last minute lockdown cancelled our plans
In these times of COVID it's out of our hands

Thankfully Maggie took it all in her stride
Postponing her baking till we could once again ride
November 7th, same time and same place
Crossing our fingers but prepared just in case
But all went perfectly and the rain held off too
Your biscuits are beautiful Maggie and so are you



By Duncan Bennett, Member No.4171

Following on from last month's problem fixation stories with battery and fuel tales of woe, I probably deserved another one this month. The back story was that a Victorian friend called and asked if I could go and check out a 1972 Honda 500/4 for him, down in a vintage motorcycle place in Slacks Creek. No worries, and I even know a guru on these things, one Tony Gray, so I'll drag him along. On the day, I rode in to work as usual but this time in torrential rain, everything was drenched. Plan was set to swing by Tony's place and head down to check out the vintage. As a brief aside, Slacks Creek was actually named by Captain Logan in 1828 when one of his attentive and slightly metro subordinates complimented him on his choice of wool knit smart casual pants while they were in the area.

So at 9:15am I say to a colleague; "I'm just popping out, be back in an hour or two." Go down to the bike, insert key, pull in clutch, put bike in neutral, hit start button. Nada. When having done something a million times and the millionth and first time doesn't work, the response is confusion. Try again. Nothing. Can't be the emergency off on a modern Triumph because it is the same button. Try again 18 more times, maybe the side-stand switch, but it's in neutral, can't be.

Call Tony. He comes around, we poke and prod at things. Must have been the rain. Battery housing dry. We pull apart the ignition switch after Tony has returned home to get a T8 Torx - in the Triumph design meetings every thread and fastener representative was allowed to put at least one product on a bike. We give up, and head down to Slacks Creek, I now swear it is possible to maintain a social distance while pillioning on the Gray Ghost. Pull up at the workshop teeming with vintage bikes.

We check out the 1972 Honda 500/4, and then as we are leaving notice a bike over on the side. Obviously hasn't moved in a while. Looks enormous and utterly bizarre, like a Harley designer was having a frontal lobotomy and sketched something up during the procedure. Tony takes note of it, then sends me this link after we got back to my work and we manage to get the Triumph going by roll starting it down the street:

[Amazonas-1600-beetle-powered-brazilian](#)

My colleagues and I spent the afternoon rolling around in hysterics reading this - not since the famous South Australian Lightburn Zeta reviews has a vehicle caused so much mirth in the office. Anyway, the cause of my problems? The clutch switch which needs to disengage to allow a Triumph to start, and has probably done so a million times over 76,000km, had stuck. Nothing to do with the wet. 1 second fix if you know where to look...





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.....

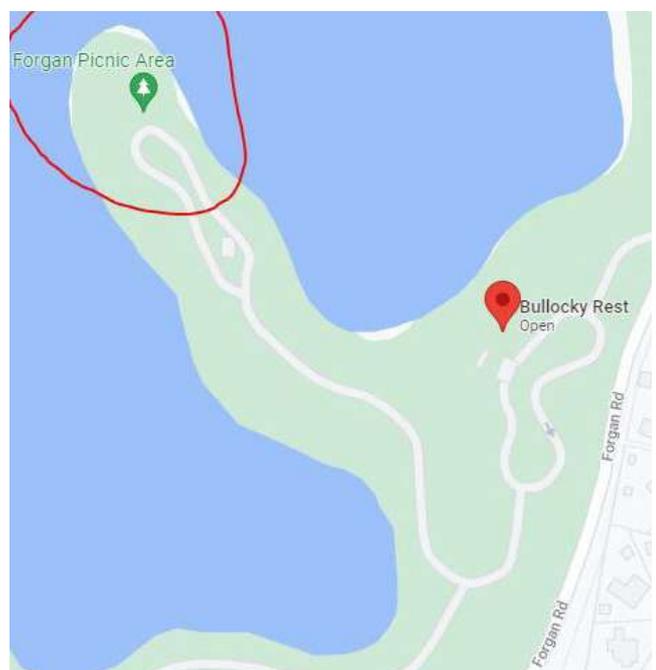
WHAT WILL BE PROVIDED:

- 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 3. By Liezel Samuel, Member #4412

Continuing our Lap

The unexpected delay in entering the NT (and subsequently WA) required us to cancel 15 different accommodation bookings and five activities/excursions in NT and WA (as far as Geraldton in WA). However, having done all the planning before, it was relatively easy to re-book some of these once we entered the NT and felt comfortable that WA would let us through their border. My initial concern was the popular Lake Argyle, but we got in, no doubt thanks to cancellations from the locked down NSW. Two immediate wins from the changed dates; the daily rate at the resort in Broome almost halved (same venue) and we secured accommodation in the previously fully booked Exmouth.

The high possibility that NSW will be off-limits for this trip allowed us to spend more time in WA, with the bonus, as we later found out – the beginning of wildflower season.

Apples and a Border Crossing

We usually carry breakfast (muesli & bananas) and lunch (nuts, beef jerky and apples) in the tank bag, and re-stocked on these items in Katherine before setting off to Lake Argyle. We were disappointed that there were no bananas available in Woolworths. This disappointment however evaporated when we reached Victoria River Roadhouse at midday for a fuel stop, where we noticed the sign which listed fruit under the items travellers were prohibited to take into WA. We had seven apples to finish off before we reached the border quarantine stop that afternoon, 275 kms away.

The photo below demonstrates an apple-eating break.



At the WA border the first hurdle was to get past the police officer checking our G2G Border passes. We had re-booked Lake Argyle and Broome accommodation based on our pre-approved border passes, but as we all know by now, with COVID anything can change overnight. The second hurdle was the quarantine inspection officer. We witnessed how food was removed from the campervan in front of us and we were not surprised when all our panniers had to be opened for inspection. We had enough apples in our tummies to calm the inspection nerves 😊.

We expected to find a Welcome to Western Australia sign at the quarantine checkpoint, but were disappointed by its absence, and we continued to Lake Argyle without a photo of us entering WA. Later, a consultation session with google indicated there is a welcome sign. We must have missed it. After our wonderful two days at Lake Argyle, we travelled the additional 7 kms on the National Highway back to the border, determined to get a photo. There was a huge sign that said Thank you for visiting WA when you head towards the NT to leave WA, and we had to be content with the *Welcome to the Shire of Wyndham East Kimberley*. It seemed WA was keener to see the back of you than to have you visit them.



For the record, I later found out the welcome sign displayed in google is at Kununurra, 44 kms from the border/quarantine checkpoint. We did not travel through Kununurra.

Pillion

I admire the ladies in the Club who ride their own bikes. It seems to make travelling much



easier as you can split the luggage on two bikes instead of stretching the limits in 3 panniers and camping add-ons. There are however many benefits of being a pillion. Here are some:

- Seeing wildlife, birds, and trees. When we visited the Darwin Museum, I realised I have seen all 8 hunting birds during the ride up to Darwin.
- Spotting unexpected signs for lookouts, like the obscure sign for a lookout I spotted after a fuel stop at Pine Creek (on our way to Kakadu), that led to beautiful views of the dam outside Pine Creek.
- Resting tired eyelids, especially on days when I went without coffee.
- Having free hands to take photos and videos on the go.

On the way to Daly Waters, my left earplug did not seal properly after the Elliot fuel stop. Not wanting to ask Huw to stop so I can adjust it, I removed my gloves and started to fiddle with the earplug under my helmet. It took quite a bit of effort to sort it out before I discovered that I only had one glove tucked in between our bodies. We made a U-turn to go looking for the lost right-hand glove – to no avail. I was reluctant to accept the fact that I have lost my summer glove and not at all keen to put on my winter gloves. After all, it was 32°C by then. My relief was enormous when I got off the bike and found the missing glove trapped behind me and the Top box!

After that incident I took extra care with my gloves every time I removed them to retrieve my phone out my pocket to take photos. Below are two photos taken from the moving GS.

To Lock it or Not

On the way to Halls Creek, our overnight stop between Lake Argyle and Broome, I questioned Huw on the slow (95km/h) speed we were travelling. He explained it was to save fuel due to the head wind. It was 36°C and I wanted us to move on, looking forward to the end-of-day swim at the motel. Huw obliged and we added another fuel stop to the journey so we could ride



Crossing the Fortesque river, between Port Hedland and Onslow



I finally managed to capture the rainbow on the way to Denham

at the 110km/h speed limit.

The next day, our lunch-stop on the way to Broome was at a roadside rest-area. As often happened along the way, some nostalgic ex-motorbike-turned-caravan-owners approached us with their own motorbike stories. These discussions sometimes take up quite a bit of time, so I considered it may be wise to use the toilet before we took off again.

For some reason unknown to me, I have an aversion to locking a toilet door. If there is no-one else around, I leave it unlocked. At this stop, there were only two non-gender long-drop toilets side-by-side, so leaving the door unlocked was not an option. When I finished doing what I went there to do, panic struck when I could not open the door. No matter how I tried, I could not turn the lock. Luckily, I hear some-one next door, and I asked them to please call the guy at the motorbike about 80 meters away and ask him to bring a screwdriver. Huw came to the rescue and off we went – with me even more reluctant to lock a toilet door...



