

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC



December 2023

Established 1958

www.bmwmcq.org.au

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BMW Motorcycle Club of Queensland



BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

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R60/6



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This Issue - December 2023

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Advertisers

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Northside Motorcycles - P.53
Munich Motorcycles - P.55

Good Wool Store - P.54
TeamMoto GOLD COAST- P.55
TeamMoto SPRINGWOOD- BACK COVER

On The Cover

Taken by an anonymous member during the month while perusing the stock at Morgan & Wacker - they have requested the value of the gift voucher be donated to RFDS! Cheers for that.



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

Editor's Report

The last in the long line of 2023 BMWMCQ Journals and the annual January rest will allow work on the very special "through the eyes of the BMWMCQ" publication celebrating the BMW motorcycle 100 year anniversary during the year to expire imminently. As per the link below, quality photos of BMW motorcycles (not Triumphs, there was some confusion there amongst some members of the editorial staff) are naturally essential to enable us to print a book of quality photos.

We've managed to miss a lot of events and meetings during October and November, with a Tassie trip reported in this Journal, and then another fortniter by Duncan to Adelaide for a conference then meeting Cindy in Albury for the annual Compass Expeditions reunion. The report from this epic nearly-died-18-times-but-18-times-were-his-own-stupid-fault story will be in the long away February Journal. Always great fun catching up with riding mates down south, but great to be back in the Land of Queens to catch up with so many of our riding mates, i.e. you lot.

Fortunately the BMWMCQ riding program is like the Terminator - it never stops. Until you are having a coffee with an 8-ounce pour-over with 4 scoops of blonde coffee, ground one setting finer than usual, milk is non-fat, steamed to 87°C, served in a venti cup, absolutely no foam.

We have plenty of action coming up over December, as always it it will be a hoot, get amongst it...

Duncan & Cindy



We need your photos and words for a very special publication to be produced in the next couple of months....

Celebrating 100 Years of BMW Motorrad - through the eyes of the BMWMCQ!

You can upload your photos (quality v quantity please!) and any short or long article to the following dropbox link:

<https://www.dropbox.com/scl/fo/lv3ehhuzrs7lnjyi3qxvr/h?rlkey=s8f5hzpt4wpg6ja6k7dzoa1nu&dl=0>

(If for some reason this link doesn't work for you please [email](#) Editor)

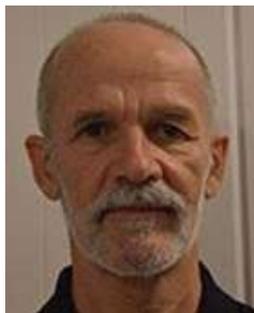
Submissions for the next Journal close 25th (ish) January



**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 7 December



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

It is hard to believe but another year is drawing to a close. At this time of year I am reminded of a saying that I once read on a sandwich board outside our local coffee shop - "Life is like a roll of toilet paper; the closer you get to the end, the faster it runs out". And so it has been for 2023, it has run out very quickly indeed. That also reinforces another truism to never put off 'til tomorrow what you can do today as tomorrow may never come. One day that will be true for all of us.

I have written in this journal of the passing of Mark Morrissey. Even though many of us knew that Mark had been bravely battling cancer for a couple of years, the end when it came was sudden and a shock.

Mark has left us a legacy in so many ways not least of which are his YouTube videos on various aspects of the maintenance of his beloved airheads. Only last weekend I was helping out a friend who had acquired his first airhead BMW, pointing him in the direction of the valuable on-line resources. I opened up one of Mark's videos to be greeted with his signature - "Good evening Ladies & Gentlemen, Boys and Girls"! Hearing Mark's voice again so soon after his funeral came as somewhat of a jolt, so be aware when you are next seeking enlightenment from one of Mark's videos.

In many ways our club acts as a family, supporting each other in times of need and coming together to celebrate or to mourn as the occasion demands. The turnout of club members at Mark's funeral was one such occasion to not only remember and pay respect to Mark but to support Narelle, Kelly, Jacqui, Shane and the wider Morrissey family. Well done to all for your attendance.

There has been plenty happening in the club with well attended club rides while many of our number have been enjoying the Spring weather by putting a lot of miles under their tyres. Don't forget to take pics on your travels and jot down a few lines for the journal. Every trip is different and your experience might just be what a fellow member needs to hear to cement their own trip plans. There will be the usual additional traffic load on our roads over the Christmas holiday period so when you are out there take extra care. The State Government has plenty of resources available providing advice and riding tips including a series presented by Casey Stoner. Dig them out and maybe learn something, it may just save your life.

As this is the last journal for 2023 I take the opportunity to wish you and your family best wishes for Christmas and the New Year. Remember there is no journal produced for January giving our hard working editors, Cindy & Duncan, a very well earned rest. Take care out there and see you back for more in twenty-four.

Tony

Small car = Big GS?



BMWMCQ Club Events for **DECEMBER 2023**

| Date | Start | Event | Details | Contact |
|--------------------|--|----------------------------|---|---------------------------|
| Thur 7 Dec | 7:30 pm | Club Monthly Meeting | Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm | President |
| Sat 9 Dec. | 6:30pm | End of Year Social Dinner! | Ballina RSL, 240 River Street Ballina NSW | Don Grimes |
| Sat 16 Dec. | 9:00am | Coffee Meet-up | Carport Cafe, 137 Glenora St Wynnum | Events Coordinator |
| Wed 20 Dec. | 8:00am | Mid Week Ride | Meet at Dayboro for an 8:30am departure to Lake Perseverence Dam - BYO lunch <i>Last official event of the year!</i> | Events Coordinator |
| 25 Dec. |  | <i>Merry Christmas!</i> |  | |



BMWMCQ Club Events for JANUARY 2024

| Date | Start | Event | Details | Contact |
|--------------|---------|---------------------------|--|--------------------|
| Thur 11 Jan. | 7:30 pm | Club Monthly Meeting | Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm | President |
| Sun 14 Jan. | 8:00 am | Jolly's Lookout Breakfast | BYO Breakfast to Jolly's Lookout at Mount Nebo and enjoy a ride afterwards | Tony Malone |
| Wed 17 Jan. | 9:00am | Mid Week Ride | TBA | Events Coordinator |
| Sat 20 Jan | 9:00 am | Coffee Meet Up | Lighthouse Cafe, The Point Cleveland | Events Coordinator |
| Sun 28 Jan. | 12:30pm | Club Lunch Ride | Grand Old Crow Hotel | Events Coordinator |
| Tue | 6.15 pm | German Club Social | Brisbane German Club dinner 416 Vulture St, Kangaroo Point | Events Coordinator |

EXTRAORDINARY EVENTS CALENDAR

| Date | Event | Location | Contact |
|----------------------|-----------------------------|---------------|---|
| 9 - 11 February 2024 | Karuah River Rally | Karuah River | https://bmwmccact.org.au/event-5419061 |
| 10 - 11 April 2024 | National BMW Motorrad Rally | Nuriootpa, SA | https://sites.google.com/view/bmwownersclubofsa/events |



BMW MOTORRAD
BMW Touring Club of New South Wales

BMW Touring Club of NSW presents
47th Karuah River Rally

10-11 February 2024
Frying Pan Creek campsite
Chichester State Forest via Dungog

‡30 entry fee • BYO everything • Back to basics

The poster features a vibrant illustration of a campsite with several orange tents, a campfire, and a man in a hat and sunglasses standing in the foreground. In the background, there are green hills, trees, and a red motorcycle parked near a tent. The overall scene is set in a lush, outdoor environment.



Paul Hughes

Vice President's Report

Well this month has seen a fair bit of travelling. Mark and I set off from Kilcoy to travel our way (where to next... no prior plans) to Melbourne. We are both visiting relations in different parts of Victoria.

The weather has been superb. Only the first day was hot and the rest scored between 12 - 20 degrees. Sunny the whole way and no rain at all.

Our lack of pre-planned routes allowed us to roam some incredible back road riding. Mudgee to Hill End comes to mind along with Mount Beauty - Bright - Mrytleford - Mansfield where Mark and I parted company for the week. I carried on to Marysville - Reefton - Warburton etc to Melbourne. Just great riding in 15 °C temperature with clear skies.

Last week of November we intend to roam the southwest coast of Victoria to the SA border and then wander back some way to Queensland. No rush and no plans.