Camels and Sunsets

Broome was the first of many beautiful beaches and sunsets in WA. It was also the only beach where we swam (not counting wet suit snorkelling at Exmouth). At least in Broome there were a few other people in the sea, unlike at Darwin where we met a couple on a semi-deserted beach. They confidently told us it was safe (from Crocs and stingers) to swim in the sea. We duly followed suit and had a wonderful time in the water. Only after our swim did we see their definition of swimming – wading into the sea with the water barely reaching their knees!

Broome's Cable beach has amazing sunsets, best viewed from the back of a camel. Two factors contributed to making this experience special: David Whale ordered a BMW camel for us and Huw was the pillion for a change.



The lack of people on the beaches in WA really spoilt us and we had ample time to take photos of the rock formations at Port-side Kabbarli near the Broome Fishing Club without anyone photo-bombing our efforts. At the Pearl Luggers Museum it was interesting to learn about Broome's history and the multicultural

population that initially supported. It took a bit of prompting, but I eventually convinced Huw to step into an old pearl-diving helmet.



Huw kept track of Mario and Fiona's whereabouts in WA (via Facebook), and we were hoping to cross paths with them somewhere in WA. It happened to be in Broome, and it was great to share a beautiful sunset and dinner with them. The last time we met up with them was when the GS took us to Port Douglas (November 2020) where Mario and Fiona camped out for a couple of months.

Down the West Coast

Shortly after leaving Broome, on our way to Port Hedland, we started to experience cooler weather and noticed more and more wildflowers. The huge salt pile at Port Hedland was impressive. It was also the first time we saw the long freight trains carrying Iron Ore. I counted a train with 160 wagons, excluding the engine in the middle, as we left Port Hedland.

We were grateful the GS does not consume diesel. At the Sandfire Roadhouse on the way to Port Hedland, a jaw-dropping ten caravans were lined up to get diesel, and the line had grown longer by the time we had filled up and were leaving. Despite this line-up, there were less caravans on the road than we experienced in Queensland.

The ride to Onslow was the last relatively wind-free day we had in WA. We stayed in the Beadon Bay Hotel in Onslow, and although the hotel was originally built in 1926, the section we stayed in was a newly built add-on, with modern ensuite rooms. With no lift to our room on the second

floor, Huw got his mandatory daily exercise session in by carrying the three fully loaded panniers up the stairs. We briefly met a couple from Perth, riding a 750GS in the parking lot below the hotel. They were on their return journey from Broome, and not looking forward to the cold wet weather awaiting them in Perth.

We were surprised to find a custom designed replica of the notorious photographers, Gillie and Marc's Paparazzi Dogs on the Onslow foreshore, as there was no mention of them in any of the tourist information we researched.



I later found out the statues were only installed six weeks prior to our visit. We asked a passing-by dog-walking local what she thought of the statues – and it turned out *she absolutely hated them!* I liked them and thought they were cool.

At the Nanutarra Roadhouse fuel stop (on the way to Exmouth) we caught up with the 750GS Perth couple having pies and coffee. They encouraged us to include the Coalseam Conservation park in our journey to see wildflowers. They made such a song and dance about the wreath flowers that only grow at Pindar, we decided to include an in-land section well-known (by locals) for its wildflowers in our itinerary. More on this later.

By the time we reached Exmouth, there was a definite change to cooler weather. Despite stronger wind and heavy clouds, we armed ourselves with rented wetsuits and enjoyed the Turquoise Bay Drift Snorkel at the Cape range National Park, and to my delight, got the opportunity to swim with Humpback whales. Unlike me who was quite happy to calmly observe underwater ocean life, Huw was far more sociable during these activities. He actively

engaged with the fish, and when the ocean started rocking us around, he generously shared his previous meal (or two) with the friendly fish...

Photos below show off the ever-present threatening clouds in and around Exmouth. The Big Prawn statue is put into storage over cyclone season every year (December – March).



It rained when we left Exmouth, cleared up towards midday, and then rained again when we approached Denham. Luckily the waterproofing treatment Huw gave our gear before the start of our trip paid off, and we stayed dry during both these raining sessions. It was late in the afternoon when we approached Denham, and despite evidence of roadworks being undertaken, they have closed shop for the day, and we had a free run in.

The dolphins at Monkey Mia were lovely, but I found their documentary on how we are destroying the ocean very confronting. Huw considered the dirt road to the Eagle Bluff Lookout (photo below) passable and managed to find a spot on the marbles to park the GS. The wind was cold and strong – so we opted to keep our helmets on for the 400-metre boardwalk



that provided great views over the ocean. We spotted ospreys, but no dugongs, sharks, or rays.



The following day, on our way to Kalbarri, we bumped into another couple, Fulvio and Jo, who we briefly met at the Nanutarra Roadhouse fuel stop on the way to Exmouth. They were from NSW and doing their Lap mainly on dirt roads with lots of camping. Their QLD leg included a visit to Cape York, though I doubt they followed the same roads as Duncan and Cindy did on their adventurous trip. Fulvio was riding a Husqvarna Enduro 701 and Jo a G310 GS. What is not easily visible on the photo below, are the pool noodles and extra fuel bladder tied onto the Husqvarna. The fuel bladder, understandably, to support the GS's small fuel tank, but the pool noodles? These were for swimming in the different water holes along the way...

flowers looked like snow under the trees.

Our timing in visiting Kalbarri was perfect, with the Kalbarri Skywalk at the Inyaka Wookai Watju site having opened exactly two months prior to our visit. The larger of the two skywalks extends 25m over the gorge rim, and at more than 100m above the Murchison River, it felt like we were walking out over nothing when looking down through the steel mesh.

The photo below does not do justice to this engineering marvel, and I suggest you add this to your motorcycling bucket list.



On the way to Geraldton the farmlands were filled with Canola flowers and very green wheat and/or barley. We were pleased to see the Pink Lake near Port Gregory was still pink, unlike the lake near Esperance that has lost its pink colour some years ago.

Wildflower viewing involved riding many dirt roads, and Huw was pleased the Geraldton Hospitality Motel had a washing bay to clean the GS – only to get it covered in red dirt again the next day 😊.

There was no accommodation available in Mullewa or Mingenew and we booked an overnight stay at Coorow – a one horse town where the horse died some years ago and its owner left soon after that.

Seriously, Coorow has only one accommodation option: a neatly refurbished Aussie country hotel with shared facilities. At Coorow, this meant ONE toilet and ONE shower for all the female guests. I smiled when I saw the shock on the face of a female guest checking in when told her room does not have an ensuite. I must admit, even though the hotel was fully booked (we got



Wildflowers and Engineering Marvels

The wildflowers became more spectacular as we moved south. Before we reached Kalbarri there were lots of yellow flowers along the roadside, patches of pink and in some places the white



the last room with a double bed), I did not have to wait to use either the toilet or the shower. I still wonder why there were two toilets for the men. The photo at the bottom of the page was taken when we arrived in Coorow at 3.10pm on a Sunday afternoon – not another living being in sight. The hotel was locked-up until about 4.30pm when guests could start checking in.

Close Calls

The wildflowers and endless yellow canola fields spread over the vast WA countryside were spectacular. At the Coalseam Conservation Park we could see people viewing the flower-filled valley from Irwin Lookout, and headed that way. After watching a dozen cars cross a river on the way to the Lookout, we assessed the risk of crossing with a fully loaded GS too high and turned around.



Then, only about 3kms later, we came within a foot of being wiped out by an out-of-control car coming round a bend on the dirt road. The idiot driver must have thought he was driving the Dakar. Thankfully Huw managed to ride around his sideways drifting car and avoided the crash. It was quite an unsettling incident and I was very thankful to Huw who kept us upright in such a nerve-wracking situation.

Stops at Jurien Bay and Cervantes made for a pleasurable ride to Perth, where Huw had the GS booked in for a service and change of tyres. I was looking forward to visiting and staying with a friend I have not seen since grade 6, that is 42 years ago!



There was room in my friend's garage for the GS, so she invited Huw to park the GS there before we off-load the panniers. After a slight hesitation (the reason soon to be revealed), Huw agreed and got back on the GS which then put on a magnificent display by losing traction on the slippery, steep driveway. It looked as though Huw was playing GS ice-hockey on an inclined ice-skating rink – and was heading straight for my friend's daughter's car parked on the side of the driveway. For a second time in two days, Huw miraculously managed to keep control of the fully loaded GS (at least minus a pillion this time) and stopped millimetres short of smashing into the other car or dropping the GS. It was beyond us that the WA building regulations would allow a driveway on such a steep slope to be tiled with smooth indoor tiles that become super slippery when wet. No rocket science required to understand why the GS got parked on the pavement in front of the house for the rest of our stay in Perth.



**End of Part 3.
Part 4 in
February's
Journal,
you won't
believe what
happens to
Liezell!**



This is the second segment highlighting new members and putting them under the spotlight to find out more about them! Many thanks to Craig & Lois who answered our questions - they recently attended the Biscuit ride.

So guys, welcome to the BMWMCQ! Hope you enjoyed the Biscuit Ride!

This was the first club ride that both Lois and I were able to attend together since joining the club. I had been on a few mid-week club rides as I work shift work, but Lois was unable to make these due to her work commitments during the week. We both had the weekend off during the Biscuit Ride so planned on making a long weekend of it. We started off by riding with some of the BMW members the long way around to Stanthorpe via some fantastic roads and scenery through the Scenic Rim. This was a great start to our trip as it was the first time Lois got to meet some of the BMW club members. They were all very friendly and welcoming.



As we had booked to stay in Stanthorpe overnight, we were invited to meet and join other members that had made their way to Stanthorpe during the day for dinner at one of the local pubs. We met other club members there and once again they were all very friendly and interesting to talk to. We had a good night with a few drinks but unfortunately ran out of time to get around to meet everyone as time went very quickly.

The next morning, we joined in with the group ride to the famous annual Biscuit Ride. It was fantastic to be included in one of the clubs long running annual events. It was a pleasure to meet and chat with Maggie. What a lovely lady. It was a remarkable effort by her to bake all those lovely

biscuits and cakes and getting them there and set up for everyone to enjoy. It was well organised right down to having the rain holding off until the afternoon/evening. Someone in the club has some influence! Also we met some more great BMW club members. From there, Lois and I had a night booked in Toowoomba to keep the weekend going. We tagged along with a group of members that were heading home via close to Toowoomba. The ride took us past Darling Downs Zoo through to Ma Ma Creek. Once again amazing roads, scenery and great company. During the two days we had explored new roads that we had not been down before. Lois and I thoroughly enjoyed the weekend and the BMW club members company and can't wait to be able to join in on the next big ride that we can both attend.

What is your riding background Craig?

I've been riding bikes since I was a kid. I believe I caught the motorbike bug from my dad. He, his brothers and mates used to terrorise the streets on their BSA Gold Flashes and Triumph Tiger's. Until one day, Dad had an altercation on his bike with a taxi and Dad did not come out the winner. Luckily he survived but unfortunately lost his right arm in the accident. Fortunately he never discouraged my brothers or myself from riding motorbikes on the road although he always worried about us.

It must have been hard for him but to his credit he let us ride and just used his accident as a lesson to what can happen in a blink of an eye. I started off riding farm bikes, bush bashers and chook chasers. I had a collection of old scramble bikes I used to ride until they either stopped or I couldn't get them fixed and going again. Some of the bikes I had were an old Bultaco, a Maico and a 450 or 480 Yamaha 2 stroke trail bike. They were all stored down the side of the house like a wreckers yard much to mum's disgust.

As soon as I was old enough to drive and ride I got my licenses and started on the road with an Suzuki TS250 road trail. This bike saw me to my big bike license and I soon traded it in for a Suzuki Katana. I had this bike for a couple of years while I saved up for my first new motorbike, a Suzuki GSXR750 slingshot. I loved that bike. After a few years, Lois and I moved to Broome WA where I was able to get back into the off road riding on

a Yamaha XT600 road and trail. It was a perfect bike for Broome until someone else decided they wanted it more than me and relieved me of it one night. Lesson learnt, always insure your bikes if you don't have the funds to replace it! After that came 2 children and a break from riding for a while until they were older. I then continued with my Jap rice burner bikes but stepped up to the litre bikes.



Owned a very nice 2005 Honda CBR1000RR Fireblade followed by a Kawasaki Ninja 1000. After these bikes I realised I wasn't getting any younger and my back, wrists, shoulders and neck weren't as supple and strong as they once were. Also my gut was starting to complain about a fuel tank that was now getting in the way. I decided it was now time to be more mature and get a mature man's bike that would be comfortable and allow Lois and I to go on longer trips and nights away on the bike.

We purchased a Yamaha FJR1300 with panniers and topbox. Wow I never knew you could sit up on a bike and ride for several hours without getting off and having a rest. From this bike we changed to another sport tourer; a Triumph Sprint GT1050, again with panniers and topbox. I think this is what converted me to sport/touring. After a while the Triumph Sprint riding position was becoming a bit too forward for me. Still liking the smoothness of Japanese litre bikes we bought a Suzuki Versys 1000. This changed my mind to start thinking more about the adventure touring bikes with an upright riding position, good handling on the road and able to ride down gravel roads and tracks if you had to. This led us into our first BMW bike, a S1000XR. This had the best of both worlds. Upright comfy sitting position, able to go on long rides with the panniers and topbox, but also went like shit off a shovel. It handled well and went like a sports bike. I really like

these BMW branded bikes. I can now see what all the fuss is about. Though the S1000XR went well, (too well), I could see many fines or a loss of license in the future, and it was lacking the low down grunt and usable power for everyday street riding two up. Great for the track, but not practical on the street for me.

I also enjoy the vintage Japanese motorcycles. I recently had a 1987 Honda CBR1000F (but once again the riding position was too far forward for me), and currently own a lovely 1971 Honda CB750 K1 bike that I am putting back together.

Tell us about your current bike and how you came to purchase it?

Lois and I had a trip booked to go to Italy, Monaco, Spain, France, Belgium, Netherlands and river cruise through Germany to Switzerland but COVID put an end to those plans. As we already had our holidays locked in and we couldn't really leave Qld, we decided to go on a 4 week motorcycle trip to Palm Cove to visit Lois' sister and my brother-in-law (best mate). We were mates before we met our wives, but that is another story.

We had a few months to go before we set off on our trip and I wasn't enjoying the lack of low-end torque of the S1000XR. I thought a new bike with more usable low-end torque would be compensation for missing out on a trip to Europe? I was thinking I always wanted an Italian beauty (motorbike) - [Ed - you almost pulled a victory from the jaws of a spanking there Craig](#) - but never had a spare bike to ride when it was getting repaired. I did go to the dealer to find out about and test ride the brand new Ducati Multistrada V4S, but they were held up due to COVID and only available for pre-order and no guarantee one would arrive before we set off on our trip.

However, now hooked on BMW's, I thought why not go in boots and all and get the bike many people use as the benchmark for versatility? As I was now a mature man (finally, Lois may think differently), wanting to keep my license and keep my wife coming on rides with me, we went down to look at the mighty GS's. Lois was quite impressed with them, so we took a test ride on the 40th anniversary R1250GS they had there. The low end usable torque and comfort was incredible. We both liked it. They had a triple black R1250GS sitting on the floor, ready to go.

All we had to do was do a bit of a deal and





hey presto it was ours. No waiting period plus I had time to get 1000kms on the clock for its 1st service before we headed off to Cairns. We've had it for 8 months now and done over 12,000kms on her. We purchased it with the Vario panniers, topbox and tank bag kit, fitted engine crash bars, radiator guards, headlight protector, lowered rear pillion pegs and I also fitted Denali D4 spotlights for visibility, being a black bike.

Any interesting trips on the bike to tell us about?

As many of my younger years was riding sports bikes, we did not do a lot of long extended bike trips. It was mainly day trips and "spirited" rides.

On the R1250GS triple black the main trip was up to Cairns and back. Covering over 5,000kms on this trip. We got to Palm Cove North of Cairns in 2½ days then stayed there for 2 weeks, exploring the area and great winding roads like the Gillies Range Rd (3 times up and down), Mount Molloy Ranges and the coastal road from Port Douglas to Palm Cove several times. We took our time going home taking 2 weeks to explore and have time to smell the roses on the way back home. It was no trip to Europe but still a fantastic trip and we realised how lucky we are to have all this at our doorstep and beyond in the one state.

Another one of our extended bike trips was on the Versys 1000 where we spent a week exploring the Great Ocean Road with another couple from WA. Coming back from the Great Ocean Road we put the bikes on the ferry at Queenscliff across to Sorrento and rode along the Mornington Peninsula to Melbourne. We also explored along the Black Spur before heading up along the coast back to Brisbane with many interesting towns, scenery and roads along the way.

Any future trips planned?

Since joining the BMW Motorcycle Club and talking to members about their overseas trips and adventures on motorbikes, either shipping their own bike or hiring bikes once there, has given Lois and I the yearning to tour Europe and other countries on either our own bike or hire a GS to do this. We would love to do some of the Alps in Europe or travel across the USA on a bike instead of driving. We also want to go back and do Tasmania and New Zealand again on a motorbike this time instead of a car.

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

There are a lot more well travelled members in the club than myself and I don't want to tell any of them how to suck eggs. I will be learning and getting as much information and tips from these members as I can. In our experience on our limited extended bike trips, we enjoyed taking our time with short travel days (around 400kms) to allow for breakfast before we left or a stop not long after leaving, a lunch stop en-route and get to the destination town with time to explore the surroundings, check in, settle in and time for a nice dinner and drinks.

With the Great Ocean Road trip, we had limited time to ride there and back, so we transported the bike there, flew down and picked up the bike on arrival. This suited our available time and gave us the opportunity to take our time coming home. Be flexible in your dates in case you find a spot that really appeals to you and you might want to stay an extra day or 2. Plus the usual plans for breakdowns like roadside assistance, puncture repair and tool kit.