Travelling this way is just so relaxing. No preset GPS routes no "have to get there because I have booked accomodation" and especially no time limit. I gotta say this is now my preferred way of riding by far.

Melbourne inner city traffic can be "interesting". Totally different vibe to Brisbane. Roads seem narrow due to trams in the area I am staying in, but you adjust pretty quickly.

As we approach the Christmas period and I would like to wish all the members and their families a great and safe Festive season. I hope to see many of you at the end of year social event in Ballina. Until then ride safe and ride often.

Cheers, Paul.



Blue skies and mild temps of Paul and Mark's southern ride, perfect!



**Ben Nazzari****Events Officer's Report**

Hello all,

This Month of November has been all over the place for me tbh, I was away for 4 weeks from the 3rd of October to the 3rd of November on a trip to Perth and back.

Look for the full story and pictures in this journal of an exceptional trip.

Upon my return home I found out my father-in-Law had gone downhill quickly and was not in a good way at all. I knew he wasn't 100% when I left but we all thought he was on the recovery and getting better ready to head to the nursing home to be with Mum.

Sadly on the morning of November the 9th surrounded by the 4 daughters and their partners he passed away peacefully @7am, to say it was surreal would be an understatement, now I have lost siblings before and I know the pain that comes with loss but when it's your Wifes father it opens a whole new world of pain because they are feeling it even more than you and to watch them hurt really kicks you about.

So, what I am trying to say is life is precious and we must make the most of what we have and look out for one another.

December event list will be brief as the year winds down and everyone is away and enjoying the festive season. January will be the beginning of a new year and new ideas and events to organize so if you're up for it PLEASE contact me with your ideas and any mid-week rides you have in mind or coffee meet up places or if you want to lead a ride, I am open to suggestions and volunteers.

So, on that note I will leave it there and wait for the influx of messages and emails of prospective members with ideas. LOL. Wishful thinking on my part I reckon....

Till next time stay safe and please keep it upright.

Regards, Ben.



A visual taste of Part 1 of Ben's story of the trip over to Perth (and back)!



**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes – 2 November 2023****Venue: Geebung RSL**

| | |
|---|--|
| Meeting Opened: | 7:30 pm |
| Apologies: | Chris Lancaster, Ben Nazzari, Peter Ferguson, Mal Cremer, Paul Maguire, Joe Ludwig. |
| Minutes of Previous General Meeting: | Accepted: Geoff Hamon Seconded: Charlie Brown |
| Number of Attendees: | 28 |
| New Members (Name & MC): | Ray Goss - 1975 R90/6 owned since new |
| Visitors: | Charlie Brown's sister, Helen. |
| Returning Members: | Nil |
| Treasurer Report: | As per Journal, all bills paid. |
| Editor Report: | Send in pictures of Bikes with Christmas theme and any other articles. Geoff Hodge mentioned that that he had been speaking with Mick Matheson (noted Australian M/C journalist) who had commented on our journal & what a great job the editors were doing. |
| Tools Report: | Next Service Day will be Feb/early March at Rob Wynne's place. Numbers were down on last service due to a clash with the MotoGP at Phillip Island. |
| Regalia Report: | Centenary Regalia, Posters, Key Rings, Big Stickers \$5ea. |
| Records Report: | Currently 280 financial members with 5 new members in past month. |
| Events Report: | Special event on 11 November. Espresso 25 coffee/bike show/ car&bike collection followed by lunch then opportunity to view private collection of German M'cycles at Tamborine. Wankel rotary engines a feature. Mid week ride to Grandchester Pub leaving Mt Coot-tha at 9.30am National Rally 10/11 April in Barossa Valley. Special Rider Training Days on Sunny Coast 5&12 November. See FB for details. Dec 9/10 Ballina end of year get together. |
| Secretary Report: | Nil |
| Dealer Liaison Report: | R1300GS due Feb 24. 18 Nov Dust Hustle at Nundah. Sales slow on electric scooter. Specials on R1800 models & discontinued R1250 GS Rally. |

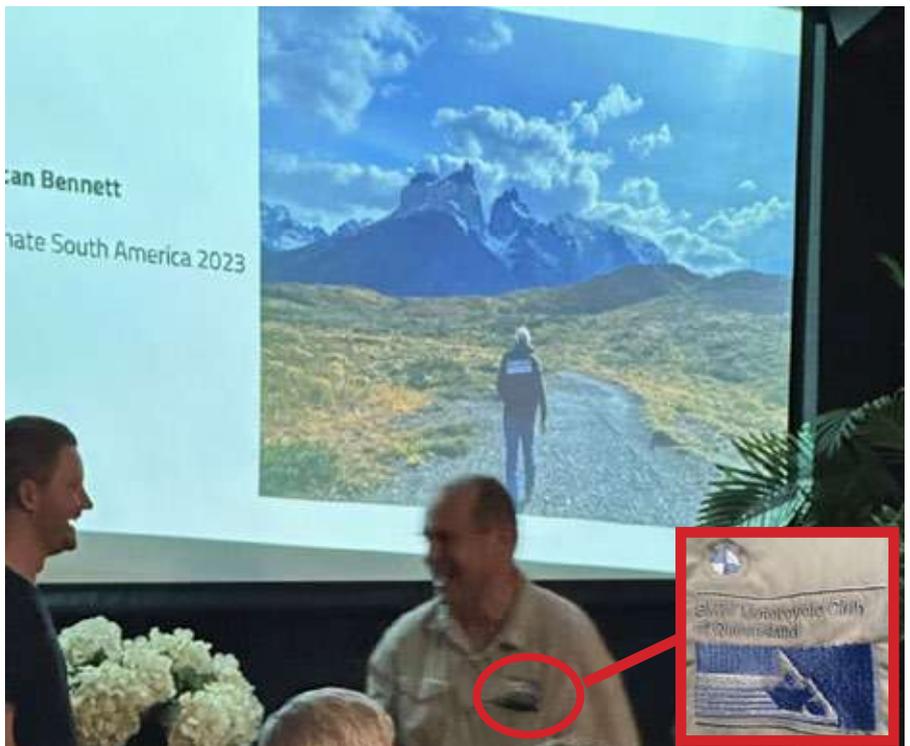
| | |
|--------------------------------|--|
| Clubs Australia Report: | CA has paid \$5,000 contribution to our Centenary Events. Funding changes expected for club events to assist the brand. |
| Vice Presidents Report: | Nil |
| President Report: | <p>Thanks to Paul Hughes and his drive to ensure the \$5,000 funding we received from CA for our Centenary Events.</p> <p>Article sent to Jim Scaysbrook at Old Bike Australasia on our 100 years events. Unfortunately due to the long lead times with printed magazines this will not be published in the forthcoming magazine but the one after.</p> <p>Club has lodged application with State Govt for 100 road safety training places to be taken over the 12 months after application approved. Training can be done in batches of up to 20 participants. \$50 contribution required with State Govt contributing up to \$175/person</p> |
| General Business: | Tony Malone told members that Wayne Gardner gave a talk at the Ipswich Library that was well attended. |
| Closed: | 8:25 pm, next meeting 7 December 2023 |



Duncan Bennett regalia@bmwmcq.org.au **Regalia Report**

It's Christmas people. As with Easter, Mother's Day, Father's Day, Birthdays, Valentine's Day, Wedding Anniversaries from year 3 to year 65, Bar Mitzvahs, Bat Mitzvahs, First Dates, Shrove Tuesday, and all other celebrations both secular and religious, the perfect gift for a loved one or about-to-be-legally-loved one is BMWMCQ Regalia. Regalia is taking off so don't miss out.

BMWMCQ Regalia is also perfect for wearing while accepting awards, I was wearing a classy BMWMCQ shirt while accepting silver in the 2023 Compass Reunion photo competition. In fact I'm sure we've all noticed Olympic medallists wearing BMWMCQ Regalia during their medal presentation ceremony, such as QLD's own Jack McLoughlin accepting the silver for the 400m freestyle at Tokyo 2020.



**Bill Luyten****Tools Officer's Report****Service Day**

The Club Service Day was held at Rob Wynne's place at Jimboomba on 21 Oct. A bit quieter than usual with about 20 members attending. Sausage sizzle and drinks were sold raising \$45 for the RFDS (Royal Flying Doctors).

The next service day is expected to be late Feb to early March.

The club is also looking at upgrading the throttle balancer tool and purchasing an Air Fuel Ratio Tuning Meter. These will be purchased shortly.