And now Lois

Hi, Lois here. I must say a big thank you to the warmest of welcomes that I received from the BMW Club members on our recent Biscuit Run Weekend. It is such a lovely group of riders and partners that I feel very comfortable around. I even met a long lost "sister" in the queue for a drink at the pub in Stanthorpe on the Saturday night. (LeeAnn you know who you are.)

My journey with pillion riding started long before I met Craig. I remember fun times on my school friend's farm in Dumbleyung WA at the age of around 11 or 12 on the back of a trail bike through the paddocks and down dirt tracks on the back way into town. I used to spend school holidays there and we had a blast. Thought we were pretty cool at that age being able to ride helmet free and not get caught. Weeks following these breaks I would nurse many a burnt leg from the exhaust pipe as there were no pegs for the pillion. Despite this it would not deter me and I had a love for the back of bikes.

I met Craig when I was 15 and from the time he bought his Suzuki Katana I was on the back at every opportunity. Those were the days of full on

safety gear (not) during summer of a singlet, footy shorts and thongs for Craig and a sarong and thongs for me. I must have been a real sight for onlookers trying to hold down the sarong to stop the wind picking it up and also holding on for dear life at the same time. Who would even think of that kind of safety gear now? The great thing about the sports bike at that time was the clear view I had of the world while Craig was bent forward hugging the tank and stretched out.

Not too further down the timeline Craig bought his GSXR and he and his mates spent many hours down the back roads not too far from home seeing who could do the best "wheelies and donuts". All the girlfriends would watch and judge who was the best. Haha not sure that Craig was that often but in my eyes he was always the winner. Thankfully youth has now been replaced with responsible riding.

A break between bikes while we had kids, but reignited the love about 15 years ago. Motorbikes filled both Craig's desire for riding, my desire for travelling and both our desires for cafes and good food. When we both have a weekend off together and the weather is fine the first thing we do is plan a day out through the limitless options for riding we have here in South-East Queensland.

We are amazed every time we go out at the yet to explore little roads we see everywhere. We had completed two magnificent trips in recent years, one down the Great Ocean Road and the ride back to Queensland along the coast, the other to Far North Queensland and down the Coast back to Brisbane. Nowadays with the top box behind me there is no need to "hang on for dear life" and I can sit back and really smell the roses so to speak. I love being in my own thoughts on long rides listening to music and have even designed a complete dream home from the foundations to the finishing touches in my imagination whilst enjoying taking in the ever changing countryside.

It must be said that bikes are truly a passion of both Craig and I and I am so looking forward to broadening our horizons and maybe even completing an overseas bike trip one day. Much inspiration has been found from the BMW members we have spoken to about their journeys. Maybe we can inspire someone one day.

Who knows?





The photo competition has run its course and has now finished - stay tuned for some further fun in 2022....

The Winner of the ninth and final month Photo Competition on the theme of "Hot Stuff" is Harold Read, featured on the front cover. Awesome photo Harold and embodies all that is good with summer, and as Harold rightly says - there are so many interesting and fun aspects to adventure riding! CONGRATULATIONS.

To commemorate this final month the editors added 2 below on the "hot stuff" theme!



Looks like an Editor pouring sweat in horrible humidity at the Tanzania - Malawi border crossing in 2017.



The other Editor riding her low-suspension 700GS in the Namib Desert, Namibia - which can be cool near the coast but become an oven within a few kilometres.

We'd just had a lunch in the middle of nowhere and camel spiders ran into every bit of shade made by our bikes and gear, they look like spiders from hell and can run at an unbelievable 16kmh.



Jane Gray, Member #4300 "Taking refuge in a wisteria covered shelter on the edge of Lake Como, Italy in oppressive heat before a thunderstorm". - Ed, did you see George Clooney?!



Ross Layther, Member #4524 It was 32°C in Brookfield when Ross set out to return the BMW scooter to Morgan & Wacker after a service on the 1250GS. "Hot" ride Ross!



Paul Hughes, Member #3126 "Taken in Lawrence, NSW on a near 40 deg day in November 2014".



Jane Gray, Member #4300 "You know it's hot when "El Presidente" rides with no jacket or gloves!! Riding from Uluru to Kata Tjuta before the storm broke".



Tony Gray, Member #3905 "Jane and I rode through Death Valley, Nevada on the first day of Spring in 2015. 'Sam' our rented R1200GS registered 92°F on his clock. With names like Furnace Creek and Devils Golf Course this is not a place you want to be riding in summer. BTW Dr Google told me that Furnace Creek has recorded the World's Hottest Temp at 134°F".



Michael Ahlberg, Member #4331 "Furnace Creek was an oasis, albeit hot. Funny how it is 60m below sea level. We rode through in late September. Sure was hot".



GEORGE & MAGGIE'S BISCUIT RIDE #12 – GIRRAWEE NP

By Tony Gray, Member #3905

The Club stages a full calendar of events throughout the year seeking to cater for all tastes. Some events are especially popular and none more than the annual 'George & Maggie's Biscuit Ride'. This year was special in several ways – Covid put paid to the traditional August date, we had a new venue at Girraween NP, a new organiser in Peter Todd and this was the first year without event co-founder George Rafanowicz although George was very much with us in Spirit. The one thing that was constant was the great turnout of 50+ members old and new.

The forced move to early November and a more volatile weather period was unavoidable due to a Covid shutdown in August. Peter Todd had put his hand up early to organise the event and Maggie once again insisted on being the sole baker of her delicious selection of biscuits and slices. Peter battled the National Parks bureaucracy and copious paperwork for approval to hold the event at Girraween which presented a very attractive setting and backdrop. Most members chose to stay in Stanthorpe on the Saturday night prior to the Sunday morning biscuit ride so a casual dinner was arranged at O'Mara's Irish Pub in the centre of town. Over 30 attended what was an enjoyable, boisterous night.

The Sunday weather prediction for Stanthorpe and Wallangarra was a 100% certainty of steady heavy rain so it was with some trepidation that I peeled back the curtain to reveal a cloudy but fine morning. Maggie is a very devout lady so I can only assume that she called in a favour and managed to delay the predicted spring deluge. A few days later and Stanthorpe suffered significant flooding which was much welcomed by the locals who have endured years of drought. The weather radar was clear so off we set to EM's café not far along the main street from O'Mara's for an early brekkie. A great array of BMWs (and a couple of Triumphs) assembled after breakfast for the 30 minute group ride to Girraween NP.



Now for the benefit of those new members who may not be familiar with BMWMCQ led ride protocols, rides are conducted within the terms of State road laws and offer the opportunity for riders to brush up on their riding skills. One skill that needs regular practice is the ubiquitous U turn. No matter how straightforward the ride might be, you will always get an opportunity to practice your U turn skills. This short Sunday morning ride was no exception.

Maggie greeted all arrivals at Girraween with a smile and a hug, the club banner was hung and the table was heavy with a tempting array of biscuits and slices for our enjoyment. A great time was had by all as is common when this group of like-minded people gather to meet & greet over a fine feed. The huge hole left by George's absence was assuaged in some small way by a collective bear hug which was George's signature form of greeting. Maggie was presented with a



bouquet of flowers by Geoff & Ellen Hodge on behalf of the club. There was nary a dry eye in the house when Maggie expressed her humble appreciation for this small gesture from the club for this very fine lady and much loved club member.

Toddy is already planning for a return to the traditional August event date in 2022 so make sure you mark your calendar early when the date is announced. This is one event you do not want to miss.





THE 12TH FAMOUS BISCUIT RIDE

Boots of the Biscuit Brigade!



Mr & Mrs President?!



Thanks to Lee Ann for this great group pic!





The BMW Motorcycle Club of Qld.
invites *all motorcyclists* to attend

The 28th

CANE TOAD RALLY

Since 1978

- WHEN:** 22rd, 23th, 24th April 2022
- WHERE:** Wolca Reserve, Bania Rd. Mount Perry, Qld.
(5.5km North of Mount Perry)
- GPS:** -25.132795 151.619289
- COST:** \$25 Entry (includes Rally Badge and Camping Fee)
pre-registration can be made on link below before April 17, saves time when you arrive at the rally, just need to sign and pay entry fee.

Camping on large campground with hot showers, flushing toilets and campfire.

Catering of all meals from Friday night to Sunday morning.

The Mt. Perry Grand Hotel will have a **Bar onsite**, Friday and Saturday.

Bike Tour of local area highlights leaves 8:30 on Saturday morning.

Light Entertainment on Saturday night around campfire.

Screen printing of the "Cane Toad Logo" **onto your T-Shirt** will be done on site for a gold coin donation. There will be the traditional **Rum Hunt and Gymkhana** to be held at 2:30pm Saturday followed by **presentation of awards** at 4:30pm for:

Longest Distance Male Rider (distance straight from home)

Longest Distance Female Rider (distance straight from home)

Longest Distance Pillion (distance straight from home)

Largest Club/Forum Attendance

Hard Luck Award

Oldest BMW

email: cane-toad-rally@gmail.com

Proceeds donated to:



&

Local Mt. Perry
Community
Groups



Jane Gray, Member #4300 "Vying for shade north of 80 Mile Beach, WA".