The GS-911 diagnostic tool is probably the most valuable tool we have in our inventory with the amount of electronics on modern BMW bikes.

To see what the GS-911 functionality has to offer for your bike, check out this website link:

<https://www.hexgs911.com/function-chart/>

Repair Manuals

Two new manuals were recently purchased:
F800 - Complete coverage of BMW F650, F700 & F800 Twins (06 - 16)

R1200 Liquid- Cooled Twins -
R1200GS*1170cc*13 - 16 *R1200GS
Adv*1170cc*13 - 16 *R1200RT*1170cc*14
- 16 *R1200RS*1170cc*15 - 16
*R1200R*1170cc*15 - 16

Various other repair manuals are 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 carburetor balancer (Twin BMW engines)
- Vacuumate (electronic synchronization 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:

Tools and spares can be picked up or brought along to the next meeting or Club ride.

tools@bmwmcq.org.au

Bill Luyten 0438 123 747



Apropos of absolutely nothing - a magnificent WA R100RS spotted in South Aus - the ultimate touring machine.





Darryl Gowlett

Treasurer's Report

G'day Everyone,

Not much to report this month. Business as usual.

The only ride I managed to do this month was to Mark Morrissey's funeral. Vale Mr Morrissey. The world was a much nicer place whilst you were still in it.

Please accept my apologies as I can't attend this month's meeting to answer your insightful and probing questions on the finances of the Club as I'll be elsewhere observing the gravitational effect of balls with respect to brass monkeys. But I can say that I haven't, as yet, procured another motorcycle, and all funds are still intact.

So have a great Christmas and new year period and I'll see you in January 2024. Remember, that's the second Thursday, number 11.

Ciao,
Darryl

Trading statement as at: **November 22, 2023**

| BoQ Balance as at: October 25, 2023 | | \$ 29,228.88 | Year to date | | \$ 22,089.22 |
|--|--------------------------|---------------------|---------------------|---------------------|---------------------|
| Income: | | | | | |
| Membership | \$ 975.00 | | \$ 12,075.00 | | |
| Advertising | \$ - | | \$ 1,400.00 | | |
| Regalia | \$ 43.00 | | \$ 206.19 | | |
| Tools | \$ - | | \$ - | | |
| Events | \$ 45.00 | | \$ 18,411.00 | | |
| Interest | \$ 3.19 | | \$ 28.59 | | |
| Sundry | \$ - | \$ 1,066.19 | \$ 1,770.10 | \$ 33,890.88 | |
| | | \$ 30,295.07 | | \$ 55,980.10 | |
| Expenses: | | | | | |
| Administration | \$ - | | \$ 3,029.54 | | |
| Website | \$ 385.00 | | \$ 4,018.19 | | |
| Paypal | \$ 12.80 | | \$ 169.88 | | |
| Regalia | \$ 15.79 | | \$ 15.79 | | |
| Tools | \$ - | | \$ 119.00 | | |
| Events | \$ - | | \$ 10,801.01 | | |
| Sundry | \$ 80.00 | | | | |
| | | \$ 493.59 | \$ 8,025.21 | \$ 26,178.62 | |
| Balance | | \$ 29,801.48 | | \$ 29,801.48 | |
| BoQ balance at: | November 22, 2023 | \$ 29,801.48 | | \$ 29,801.48 | |
| Term deposit: | | \$ 20,876.23 | \$ 20,577.44 | | |
| Interest | \$ - | \$ 20,876.23 | \$ 298.79 | \$ 20,876.23 | |
| Available: | | \$ 50,677.71 | | \$ 50,677.71 | |
| RFDS donations | | \$ - | | \$ 1,428.21 | |



**Greg Gaffney****Records Officer's Report**

I'm looking forward to our usual end of year social event in December. It's a pleasant ride down the coast and a slightly shorter distance this year being at Ballina rather than Evans Head. I'll be stopping at Kingscliff for lunch on the way as a friend has recommended a particular seafood restaurant which still serves lobster thermidor which isn't on many menus these days as it's a bit out of fashion.

Cheers, Greg

Welcome to New Members:

Wayne Richardson, GOOBURRUM, K1200LT, R1800

Bart Brameijer, KEPERRA, C600 Sport, R18

Bryan Drennan, WEST END, R1300GS Trophy

Jonathan Webb, CARSELDINE, R80/7, R100GS PD

Nicole Robinson, ELIMBAH

John Burke, KELVIN GROVE, F800GS



The elusive new 1300GS captured by the Treasurer at Philip Island recently



VALE MARK MORRISSEY

JEGNov2023

Born in Ireland back in '54
He knew & loved his Irish folklore
Although he was an Aussie for most of his life
Escaping his Homeland's trouble & strife
He always remained a loyal Irish defender
So the Qld Irish Club made him a Life Member

His career was varied it must be said
Banker, salesman, CEO of Jondaryan Woolshed
Last but not least he followed his passion
Not for him - art, finance or fashion
MMM Boxerworks was his pride & joy
Just like a kid with his favourite toy

Here no job was too big or too small
His love of Airheads was extended to all
When Singe's bike failed on her "round the world" trek
He worked tirelessly getting it back on deck
When the '22 floodwaters engulfed his MMM site
It took months but his mates helped him put it right

For his wife Narelle & his children Kelly, Jacqui & Shane
Plus his parents & grandchildren it'll not be the same
For now he has left them, his battle is lost
But he fought very hard whatever the cost
Rest in Peace, you'll be missed Mark Morrissey
Your life & achievements - a true odyssey



Lady Shirts



[2LPS](#) - \$33.50
65% polyester
35% cotton



[2LCP](#) - \$34.50
65% polyester
35% cotton
*Comfort and
fashion!*



[7LPI](#) - \$35
100% polyester
*Excla-effing-mation
mark!*



[ICE Tee](#) - \$28.50
Cotton
Say Yes to the T!

Bloke Shirts



[210](#) - \$33.50
65% polyester
35% cotton



[2CP](#) - \$35.50
65% polyester
35% cotton



[7PIP](#) - \$38
100% polyester
*Hugh Heffner made these
standard issue! When he
was confused!*



[ICE Tee](#) - \$28.50
Cotton
*Best riding shirts in the
history of riding shirts!*

Gender Neutral Hats & Bags

*You know you
want one!!*



[AH695](#) - \$18
Bucket Hat
Sandwich Design
(with trim)



[AH715](#) - \$17
Bucket Hat.
Not all that
gender neutral.



[AH230](#) - \$16
Cotton Cap.
Cooler than
a beanie.



[Ladies](#) Vests
\$56.50



[Non-Ladies](#)
Vests \$56.50



[Metro](#) - black/charcoal or black/royal -
\$25.50



[Swiss](#) - \$40.40



[AH742](#) - \$18
100% Wool
Beanie



[AH770](#) - \$18
100% Cotton
Beanie

Note: a bag order small surcharge may apply - talk to Daniel!





Club order form for shirts, bags and hats

BMW Motorcycle Club of Queensland

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:

| Shirt product code number | Quantity | Size | Colour |
|---------------------------|----------|------|--------|
| | | | |
| | | | |
| | | | |
| | | | |

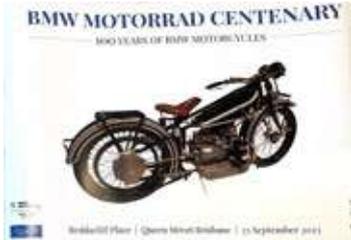
Bags order:

| 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 | | | |

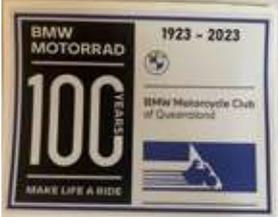
There are also heaps more colours, styles and fabrics available through Gold Star Embroidery - check out the website at goldstarembroidery and call Daniel - he knows all about BMW regalia!



Poster - 60 x 42cm:
\$5



Key Ring Rubber -
38mm: \$5



Big Rectangular Sticker
- 13 x 10cm: \$2



Little Round Sticker
- 6cm: \$1

Get 'em while they are hot! 100th anniversary stuff is for sale. An Event pack with one each of all the above is available inc. postage for the bargain price of \$25 - don't wait for the 200th! Contact the Regalia Officer at regalia@bmwmcq.org.au

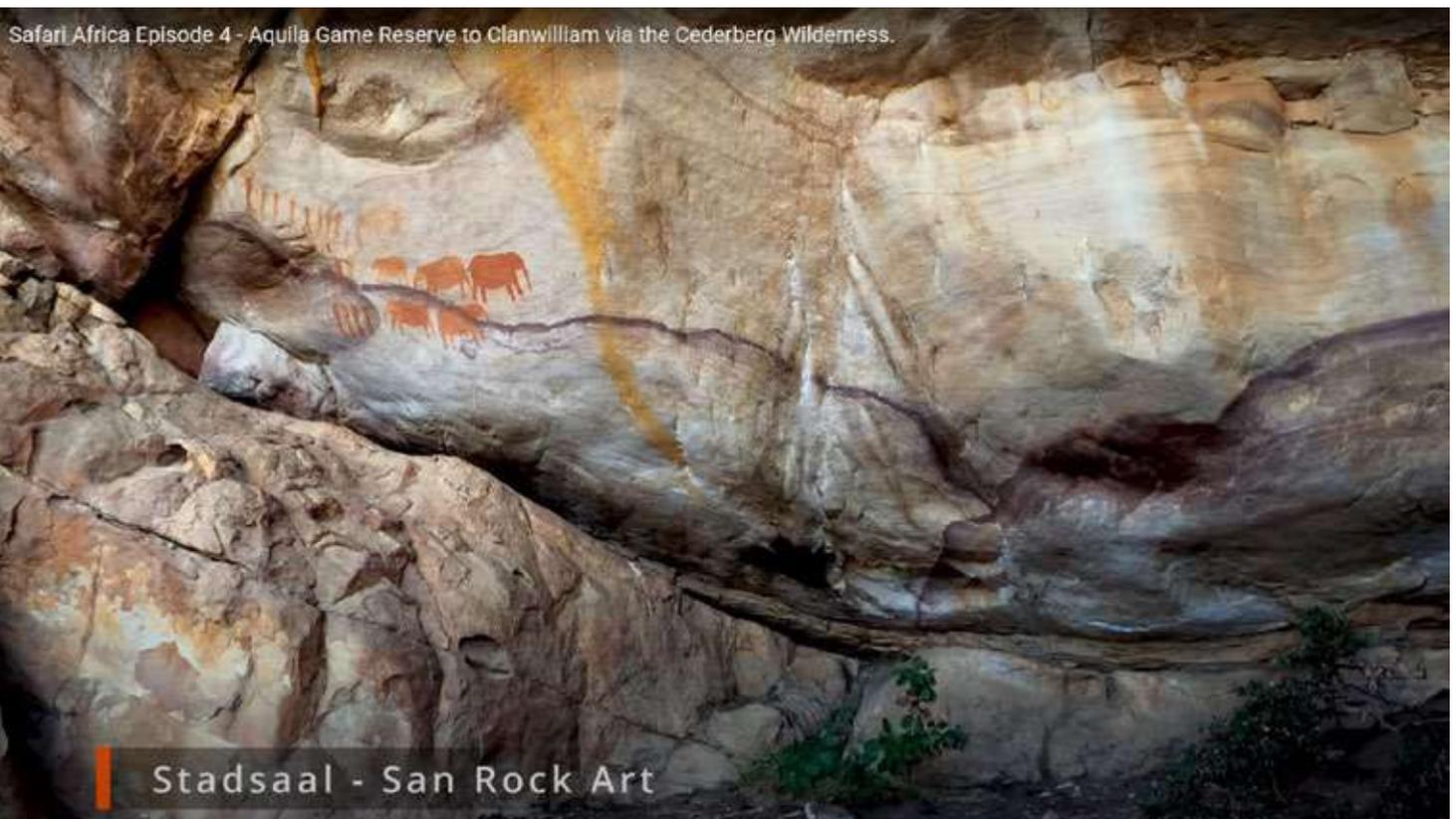


By Cameron Coles, Member #4051

The fourth episode of Cam's Africa Safari is now up on YouTube, click the link below to enjoy and please like the video and leave a comment, this really helps.

<https://www.youtube.com/watch?v=rCYqu99IWnU&t=4s>

In this episode Cam and the tour group start at the Aquilas Game Reserve and head through the amazing Cederberg Mountains. The observant will note that Enduro is generally the appropriate mode of choice selected by Cam in this one, amazing.



By Duncan Bennett, Member #4171

I don't like changing helmets. I realise some have more than one helmet depending upon their motorcycle and riding conditions, but I don't. Riding Cindy's R1200C Best In Show wearing an adventure helmet with a peak? Don't care about the juxtaposition, I just need people to know I'm an adventure rider. Who from the rear could possibly have ridden Dakar, maybe even won a stage.

For 4 years I had a Schubert E1. It was second hand, slightly, and did about 200,000km. I loved it due to the internal dark visor, the flip up front, and the good ventilation. Not so keen on the Sena 10U communicator which meant I had to raise the visor to get to the buttons, nor the weird fit of flip up helmets which tend to push into my forehead and back of head and offer limited contact on the sides. It was also tender, dropping it was sure to break off something that was hard to replace. In fact, the after sales service has ruined Schubert in Australia, no-one carries stock these days.

So looking to replace the E1 I did the usual googlin'. They don't make E1's any more and they can't be bought unless your head is slightly larger than Elephant Man's or you've fortunately been headhunted and your head has been shrunken in the traditional manner. E2's are the replacement for E1's and are apparently good although Rocking Horse droppings are more freely available. And the E2 Sena communicator comes in two parts - the battery pack and the remote, which also needs a battery. The battery pack is at the back of the helmet and needs to be turned on. The remote is on the side and needs to be turned on. Say no more, life is already complex enough.

Alternatives? Didn't mind the old Caberg but the fit was woeful. No idea where to try on others. In Adventure Moto one day and saw the Klim Krios Pro helmet. Krios the Greek God and his three brothers apparently held their father down and castrated him with a sickle, now that's an adventure rider's helmet. Read the reviews, mainly about people on horrible roads leaving their motorcycle and spearing headfirst into the bull-dust, and surviving. Yes that is great, but given how much time I spend riding it must have more than that. So I tried one on.

Firstly, it is ridiculously light carbon fibre. So light you hardly realise you have a helmet on. It is set up for yet another version of the Sena 10U but has cable cut-outs on the LHS so any system can be fitted without interfering with the cheek pad fittings. The ventilation is next level, the air flows through the honeycomb impact foam so again it is like wearing nothing. No internal dark visor, this was something I said I'd never be without so was a sticking point. It has a photochromic lens though, and the darkness adjusts with the external light so it always looks the same in bright sunshine or dull rainy. The vision is amazing, all you can see is everything, unlike the flip front helmets it is easy to make the eye hole huge.

A novel design for the helmet is the FIDLOCK magnetic buckle fastener. Strong magnets guide the fastener into the correct position and it just shuts itself. A simple pull on the tab and it disconnects. Seems scary and feels like it must come open, but obviously simple things like this must go through extensive testing.



Will see how the helmet goes.





By Tony Gray, Member #3905

The world lost one of its Good Guys on 2 November with the passing of Mark Morrissey. Mark has left a big hole in the hearts of his family and loved ones but such was the generosity of his spirit that his passing has been felt by people from across the world, many of whom he had never met.

Mark was a man who never did things by half - if a job was worth doing, then it was worth doing well. His life's journey was full of examples of his dedication and passion for a job or a cause. We in the BMW community, airheads of course, were the beneficiaries of the last phase of his life following his years at the Jondaryan Woolshed, when he established his MMM Boxerworks. Good friend Peter Ferguson was invited by Mark's soulmate Narelle to speak at Mark's funeral. Peter's words are a beautiful reflection so I need add no more.

The Club asked Narelle and daughter Kelly if they would like us to organise a motorcycle cortege at the funeral in respect for Mark and his love of BMW Motorcycles and they embraced the offer. Fortunately we also had a Minister at the Holy Cross Church at Kippa-Ring who welcomed the idea - they are not all so accommodating. The ride and attendance at the funeral was set up as a club event and other BMW riders from outside the club were invited to join. Peter Ferguson did all of the pre-ride planning with an assembly point a couple of minutes from the Church. I lost count around forty bikes so there was impressive run-in led by Mark's much loved 'Kenny' the R100GSPD and 'La Contessa' the R75/6.