Paul Hughes, Member #3126 "In Stanthorpe after a particularly hot farm road ride in Oct 2015".

IT'S SUMMER IN AUS

JEGJan2019

Sizzling hot, melting pot
Oppressive heat, burning feet
Trickling sweat, cold drink? You bet!

All this because?

It's summer in Aus

Sunburnt nose, sticky wet clothes
Lightning flash, thunder crash
Afternoon storm, that's the norm

All this because?

It's summer in Aus

Tinder dry, hot sparks fly
Crippling drought, hardships mount
Bushfires flare to our despair

All this because?

It's summer in Aus

Swim between flags, BBQ snags
Bright blue skies, swatting flies
Ice cold booze, afternoon snooze

All this because?

It's summer in Aus

Sweltering days, humidity haze
Evening breeze sure to please
On the deck, what the heck

All this because?

It's summer in Aus!!



By Duncan Bennett, Member #4171

We really hadn't done enough miles and miles to Miles for the B2B18, so decided to do it all over again-ish.

Miles was actually supposed to be just a mid-way point for our "second long weekend in October" celebration ride to Carnarvon Gorge, half meticulously planned with appreciated help from Paul Jacobsen. As always the route out had upward of 50 options reviewed in excruciating detail before settling on the theoretical best, while the route back was hopelessly stuck somewhere on the Dawson Highway near Bauhinia. I'm bored with Basecamp and Google Maps now, we'll figure it out when we get there.

Then inconveniently a bushfire started out in the Carnarvon wilderness, and the National Park was shut down. Didn't really care that walking trials might be strictly off-limits, in fact was looking for any excuse not to do non-virtual walking, but the glamping was also off. Do we cancel the whole weekend and have a wonderful three days in the garden? Heavens no, the cat had a big hunting and camping trip planned out there with friends and we needed to be out of the way.

So let's just half do the plan and spend the first night at the mid-way point, a bit north of Miles at a place we've long wanted to stay - Possum Park. Then back via the Bunya Mountains. "Bunya Mountains on an October long weekend? You must be joking!" I hear you cry out in perfect emotional union with an anonymous member of the navigational planning committee, but by some miracle another member had found an Airbnb, so into Basecamp it went.

We'd planned to leave on the Friday, some thinking it was a good idea to beat the long weekend traffic without realising that Friday was an integral part of the gazetted long weekend dates. Heading out west via the south is a good idea in that instance, there ain't many who plan a big holiday out in the 'Switch so traffic was normal. Then up to Fernvale for a coffee and discussion with a chap on a very old Norton, of

which he was the original owner which gives some hints to his age range.

Repeating continued through Esk and onto the Crows Nest Road. The GPS had been given carte blanche on this section as it was believed it would do exactly the same as the B2B18, we were going to the same places after all. It may have been a waypoint plonked in Cooyar that was the navigational equivalent of calling forth Beelzebub, because suddenly it was telling us to turn off toward Anduramba. OK, this must be a quicker way to get onto Pierces Creek Road, no worries.



Johannes Sadeler's 1590 "Triumph taking pillions along Garmin's Farm Road to Cooyar"

Through Anduramba, roads still not bad. Then suddenly a closed but unlocked gate. Cheaper than putting in a cattle grid I summise. Road starting to get narrower but still fine dirt. Then the sign that held up the four horsemen of the Apocalypse for an hour in Revelation 6 - Boggy When Wet. Oh well, better than Slippery When Wet and besides it isn't that wet. Follow tracks made by a quad bike, road changing from a road into a Kindergarten pupil's sketch of a road. Quad bike turns around at yet another gate, surely this is the end? It is also unlocked dammit, no excuses not to continue.

This is the first time we have had to actually stop and look at the GPS, the track sometime turns into whatever the opposite of a track is. The GPS trucks no such hesitation

and drives us on. To yet more closed gates, but all happily unlocked.



The Decline and Fall of the road to Cooyar

Eventually we reached a creek crossing, some up the front were thinking “this is gunna be like those up on Cape York”, but it was dry and quite easy albeit rocky. More stopping to see where the GPS thinks the imaginary road is, and suddenly we were through a serious

entrance gate and onto Blackbutt Range Road. The end of the longest shortcut in history came at the bitumen of Pierces Creek Road, it would have taken an hour less time to go the long way.

[Emu Creek Crossing in Real Life](#)

Onto true Farm Roads and fast dirt to McCoy’s Cafe in Cooyar, tragically nil stock on soft drinks of choice, early luncheon was had in the very pleasant picnic area out the front. Re-braced, onto a Farm Road exemplar; the Cooyar-Rangemore Road, which vomited us onto the Bunya Mountains Road. We knew the GPS would try something on here; it had ignored 4 lane freeways to Bell and tried to get us onto a You’ll Die if it’s Wet road on the B2B18. So we took the first with a sign to Bell, and it was glorious with great views of the Bunya Mountains.



A full service beverage stop in Bell

The rain tolled in Bell, and followed us through to Jimbour. We decided a detour via



the Dingo fence was well worth it, until a sign calmly suggested it was a 110km detour. Back to the highway to Jinghi, then the "Is There Any Other Way?" to Chinchilla and Miles.

Possum Park is BYO everything, so dinner, breakfast, and refreshments were packed into the panniers for the 25km trip from Miles. Up a fine dirt road with awesome drift potential, and we'd met the hosts and checked in. The cabin was excellent, full a/c and kitchen, and a friendly organiser who explained everything had us anticipating an afternoon tour into the rather imposing aircraft parked out in the middle of the van area.



3CR RAAF Kowguran Munitions Bunker

But first the reason for Possum Park's being; it started life as an RAAF Area Explosives Reserve, manned by 3 Central Reserve Kowguran, and it was a large munitions dump for the airforce in WW2. So we did the walk around the 20 bunkers buried into the sides of the hill on a ring road - recognising that if one went off it would blow out from the hill, ironically causing massive collateral damage to possums but not setting the rest off.



The irresistible 3CR RAAF Kowguran crew were known as "The Flying Trouser Bombs"

A 3.5km slog around the hill finished, the planned aircraft accommodation was opened up for tours. The aircraft is a Vickers Viscount 756C, the C must mean it is a cruiser, and the pilot's seat does lean back a bit and looks comfy. It spent 12 years in service from 1957 to 1969, then was sold to the Toowoomba Aviation Museum who never restored it and sold it to a scrap metals dealer then someone who owned a timber yard. Possum Park picked it up and have nearly finished restoring it.



Could I interest you in an imaginary Burgundy, imaginary madam?

The facilities at PP (we were now familiar enough to shorten the name) are very good; a big BBQ dinner was cooked on the button operated hot plate with the provided utensils, and Day 1 was called done after some light navigational planning back in the room.



Princess Cindy arrives at the Possum Park International Celebrity terminal

Self-catered breakfast done and dusted, the GPS was back in charge and demanded we head east. Fuel was required so a little way in on a dirt road Miles was added to the log of claims, taking us in from the north. Fueled up, we decided we might as well stay on the highway to near Chinchilla, where north beckoned.



An enigma, wrapped in mystery

The GPS suggested turning up Engine

Road. That just sounds too good to be true, which turned out to be true. After a few k's it suddenly became weirdly slippery, but not red clay slippery. When in doubt on an adventure bike, stand up and let the bike do its thing, but when standing the neck was being grit blasted, where was the grit coming from? The front tyre? Weirder and weirder, sit down again and chug along. I stopped, Cindy could be seen back away, but not getting any closer. Weird. Wait a while, still not getting closer. OK, turn around at someone's driveway, just avoiding getting bogged with a bit of throttle berries.



Engine Road, a.k.a grit blast mud road

Cindy had got through a nasty bit, but had decided the risks were too extreme, who knew how much of this remained? Certainly no-one bothered to look at a map in the humid heat of the moment. So around we turned, back through the nasty bit, and into Chinchilla. We deserved a coffee. Whilst having said coffee at Sharp's, we discovered we'd nearly done the length of Engine Road when we turned around, just short of the bitumen of Auburn Road. Never mind, take a caffeine chill pill and get back on.

I'm not sure what to say about Auburn Road without being accused of encouraging hooning or other risky and anti-social behaviours. Let's just describe it - very long and straight sections of flawless wide bitumen without a centre line that extend north for a very long way into nowhere. No towns. No community halls. Nothing. It does however eventually become dirt up around Auburn, so





some might decide to turn around. We didn't, the day was but young.



The air is thin up on the Great Dividing Range

The rain on the plain fell mainly on Engine Road. The further north we went, the smaller the puddles and eventually they became nil stock. Bad for some, great for the adventure riders anxious for dust rather than wet dirt drama. Luncheon beckoned around Hawkwood, but we were in true farm country now and the beautiful shady spots were few and far between. Just before the second Auburn River crossing, with all jacket zips undone and collar fully splayed to catch the breezes, something bit me on the left shoulder. Ouch, give it a slap. Whatever it was saw my slap, and raised me a biting/stinging frenzy. Full braking, off the bike, Camelbak off, jacket off, and riding shirt off. Cindy showed no surprise coming into the Auburn River to see me stripped to the waist simultaneously smacking as many things as possible. First Aid kit out, application of Stingose, and off again.



First the cows attack, then the biting insects

A pleasant road-side lunch completed, we rolled through to the Munduberra-Durong Road, about 13km south of Munduberra. We had last fuelled up in Miles, and had literally not seen a house let alone a servo for hundreds of kilometres. We knew there was no fuel in Durong. At that moment I activated the intercom to remind Cindy to pack her new Nazbags fuel bladder. Better late than never is normally a wise older persons saying, but not on this occasion.



Elocution is very important, you Dykehead

The slog through to Durong, the shop was open and a group of 6 motorcyclists were hanging about discussing fuel. The sole Harley rider had not bothered to fill up in Kingaroy, assuming fuel was available in Durong. Mental calculations running through their collective mainframe - he might just make it to Munduberra. With our fuel lights on, the way via Ironpot was changed to the way via Darr Creek and its rather isolated fuel station. Then back through Jinghi and Jandowae and east through the largest wind farm (for 8 months at least) in Australia at Coopers Gap.

Up the Bunyas and into the Airbnb just a kilometer from the top, a superb self-contained loft over the garage housing the contented motorcycles. Then the 1.2km walk relentlessly downhill to the pub, our Airbnb hosts had asked "did you book?". No we hadn't, but if we get in early surely we'll get bar snacks. The pub was like an RSL between a retirement village and another retirement village on Anzac Day - packing them in well before dark. Uh oh.



We missed the 2HP bus to the Bunya pub

Bar snacks? A spare seat? Never heard of such things on a public holiday Saturday said the overworked young chap on restaurant reception. But you can go through to the bar, as long as I never have to see you again. A bottle of wine purchased, Cindy worked some serious magic to actually get the very kind staff to open up the shop to get some nibblies - biscuits and dip. The staff seemed surprised to see me sitting up when they delivered the goods to the bar stools, due to Cindy's enhanced back story they were perhaps expecting someone without a head in an iron lung.

Then the escape before we became trapped inside by the press of smug punters

who knew to book on a public holiday. Our hosts at the Airbnb had said to look out for the fireflies on dusk on the way back, but this information was dismissed as fanciful. No it wasn't, we spent the entire trip back up-hill staring into the bushes like we were trying to spot Predator before it killed us.



Two Bunya fireflies caught staring at the BMWMCQ logo

The final day was designed to beat everyone else home, even people with caravans. Up at 6am, breakfasted and gone by 7am. Shock that there is still dirt road heading into Maidenwell. Buy some avocados the size of watermelons with elephantiasis in Blackbutt after a coffee. Do our now-favourite reverse Delaney Creek Road and up to the lookout on Mt Mee to shyly stand around with lots of other motorcyclists - no-one made a start on a conversation so we got back on and rode home.

A great re-visit to Miles and another example of the riding opportunities in SE QLD, some a bit scary, some ugly, some weird, but all very interesting. Goodbye Possums.



By Tony Gray, Member #3905

Front wheel bearings are not something you pay too much attention to – until something goes wrong. There is a mountain of information on the internet about the rear end of our beloved shaft driven boxer engined bikes (especially the 1200 series) but very little about the front end. There is a very good reason for this – very little goes wrong with the front wheel bearings UNLESS you foolishly put a pressure washer near your bike and manage to flush out the grease.

The Grey Ghost (our 2007 R1200GS) has passed the 220,000km mark and I have never had to touch the front wheel bearings. I was getting a new front tyre fitted recently and Michael the tyre technician detected a very faint bearing noise when the wheel was slowing down on the electronic wheel balancer. His experienced ear was much more attuned to this noise than me so I had to get him to spin the wheel up again so that I could (just) detect a noise. I ordered a new set of bearings (quality Timken items) and seals from Munich Motorcycles and set about the replacement task. ***Ed - an old trick we used in processing plants was to put the tip of a long screwdriver onto the hub or shaft - depending which was static obviously - as close as possible to the bearing, and put your ear on the end of the plastic handle. I haven't tried this on motorcycles by the way.***

When undertaking a maintenance task for the first time it is good practice to read the appropriate section of the service manual and make sure you have the required tools and materials to complete the job. This is a straight forward task which should take about one hour to complete with the correct tools. There are a few points I would make however where I think the Haynes Manual is lacking or possibly misleading.

Heating the hub to 100°C – I found my propane torch heated the hub quickly but I had to be careful to keep moving the flame and avoid 'scorching' the protective coating on the alloy hub. I also experimented with my hot air gun and found I could get the hub up to 100°C but it took about 5 minutes. A cheap laser thermometer is very useful to confirm the temperature or use a fine water spray that should 'sizzle' on the hot surface.



Heat Hub with heat gun or propane torch



Bearing Puller with Slide Hammer

Driving out the old bearings – the manual states to drive out the old bearing using a metal drift from the opposite side. As an experiment I tried this but found it impossible to get purchase on the lip of the inner bearing race with the tip of the drift. On some wheels I have worked on it is possible to put your finger into the hub and move the internal spacer inside the hub to expose the bearing race. On the BMW the spacer has locating rings that stop any lateral movement of the spacer. I used my slide hammer and bearing remover to get the bearings out. Without that tool

the task would not have been possible IMHO. If anyone has got them out with a drift then I would be very interested to hear your story.



Slide Hammer and bearing puller



Bearing removed showing puller in place

The hub carries two identical sealed roller bearings. The manual states to ensure the bearings are inserted the correct way round. The bearings that came out had no indicator as to how they were inserted and the new bearings likewise had no indicator. I inserted the bearings with the name and number stamping to the outside purely so they can be identified but IMHO either way will do. It is not mentioned in the manual but putting the bearings in the freezer to 'shrink' them slightly will help the installation. A bearing driver is the best tool to use to drive home the new bearings but an appropriate sized socket can be used if you do not have access to a driver. The bearings are 52mm diameter so the 50mm dia driver plate is ideal. The rubber seals have different inner diameters – 35mm for the LHS where the outer wheel spacer goes and 30mm for the RHS. Also it is good practice to wipe the inner lip of the seals with a smear of grease before inserting the axle.



Inner spacer showing locating rings



Bearing Driver - 50mm diameter required

Job done and the Grey Ghost is ready to roll on for the next 200,000+ km.



BMW Technician fitting an R18 front wheel bearing...

And now for the back.....