Mark was carried from the Church to the strains of Steppenwolf and 'Born to be Wild' and escorted towards the Nudgee Crematorium to the strains of 40 plus boxer engines along ANZAC Avenue. It was a fitting send off for a much loved member of the BMWMCQ. Thanks go to Peter Ferguson for his organisation and words.



Eulogy By Peter Ferguson, Member #62

When Narelle asked me to speak today, I was a little nonplussed. Compared to some of the company here today, I am a very recent acquaintance of Mark's and I thought others would be better able to speak to the essence of the man. Then I recalled Mark saying, on many occasions, that Ralfie was not one to be argued with, so here I am...

Ralfie also asked me to keep it brief, so, in true Mark style, I trimmed it down from 5 mins to about an hour forty!

Mark was a passionate believer in the virtues of the old air-cooled BMW motorcycles – the airheads, as they are known worldwide.

I first met Mark when I started to ride with a group of airhead riders back in about 2005 and I was immediately struck by his generosity. He was in the business of servicing and repairing airheads, yet he was always happy to share his knowledge freely, without any expectation of payment.

When I was preparing to ride to a remote part of NSW in 2010, I asked him for advice on essential parts to carry. Without hesitation, he reached into his pannier, pulled out a small box and said "here, take my emergency kit, no charge, just replace anything you use".

Over the next 13 years, I saw him do that on countless occasions. When Sinje, an international traveller, turned up on a very sick R100 that had been 'fixed' by a supposed professional mechanic, Mark rescheduled everything to help her out. Sinje still treasures that help and sends a message of sympathy and love to the Morrissey clan.

I've seen him spend hours on the phone to a bloke he'd never met, patiently explaining the intricacies of ATE brakes. He spent time showing a complete mechanical klutz – me – how to strip and rebuild Bing carbies. No payment was asked, he was happy to spend time helping a mate. A measure of the respect for Mark within the BMW community came in 2022, when his work shop was flooded. A posse of volunteers turned up and worked tirelessly in sweltering heat to wash away the detritus left by 2 metres of water, to preserve 30 plus bikes, and to assist in any way they could to help Mark get back on his feet. No payment was expected – it was our chance to give our time to help him.

In what may be his crowning achievement, he used his knack of drawing together people with specialised knowledge to help develop a new ignition system for his treasured airhead engines – the Wedgetail. After painstaking development and thousands of kilometres testing, the Wedgetail proved to be everything Mark had dreamed it would be. Thousands of units are in service worldwide and, from an Airhead perspective, his legacy will live on for many, many years. Again, he gave his time freely, even though the prospect of any financial gain was well in the future.

Unfortunately, time has run out, but his wisdom lives on in a number of videos he made, explaining the inner workings of the mighty airhead.

It was one of the joys of my life to sit at the Boxerworks on a Saturday morning, drinking coffee and shooting the breeze with Mark. We talked bikes, cars, music, travel, children, business, life, the universe and everything, but through it all shone his fierce love for his family.

To his beloved Ralfie, to Jacqui, Kelly, Shane and the extended Morrissey family, I extend sincere condolences from the BMW community. Mark was a wonderful friend to my family and to many people both here and overseas. He will be sadly missed, but fondly remembered every time we turn the key and press the starter button.



A RIDE WITH A DIFFERENCE

By Tony Gray, Member # 3905

One of the many benefits to come from the Club's staging of our Centenary Events is that we got to meet many new people associated with the BMW Motorrad brand or just motorcycles in general. One of those people is Rod Moorcroft who hails from the Gold Coast and is involved with several Motorcycle related organisations and events. One of those events is a Quarterly motorcycle gathering at Espresso Twenty5 at Coomera. Their last event for the year was Saturday 11 November so we dialled that in for the monthly Club ride with a difference.

Espresso Twenty5 attracts a wide range of motorcyclists from collectors to hipsters. The setting in the Boatworks District behind Dreamworld in Coomera is not where you would expect to find motorcyclists gathering. The attraction here is Tony Longhurst (2 times Bathurst 1000 winner) private collection of some classic cars and motorcycles.



The number Twenty5 is carried from Tony's race number and the location linked to Tony's father who developed Dreamworld. There is an attached barber shop for those needing attention to their man bun.

The Longhurst collection is open to the public with a donation box that goes to support the homeless. It is well worth a look in air-conditioned comfort. Likewise there was plenty to see in the open air bike-park (some very tasty 70's Jappers) but remember to bring your club bucket hat on a sunny day - Charlie Brown and I paid the price for that omission.



When Rod had finished the cleanup we gathered for a rider briefing for the short ride to an early lunch at the Pimpama Tavern then onto Tamborine for a private viewing of Joe's collection of (mostly) German bikes with a heavy emphasis on the Wankel Rotary engine. Rod was aboard his Yamaha V-Star cruiser which would be a first as lead bike on a BMWMCQ ride. Fortunately there were no photographs taken as evidence. Charlie Brown is not yet back on 2 wheels but did not want to miss this opportunity so played TEC in his "Faded Gold, never Beige" Ford Territory.

As the clock ticked over to 11am (do electronic clocks still tick?) our motorcycle caravan + one Ford Territory, pulled over to observe a minutes silence for Remembrance Day. It is a good few years since I have ventured into that area between the M1 and the Coomera & Pimpama Rivers and the development has been stunning - we passed three new schools, countless housing developments and the Norwell test track on our way to lunch. There are still some of the old sugar farms remaining but they are no doubt waiting to be swallowed up by development and achieve a BIG pay day as has happened to many of their forebears.

Lunch was a very pleasant affair among friends with good value seniors meals for those old enough to enjoy one of the few pleasures of

aging - and before you young pups ask, no the steaks do not go through the blender before being served!



Onto stage 3 and the final leg of the days adventure with the ride to Tamborine requiring a short stint on the M1 heading north where the weather Gods decided to tease us with a light rain shower. Very pleasant on an otherwise hot day. Our destination was the home of Joachim Schlechte (Joe) an 89 yo expat German car and motorcycle dealer who just so happens to be an authority on the Wankel Rotary engine having spent over half his long life working on these often misunderstood engines.



Joe has a large shed (recently extended) that houses 28 motorcycles including three outfits along with other memorabilia. It is not a museum and not generally open to the public. Inspection is by invitation only and for that we have Rod to thank who is a personal friend.

Joe met us in the yard and had an approving look at the assembled BMWs. We were made to feel very welcome and invited into his 'Aladdin's Cave' to be enlightened as to the workings of the Wankel Rotary engine. Greeting us at the

entry was 'Ingrid's Chair' a 1964 model R60 with attached (Indian made) Steib replica sidecar.



The bike still carries its information panel from the Club's Centenary Bike Display where you may have seen it. This was Ingrid's bike, Joe's partner in life & business for some 60 years before she passed away in 2016. Joe's only son passed away earlier this year so he has taken a few bumps along life's highway. His bikes give him purpose & joy and it was obvious that he got a lot of pleasure from answering questions, pointing out details on the bikes and sharing ideas. He is still very active walking around his shed and kick starting one of the NSU's for our aural pleasure.



A RIDE WITH A DIFFERENCE



Joe's German roots are borne out in his collection of bikes - BMW, NSU, DKW, Hercules, MZ, Heinkel and a sole KTM from across the Austrian border.



The other exceptions are two RE5 Rotary-engined Suzukis - they gained entry due to their German derived Wankel Rotary engines. A little side story here - Suzuki won its first World Title

in 1962 with a 50cc single cylinder 2 stroke whose design and winning rider had both been 'stolen' from MZ and the former communist East Germany.



Plenty of info on-line but the full story is in a book called 'Stealing Speed' by Mat Oxley, an excellent read if you are lucky enough to get hold of a copy. Joe's family hail from Dresden in the former East Germany which was and remains a very beautiful city on the River Elbe, despite being fire bombed almost to total obliteration towards the end of WW2. Joe's father decided early on that communist rule was not for his family so they escaped and set up home in Hanover where Joe went on to run his Auto business before migrating to Australia with Ingrid and their family in the late 1970s.

The rotary engine was designed by German Engineer Felix Wankel and first appeared in an NSU car in 1960. Joe has the shell of a NSU Prinz up on stumps in his yard. He gave the engine and other spares to someone restoring one as he could not see himself restoring the Prinz, committing his time to his motorcycles - wise man. NSU continued to develop and work with the rotary engine alongside their more conventional ICE engines. Interestingly the TT and TTS car engines were adapted and used in the Munch Mammoth motorcycles in the 1970s. I first saw one of these in the bike park at the Australian Motorcycle TT at Laverton Air Base in 1976 which featured among other International riders, World 500cc Champion, Giacomo Agostini on his MV Augusta. The 4 cylinder 1000cc Munch was indeed Mammoth. Anyway I digress, back to the Wankel Rotary.

It fell to Hercules to first install a rotary engine into a motorcycle. Joe has several examples.





Hercules gave 50 pre-production bikes to selected dealers one of who was Joe. He developed the bike for enduro races being a competition rider himself. With the knowledge gained from Joe's trial & error modifications, Hercules put together a three man team, mounted on rotary engined bikes to compete in the International Six Days Trial on the Isle of Man in 1975. The ISDT was effectively the World Championship of off-road motorcycling and remains on the FIM calendar as the International Six Days Enduro. A couple of Joe's enduro bikes remain in museums in Germany.

The rotary engine was licensed to many companies world wide including Suzuki who produced the RE5 and Norton who produced a limited edition road bike using a version of the Hercules engine and a twin rotor race bike that achieved a lot of racing success including a win in the Senior TT at the Isle of Man in 1992. Mazda successfully adopted the rotary engine for use in many of their models with the last being the RX8 in 2012. Keep your ear peeled as you can still hear them running around Brisbane streets - they have a very distinctive sound.

Joe has a cutaway Mazda engine with clear perspex face that can be hand cranked to observe the rotary cycle. There is also a descriptive panel

from Norton describing the four phrases of its cycle.



If you did not understand then Joe was on hand to explain. The whole day was thoroughly enjoyable with the time spent in Joe's shed an absolute delight. No one enjoyed this more than Jurgen who was reunited with a Heinkel Scooter of a type that he owned in Germany. Any doubts were dispelled when better half Katie produced a photograph of Jurgen riding his Heinkel - from it's sidecar!



As I was leaving Joe explained his plans for his workshop and expanded display areas that he will have ready when we return for another visit next year. If you missed this one then don't miss next year - this 89 yo has no plans on going anywhere.







By Duncan Bennett, Member #4171

Wedding, work, weather. The three main pillars of a short trip to Tasmania in October 2023, with a 4th pillar added to bolster the experience: Wriding. Let's do a quick lap whilst there.

As we'd had the wedding on the Saturday night and catch-up with Best Maid of Honour daughter Kate on the Sunday, we were scheduled to pick the bikes up on Monday morning. Or rather Phil of Tasmanian Motorcycle Tours and Rentals (TMTR) was picking us up in Hobart and virtually plonking us on the steeds at Forcett, almost within sight of Hobart airport, but with the minor inconvenience of the shallow Pittwater estuary in the way. A note here - packing for formal events and motorcycling in almost certainly cold and rainy places on the same trip can be summed up in two words; Excess Baggage. \$100 worth, thanks Qantas. So luckily Phil has a big people mover for the smooth transition out to Forcett.



Straight into dirt

Why do we like TMTR? Phil's range of bikes is fabulous, and they are kitted up for Cruisin' the 'Mania. Luggage, and the Garmin XT GPS are included, and Phil has cunningly bought a 3D printer to make an adapter for the BMW Navigator mounts to fit the XT. Like many Phil has a pile of Navigator VI's that would trip the top horses in the Grand National Steeplechase, so he's changed over - sending an overseas client out with a GPS that might fail only works if you are running tours in a 1D world, and even then they have to know where on the line to stop.

The matched pair of bikes this time were BMW R1250GS Rallyes, a low suspension unit for Cindy and a pristine as-imagined-by-the-design-team unit for me. Another fabulous thing about TMTR is that Phil rides every Wednesday, so knows all the roads. Dirt? No warning off by Phil, if it is a gazetted road it is not only acceptable, but verging on mandatory. Righto Phil, we'll do that.

A quick inspection of the bikes to satisfy our Alaska Motoquest "you dented the rim so that's US\$1500, oh you sent us a photo showing it was already dented, that's OK then" psychosis, and we were off. A clear positive about leaving TMTR is that you are literally riding Tasmania before you leave the driveway - pure riding freedom and nothing constraining the experience. Except for Phil's gate. Firstly back through Sorell, then down the main street of Richmond, then to Brighton. Phil dirt road No.1 was to Hollow Tree, but the GPS refused the jump, and demanded the long way. We weren't having that, so ended up doing lots of dirt to do the small section of recommended dirt, which was fine because most Tassie dirt is good dirt. Finally conjoined with the GPS, we rolled into Bothwell. Lunch awaited at the combo café and post office, a toasted ham and cheese sandwich each. One sandwich would have fed both of us, for days, but a big effort was made to finish to show the post officers we could do anything.



Coating of Ouse

A split after lunch - more dirt for me via Miena and into Bronte Park, while Cindy sunk into

the Ouse. Pronounced Ooze. A bit like living in Soower or in the village of Gang Green. Never too late to change people. My dirt was good dirt, but rain had shown why hiring bikes is always good – the horrendous coating of mud was Phil's problem, not mine, especially as he'd recommended the road.



The Bothwell Brace

Cindy motoring past our highway reunion point soon afterward, we rode into the cold. Horrible cold. By the time we got to The Wall in the Wilderness (amazing carved wood panels, mainly Huon Pine - depicting the history of the Central Highlands of Tasmania) drizzly rain as well as the cold was part of reality. Shivering around the excellent display for the first time since 2015, we tried to use the fire to recover, without success.

Onto the Derwent Bridge Hotel, the fire in the main lounge seemed to produce no heat even with the frost-bitten appendages thrust into the coals. Bags were checked for the seventh time for the BMWMCQ beanie just in case the packing process which included deliberately not packing

the beanie was a false memory. Also hopefully a false memory was the price for a steak; a world record \$64 for a 300g porterhouse. Perhaps they didn't mention that it had come from a wild-caught Golden Unicorn, the last of its species, even then decided not worth it.



Better day

Up on a spanking nearly cloudless day, thoughts of beanies were now a complete waste of neuron bandwidth. First random plan was out to Lake St Clair just to see what was happening, not much, so after a few artistic photos we turned around and headed back to the Lyell Highway and made a right-hand turn.



Snow, Snow on the Range

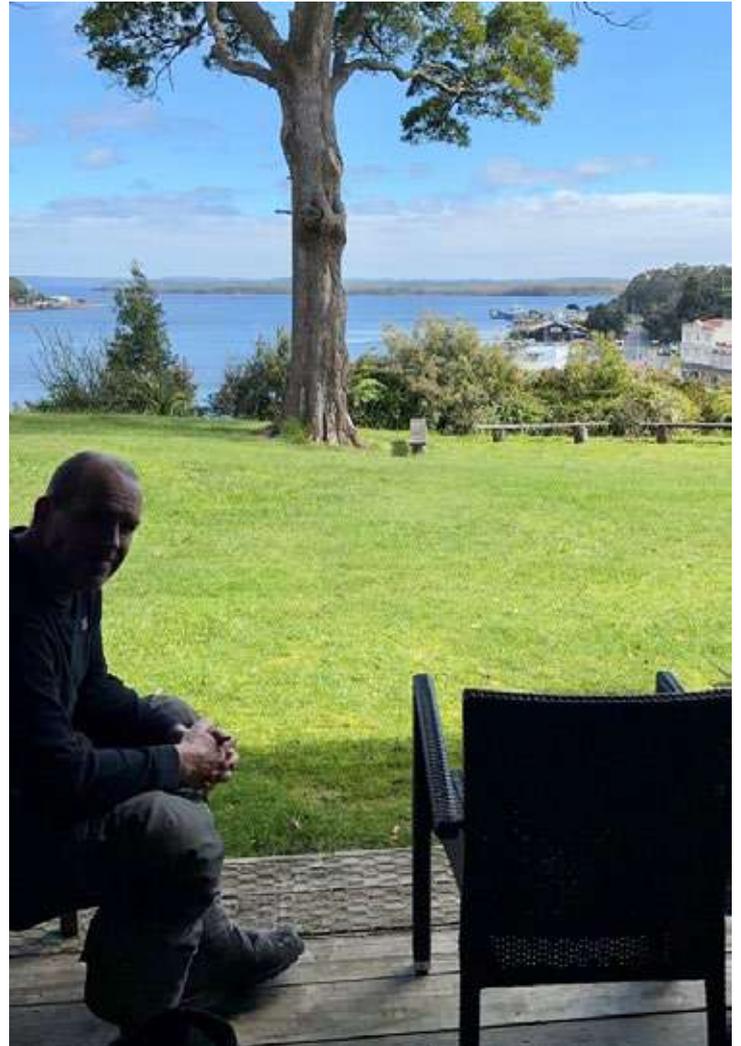
The Lyell Highway in good weather is truly one of the great motorcycling roads. The Rallye comes with a large range of modes, including Road, Rain, Dynamic, Dynamic Pro, Enduro, and Enduro Pro. No-one I know has ever used Rain, and I think it is just Road but provided to give placebo confidence in the wet. Dynamic and Dynamic Pro are made for the Lyell Highway, although I hadn't the skill nor time to optimise the Dynamic Pro settings to suit my "holy swear I'm coming into this corner way too fast, oh hang on I can go faster!" riding style. Down past the famous Mt Arrowsmith with its black ice corners perpetually shaded even in spring, and we were into the lowlands. First a stop at our old fave Nelson Falls, now with limited access to the falls compared with the olden days.