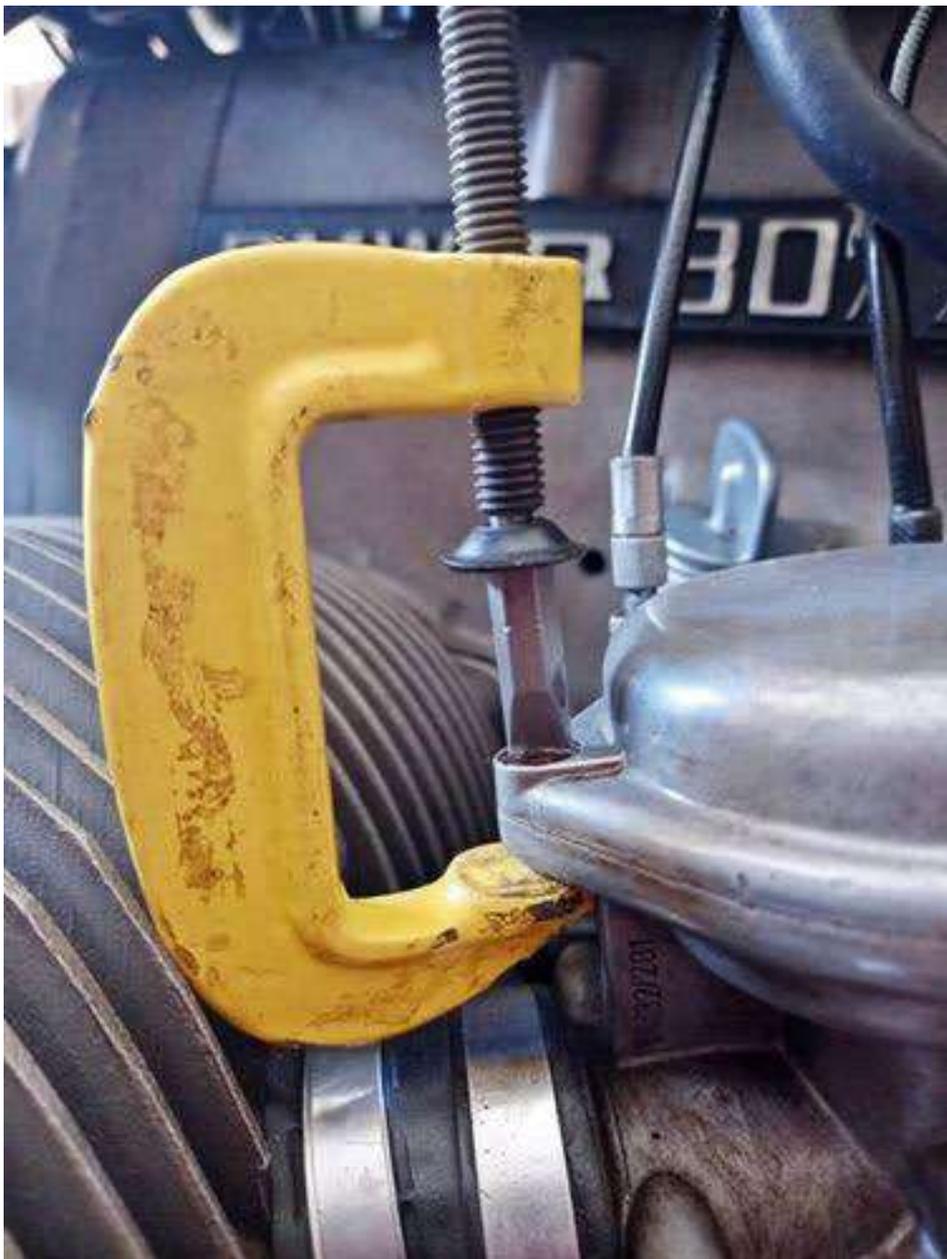


By Tony Gray, Member #3905

Titbits - Something for the Workshop

In a previous article I spoke of the benefits of an impact driver in removing cantankerous screws which defy mere mortal force to remove. All previous owners of early Japanese Motorcycles are sure to have one in their kit. The impact driver is however a pretty heavy beast that is unsuitable for more delicate applications. One helpful tip is to use some valve grinding paste on the tip of the screwdriver to add some 'bite' and better grip into the screw head.

Here is another tip that I have unashamedly 'borrowed' from a BMW Airhead site. This application is on the screws holding the cap on a Bing Carburettor but applicable to any situation where access is available. The C clamp is tightened enough to just hold the driver bit in place into the screw head. You then use a spanner on the hexagonal shaft of the driver bit to crack the screw from the housing then remove the screw in the conventional manner. This method prevents the screwdriver from sliding out of the slot under force and potentially damaging the screw head. I have tried it and it works.



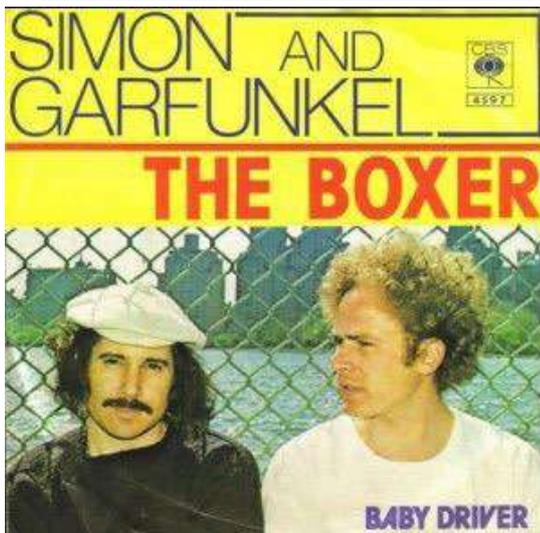
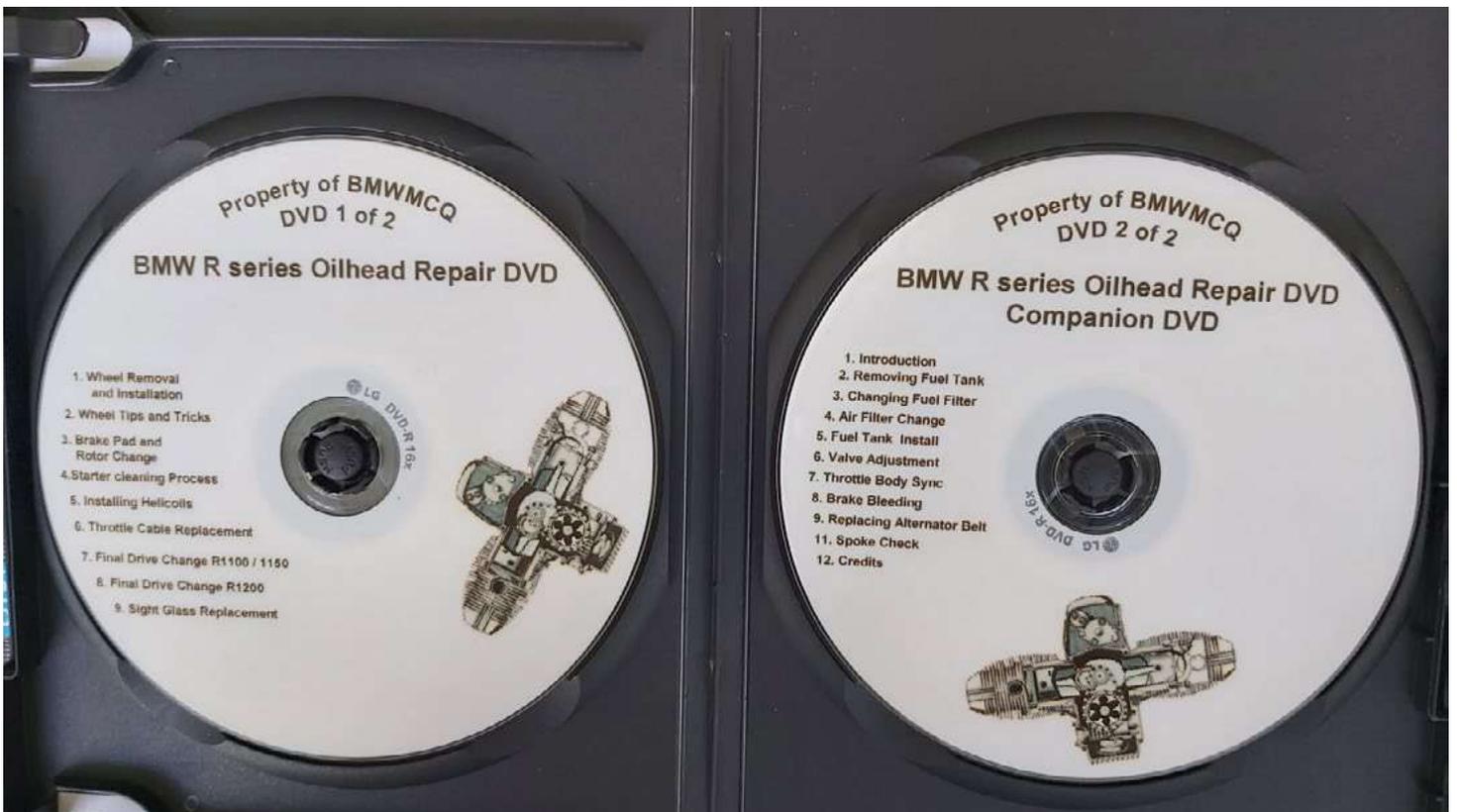
By Tony Gray, Member #3905

REPAIR DVD

The club toolbox contains several manuals for models ranging from earlier airheads, oilheads and hexheads to the early K series bikes. Contained in the library of manuals is a repair DVD (twinsset) on the R series Oilheads. These DVD's are an early production (2009) from well-known American Jim Bade – trading today as Jim Von Boden – JVB Productions.

I would classify this production as a bit 'clunky' in that the DVD is divided into different sections as would a written manual but there is no way to go straight to the section you want to reference. Over time you could note the time spot on the DVD for each section but it is a deficiency. The material is quite well presented and easy to follow but certainly lacks the professional production of his more recent offerings.

Although most of the work concentrates on the 1100/1150 R bikes there is a fair amount on the first iteration of the R1200 series bikes. I would recommend these DVDs to someone unfamiliar with their bike but wanting to find out a bit more about how it works and get their hands a bit dirty.



The Club doesn't have this one, but it seems to cover all of the R series from the R32 onward.

Their song Wednesday Morning, 3 A.M. describes trying to find top dead centre after a bottle of Shiraz in poor light to do a long-overdue valve adjustment before a mid-week ride.



In the December 2011 Journal there was a photo display of the Club's presence at the Laverda Concours event, taken by Jim Campey and Gerry Colman.



A TRIBUTE TO THE BMW /5 SERIES MOTORCYCLES & RIDERS GATHERING ALL REAL BMW OWNERS: YOU ARE ON NOTICE!

Drag 'em out & get 'em goin'

This event will celebrate the /5's revolutionary contribution to the BMWs you are riding now. It all started in September 1969 with the launch of BMW's /5. The late 1960s was a make or break period for BMW with dominance emerging from Japanese manufacturers. If the /5 did not succeed with significant sales, BMW would have ceased motorcycle production.