More artistic photography at Nelson Falls

Into Queenstown on the Mt Panorama racetrack down from Gormie, and lunch called. The railway station café was perfect for a nice lasagna, and the journey continued via Zeehan just to have a look at our old stamping ground. It actually looked quite prosperous with the local mines open and operating, and the glorious weather provided a momentary pizzazz although the normal dreary drizzle would quickly shunt

Zeehan back into the top 10 worst towns. In Australia, if not the world. Continuing down the very familiar road to Strahan, we went into yet more old stamping ground with a quick trip past our old house before landing at the View 42 hotel. Where we had an upgrade so were presented with a view over the grass down into Strahan Harbour.



Suns Out Boots Off

Dinner plan was the Risby Cove restaurant, with View 42 offering the usual buffet but now at the eye-watering price of \$75 per head. Given I once ate 3 dozen oysters (2 for entrée, 1 for dessert) there I could probably make it worthwhile, but would have needed to double that effort because Cindy doesn't eat them. Risby Cove didn't disappoint, a fabulous dinner and surprisingly busy given that it was still mid-October and a Tuesday, we were well set for a good night's sleep.



More evidence of recent coldness

Wednesday was again sunshine overload, the umbrella hadn't even got a peep over the rim of the top box so far. With Burnie the target and being only 2 hours away, we had plenty of time to sight-see starting at Ocean Beach. The beach itself was a bit nasty, and we didn't need to troll through recent Strahan news stories on-line to discover that there had been a whale beaching event. Wandering onto the beach unfortunately involved getting slightly leeward of something one should not get slightly leeward of; a pilot whale over 12 months past its prime.



Choice.

Escaping, we went back to Strahan and did yet another of the classics – the Strahan to Queenstown section of the Lyell Highway. A bit of roadworks slowed us slightly, as did having to go into Queenie to get fuel because the Strahan servo is out of action, but soon we were onto the target: the Anthony Road which trundles past Lake Plimsoll. An attempt was made to get into the Lake Margaret power station to see the famous wooden pipe, but this is only accessible to people on an organised tour. We were obviously on an organised tour, but not that organised.



Wombat warning was going off

We'd actually seen a bit of wildlife, but a wombat was a highlight. Just doin' wombat stuff by the side of the road, we pulled up and watched its confusion – it knew there was something nearby but with limited visual and auditory senses it struggled to figure out whether a threat existed. For about 2 seconds it seemed concerned, then went back to grazing. Restarting engines caused the confusion to come flooding back, and as they still can't see what is going on they start random movement in fits and starts. Those with wombat experience know this is the equivalent of DEFCON 2, collision is imminent, although some still suggest initiating thermonuclear war with a wombat is overkill. Not when you're on the magnificent R1250GS Rallye it isn't. Riding cautiously past the smoking irradiated wombat charcoal, which was now actually happily trotting along into the bush, we got onto the scenic bit of the road past Lake Plimsoll.

Some sightseeing around the lake, and we moved on to Tullah for a pie luncheon. Heated debate and negotiation then commenced, mainly heated due to the high temperature of the pie and the atmosphere – to Hellyer Gorge or not



to Hellyer Gorge? Truly one of motorcycling's great roads, especially on a nice day, but we are old hands on it so decided to go straight up the main drag to Burnie.



Someone didn't stop for the team photo



Paying the price for fitting in

A quick trip out to look at an overpriced property at Wynyard even though it did have a good shed, and we were into old stamping ground No.3. A wander around town and discovery of a new

craft brewery, dinner with a good friend Paul from the olden days, and we were done.

Thursday or Day +4 for the expedition timekeeping was mainly work, with visits to a mineralogist and a metallurgical laboratory to satisfy the ATO with the various work expense claims.

Then to our last destination – Launceston. Avoiding the highway we took the shortcut via Frankford, the Big Potato a.k.a Kenny the Kennebec at Sassafras which had been blown over the day before was missed, probably a good thing as it was attracting big crowds. We got into Launie nice and early, but tragically not early enough to see the City Park Japanese Macaque monkeys who keep everyone amused with their “western suburb family at the seaside caravan park” antics. After a 100km walk to find a supermarket and bottleshop, we caught up with great friends Maureen and Bruce of 2019 Alaska riding fame for a top night of entertainment.



On Penguin Road approaching Goat Island

Home day appeared fairly casual – perhaps even taking in some east coast roads was discussed with our plane leaving Hobart at about 3pm. Then we hit the roadworks on the Midland Highway and forward movement was either stopped or very slow. So apart from a coffee in Ross it was go go go back to TMTR. We rolled in about 12:30pm and gave Phil a gushing report about the bikes and everything else Tasmanian including the weather. Within a few minutes we had re-dressed more appropriately for airline

travel, and packed all our wedding and wringing gear into 3 check-in bags to avoid a repeat of the excess baggage disaster, even though one bag therefore needed a forklift to get it into the van. A lift by Phil out to the airport, and yet another fantastic Tassie experience was completed. Can't wait for the next one.

I can't finish without some detail on the bikes even though the 1250 will soon become like Covid, still around but no longer the main game. We've ridden BMW GSes of all shapes and sizes even though apart from Cindy's personal stash of 650's and 700's these have been either hired or "borrowed with extreme prejudice", but the TMTR R1250 GS Rallye's are the first to make us truly understand just how good they are. Dakar legend Simon Pavey used to be given lots of 1200GS bikes each year for his Off-Road Skills programs by BMW, and said that these bikes made ordinary riders feel extraordinary, so many of his pupils just bought them after the course. The bikes provided by Phil were like this; they are big but feel small, they are comfortable to sit or stand on all day, the electronics and the quickshift are just awesome, the balance is so centred, and they are highly capable both on and off-road even without a 21" front.

Right now you could get a Rallye with 6,000km for \$28,000. Barely run in. Seriously tempting.



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Nuriootpa SA 2024

***National BMW Motorrad Rally
Nuriootpa, Barossa Valley,
South Australia
10th – 11th April 2024***

BMWCSA P.O. Box 193, North Adelaide, South Australia

Pres: Bailey Gifford 0403 249497

Sec : Chester Cavanagh 0409 931284

Rally Delegate: Colin South 0429 579246



<https://www.australia.com/en/places/adelaide-and-surrounds/guide-to-the-barossa-valley.html>

The BMWCSA is hosting the National BMW Motorrad Rally from the Big 4 Tourist Park in the township of Nuriootpa in the heart of the famous wine district of Barossa Valley and some great motorbike riding country.

Autumn is the best motorcycling weather in South Australia and arguably the best time for travelling around the southern states for BMW Riders.

The weather in April is generally sunny days with temperatures between 7 and 26 degrees with only small chance of slight rain showers 4 days in the month.

The roads in the area offer magnificent routes including some off /dirt road adventures for those inclined. Offering easy access to some of the better motorbike riding country in Australia especially with the Adelaide Hills, Clare Valley and Flinders Ranges in close proximity.

For accommodation within the Tourist Park we recommend that you secure your accommodation early as Cabin options within the Tourist Park will be limited and you may miss out. They do of course have other camping options available.