The /5 was a major step forward in performance, durability and amazing reliability. BMW developed a more modern machine with long travel telescopic forks and a new engine design which delivered more power and higher revs. The first year was a short wheelbase design, no front brake light switch, 24 litre fuel tank, then later with 50mm longer wheelbase. At 200kgs wet they were amongst the lightest of the big bikes. They were also the last model with a real ignition key!!

The /5 is a very versatile bike, doing everything well but nothing fantastic. They competed and won (I think) the ISDT, crossed the Gunbarrel Highway, first to carry the Pudding, even the Police rode them, and won places in the Castrol 6 Hour Race. Their long distance and remote area touring capabilities created a legend well before the R80GS.

The success of the /5 led to the R90S (first production bike with a fairing & optional kick starter), the R100RT and ultimately the GS range which inspired the worlds motorcycling community and forced the motorcycling industry to reinvent itself. The rest is history, with BMW continuing to push design and innovation boundaries.

We will acknowledge this ground-breaking milestone with a weekend gathering, at Blayney on 17th October, including a ride, a 'show and tell', sharing stories, awards for various BMW classes, regalia and a celebratory dinner.

So, now's the time to drag em out & get em goin, no excuses.

Please give serious consideration to being part of this event – even if you need to trailer your BMW /5 to the gathering. So if you are slightly interested or unsure of ability to attend, please pass your contact and motorcycle details to me at hpj333@gmail.com so I can keep you updated.

Cheers and look forward to further contact.

Henning Jorgensen

BMWTCNSW #33

1970 BMW R75/5



photo credit www.motorcycleclassics.com





BMW /5 & RIDERS TRIBUTE GATHERING

Drag em out & get em goin - 50 years on

Event Date Amended
Weekend 12th March 2022



RSVP 26/02/2022

All /5 owners current & previous along with all other BMW riders are invited & welcome to be part of this celebration. The /5 & it's riders broke new ground for BMW with they're success's that led to the 90s & GS range & to what is available now. Also, the /5 was the first to carry The Pudding & to cross the Gunbarrel Hwy, (with a R60 sidecar)

Meet n Greet Dinner Date Location	Friday 11th March 2022 – 7PM Exchange Hotel
Check in Date Location	Saturday 12th March 2022 9AM - Blayney Railway Station carpark
Lunch (voucher required)	Saturday 12th March 2022 Ride briefing at 10:30am. Depart Blayney Railway Station 11.00am. Travelling via Mt Panorama & The Olde Vale Circuit. Lunch at Newbridge Hotel at 1.00pm Total ~60 miles
Show n Tell	Saturday 3-5pm in Blayney Railway Station carpark. Motorcycles must be ridden here by 3pm. Coffee & cake is available within 60m at Ryan's Bakery
Celebratory Dinner (voucher required)	Saturday 6.30 for 7.30pm in Exchange Hotel for dinner Guest speaker, stories & presentations
Awards	Best R50/5, R60/5 & R75/5 Best original /5 Best pre /5 & Best post /5 Best GS People's choice Best story
Information Payment details: Any enquiries:	Stroke 5 Tribute. bsb 650000 a/c 538533108 Newcastle Permanent Bldg Soc Henning Jorgensen: Ph 0457 034 488, hpi333@gmail.com
Any proceeds will go to RFDS. Tired bikes on trailers also welcomed. If you have any old pamphlets, pictures, trivia, etc, we could also share them? This will an opportunity to establish a /5 information & parts forum.	

This gathering may be subject to further COVID19 restrictions. Event details may change closer to the date
Please contact Henning or see the BMWTCNSW Facebook page for current status
Entry is at your own risk & only you will be responsible for your own actions & possessions

Continued Over...

BMW /5 & RIDERS TRIBUTE GATHERING

Drag em out & get em goin - 50 years on

ENTRY DETAILS

RSVP 26/02/2022

Entry Details (1 per rider)

Name		Pillion	
Address			
Email		Telephone	
Club		Member#	
BMW#2 Model	Year	Miles	Rego
BMW#2 Model	Year	Miles	Rego
			Purchased
			Purchased

<u>Gathering Expenses</u>	COST	No Req'd	Size	Total
Entry	\$35		NA	
Satdee Lunch	\$25		NA	
Satdee Night Presentation Dinner	\$45		NA	
Polo Shirt	\$40			
Wine Glasses & Sticker	\$15		NA	
Belt Buckles (50 only – be quick!)	\$50		NA	

Accommodation Options - Bookings required ASAP

Goldfields Motor Inn	02 6368 2000
Blayney Central Motel	02 6368 3355
Exchange Hotel	02 6368 3786
Tattersalls Hotel	02 6368 4465
Royal Hotel	02 6368 2210
Blayney Tourist Park	02 6368 4455

Information

Ryan's Bakery	02 6368 2372
Blayney Shire	02 6368 2104
Blayney Hospital	02 6368 9000



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BMWMCQ TRAINING COURSE SUBSIDY

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

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy June 2021 re-eligible June 2024.
3. Subsidy provided in the form of a \$50 reimbursement after course has been completed and invoice presented to the Treasurer.
4. The applicant must present details and receive approval for the intended training course from the Club Secretary prior to the course being undertaken.

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

Tony Gray - President BMWMCQ



Editor #2 attended a Braking & Cornering course recently through Motorcycle Masters at Mt Cotton. This one was a female only course (but they also run open ones as well) and was a great day reinforcing these skills with lots of practice. Photos above.

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



A few weeks ago it was Stroke 2 Saturday at the Boxerworks. 3 fine examples above of the heritage. Pic from the excellent FaceBook page of MMM Boxerworks!



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Cruisin'

Cindy Bennett, Member #4170

I have for a long while greatly admired from afar and not so afar the classic R1200C cruiser bikes. The first one I saw in the flesh belonged to former club member Joest in 2016 who left us to go back to Germany.

These bikes have long been an either “love them or hate them” model, and some see them (unfairly I think) as the ugly duckling of the BMW Motorrad marque. BMW in the mid to late 1990's were obviously trying to capture the USA cruiser market, but I am not sure how many Harley riders saw the light!

If you are a James Bond fan (and who isn't!) you may remember the R1200C from “Tomorrow Never Dies” where it is ridden by an obviously talented stunt man (sorry Pierce) through Asian markets and even does a jump over a helicopter with spinning rotors! [TOMORROW NEVER DIES | Bond vs helicopter - YouTube](#)

Last year during Covid induced boredom/obsessive online perusing, I had a test ride of a 1200C and also its baby “bruder” the R850C. This cemented my obsession, but the R1200C I test rode then had a mod of very low pipes which were just not practical and I tamped down the feelings of longing and focused on a more practical purchase – an almost opposite bike, being the Yamaha XT250 to practice for our Cape York ride.

So fast forward to October 2021 and having sold the XT250 I was again casually stalking Bikesales.com.au on the lookout for a reasonably priced R1200C. There are a handful of these bikes for sale at any time, but the magic combo of low-ish mileage, a pleasing colour and being local enough to view in-person as well as reasonably priced was oh so hard to find.

But wait, on a day in late October when I think I should have rightly been working but decided to take a break and look at Bikesales again – what

did I find? Yes, an R1200C that had around 34,000km on the clock, handsome maroon QUEENSLANDER! paintwork, reasonably priced and located just over the border at Byron Bay in NSW. A quick message was sent to the seller Harriette who had inherited the bike from her late father - he had brought it as a collector's item and never ridden it. Can I come and see it next week I asked Harriette – yes was the answer and a border zone permit was promptly applied for.

One of the border zone exemptions for travel is to make a purchase you can't get at home. With that box definitely ticked, I trundled down to Byron on a drizzly Melbourne Cup Tuesday morning after an early start from home to counter the 1 hour lost due to QLD's ineffectiveness in implementing daylight savings. By the time I got down to Byron the rain had increased and I decided not to have a ride of the bike but started it and poked about with most of the controls. Having read on a “chrome-heads” forum that most issues with the R1200C are quite visible to the naked eye I took a punt and with a call to Duncan to align him with my mindset of the purchase, a deal was struck!



The first of many coffee stops...

A long week of waiting then a further trip South 'o the Border with Duncan delivering me to Harriette and a date with cruising destiny. Of course she needed a name and Molly seemed appropriate due to the maroon colour. Paperwork duly signed by both parties, gear on and a short ride to a coffee stop at a very pleasant location of The Farm at the highway/Byron intersection before hitting the highway (with a slight detour to do some fun off highway roads around Murwillumbah) and then the border checkpoint (filtering around the waiting cars) where the officer on duty was more keen to discuss the bike than my reasons for entering QLD on a NSW registered bike....

So, how does she ride? Very very differently to the Tiger and the 700GSes that's for sure! Luckily I had some experience on Duncan's previous R850R so I know the dry clutch needs a good rhythm for smooth operation and the seating position with feet slightly forward takes a bit of getting used to – but the throaty growl and low down torque is a pleasure and I am looking forward to cruising happily on Molly to Club rides and other outings including the next Service Day so I can learn more about her inner workings.

She is certinally a bike that draws attention wherever she goes!



BMWMCQ BOOK EXCHANGE NEW BOOKS AVAILABLE!

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

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