To be part of the Rally, you need to do two things:

1. Visit

<https://bmwocsa.org.au/events> to register (available from late November)

Registration includes:

- Rally pack
- Bacon' Egg Sandwich Breakfast Thursday and Friday Mornings
- Wednesday night Welcome Dinner (included)
- Join the Thursday night Gala Bistro Dinner (this is a PAYG evening)
- Registration cost is **\$75.00** per person

2. Book your accommodation

We recommend either the **BIG 4 Barossa Tourist Park** or **The Vine Inn, Nuriootpa** as the more convenient options and you will need to contact them directly to secure your accommodation.

TO BOOK ACCOMMODATION

Contact details:

1. BIG 4 Barossa Tourist Park, Penrice Street, Nuriootpa - on (08) 8562 1404

OR

2. The Vine Inn, 14-22 Murray Street, Nuriootpa – on (08) 8562 2133

In both cases they have indicated to mention you are with the BMW Rally so they may group participants accordingly.

We will also be providing more detail on some events, guided and non-guided rides and optional activities should you wish to bring non-riders along or make this part of a bigger trip.

Get in - Register AND book your accommodation early.

So you don't miss out.



By Ben Nazzari, Member #4584

Finally, we were able to achieve the goal of riding from Brisbane to Perth and back.

It has been 4 years in the works and with Covid messing us about as well as weather and a busted knee, an injury which Daryl sustained at work, but we could now make the trip as per planned and revised over and over.

Upon mentioning said trip to one of the club members - David Harvey - with whom I do a few rides with outside club events he showed interest and once discussed he said he would like to join us for the first few days of riding which were Brisbane to Moree then Moree to Cobar. Upon leaving Cobar he was to head north up through Lightning Ridge and Daryl and I would progress across through to South Australia and into Peterborough.

Day 1. Tuesday 3rd October Brisbane to Moree 698km.

This day came around very quickly and all packed and ready to go I met Daryl out at Boondall Wetlands car park at 5am.

We headed out onto the Gateway and caught up with David at Liberty Oil Purga where he was eager and ready to get going.

We hit Aratula for breakfast then followed the New England to the Bruxner Way turn off 5km north of Tenterfield following along passing through Mingoola till we turned left at the Bonshaw Rd turn off our first stop to check readjust ourselves and the bikes.



Cruising along nicely jabbering away to each other with our coms installed laughing our

heads off it truly was gearing up to an amazing trip.

Stopping in at the Severn River rest area to check maps and decide if we turn left and keep on Bonshaw Rd or turn right onto Coalmine Rd, we turned left only to find out later we should have turned right. But to me I didn't care which way we went as long as we were on our bikes riding in the general direction of our destination.

Arriving at Ashford we headed onwards to what we thought was the right way, but as it turned out it wasn't, and backtracked a few km's into Ashford finding Wallangra Rd. We continued our journey turning left onto Yetman Rd through Graman, Cherry Tree Hill and into Inverell.

Refueling and putting shit on one another for the detour we headed off onto the Gwydir Highway taking in the scenery it was absolutely shaping up to be everything I dreamt it would be. The GS was cruising along nicely and I couldn't be happier.

Following the Gwydir passing through Delungra, Warialda, Gravesend we arrived in Moree at 3.30pm.

Day 2. Moree to Cobar 614km.

The following morning after fueling up we found a nice café that Dave recommended and I must say it was every bit as good as he predicted, this is when old mate Daryl decided he would start his veggie express eating spree which I thought it was just a fad, but unbeknownst to me this would last a lot longer than I anticipated so I just had to tag Richard Maher into the fold.



Leaving Moree we headed out on the Gwydir Hwy and refueling at Collarenebri then onto the Castlereagh Hwy into Walgett for an early lunch as the skies above looked set to dump some



rain upon us. After donning on the wet weather gear and leaving Walgett it certainly did dump so to speak. Rain, wind and even hail for a short period of time I was literally laughing in my helmet as we traversed this country, pea sized hail bounced off my tank bag and onto my visor as I was rudely interrupted from old mate Daryl behind me YELLING into the headset BENNY EMU, BENNY F@#\$% EMU BBEENNNYYYYYY F@#\$%^& EMU.... So as you could imagine I didn't know which way to look, turn or what to do and as I turned my head to the left I saw this emu head right there as if in slow motion then in a split second it was gone only to look into my rear view mirror to see this Disco dancing Emu do the skids on the wet tar, flip, turn, roll and jump up and start heading directly towards Daryl.

With a near miss and a swerve we continued along in the rain and the wet weather gear, tyres and bike all working harmoniously together.

Passing through Brewarrina, Bourke then onto Cobar without too much more fuss.



About 5 km's out of town we stopped, turned the bikes around the opposite way, and watched this wonderful explosion of light grace our morning.



Day 3. Cobar to Peterborough 750km.

With a decent sleep and early rise we headed to the Cobar bakery before sunrise to grab some brekky.



Bikes fueled up and brekky done we parted ways with Dave who was heading to Lightning Ridge, and Daryl and I were heading out west to Peterborough through Broken Hill.



So now we are heading west following the Barrier Hwy out through Wilcannia, a place I would not like to break down in. Then onto Broken Hill for lunch, lots and lots of goats all over the place and all with the brains to stay off the road as we approached, they would depart the road and leave us to our riding which I was extremely happy about.

Leaving Broken Hill we were making great progress and stopped at Cockburn on the border of NSW and SA.

Stopping at Yunta and Oodla Wirra for fuel we charged along nicely hitting Peterborough mid afternoon.

Day 4. Peterborough to Ceduna 604km.

Another decent sleep and up early it was





surprisingly fresh and foggy so we fueled up and headed off slowly and the fog cleared to a beautiful day.

We passed through Orroroo and Daryl mentioned we would stop here on the way back, we stopped in Wilmington at a museum with lots of old Land Rovers out front and the shop had tons of matchbox cars and toys on display but we were way too early to visit so we kept going along the Horrocks Hwy. Turning off at Horrocks Pass Rd, exceptional road surface and just the right amount of bends and hills to make it one of the best sections of road since

we left home.

Once we made it out of Horrocks Pass the mountains opened to a massive valley showing us a sea of wind farms as far as the eye could see.

We approached a T intersection and turned right onto the Augusta Hwy heading to Port Augusta in which it turns into the Eyre Hwy once you turn left after the Joy Baluch AM Bridge.

We continued on the Eyre Hwy marveling at the iron ore landscape, it truly felt like you were on another planet. I have done this trip a few times



before but this being my first on a motorbike I was definitely hooked. We arrived in a small town called Kimba which it is known for its big Galah and painted wheat silos, fueled up and had lunch at the roadhouse and we were on our way again.

Approaching a town called Kyancutta, we turned left keeping on the Eyre Hwy and passed through Wudina, Poochera, Wirrulla and into Ceduna. The wind was severe and that's putting it lightly.

Setting up camp at the big 4 Ceduna Daryl was soooo happy to be on solid ground and he showed the whole caravan park just how happy he was.

So with camp all set up it was time to relax and be happy, we had a nice green patch of grass to pitch our tents on and the camp kitchen right next to us. Ceduna is a lovely town, I have always liked this place ever since I was a kid with my parents when we travelled the Nullarbor traversing from Sydney to Perth to see Dad's family. 8 kids Mum and Dad in an old 62 Kombi with a trailer made from an old Bed frame, now those were the days and whenever I see my parents we often talk about our travels and places we have been, I guess I have my father to thank for my wanting to explore this great country.

Part 2 coming in the next Journal.



By **Cindy Bennett, Member #4170**

As we have now completed several motorcycle adventures with Compass Expeditions, a favourite event of ours is their annual reunion ride for their valued clientele - always a great chance to catch up with friends over a few drinks and have a great ride with them in an interesting part of Australia. There is also a much anticipated Photo Competition which we have been lucky enough to win some prizes in over the years.

The 2023 Reunion Weekend was held in Albury on the NSW/VIC border in early November and due to it backing onto a work conference for Duncan in Adelaide - he elected to ride to Adelaide first and meet me in Albury for the reunion on the ride home.

It was the first multi-day ride on the Tigresa since her return from South America and I was looking forward to my solo run down to Albury, taking 2 overnight stops on the way. Then on the return catching up with our son Tim and grandies in Canberra. And of course the actual reunion. I would take a week for the entire trip.

My ride down to Albury was uneventful except for the dreaded roadworks, around Narababri which is diabolical, only one scary muddy unformed section however which was a relief.

The riding around the Albury area was picturesque although we did have a hot day of around 35 deg on the Saturday which caused us to cry off the afternoon portion of the ride after Yackandandah in favour of relaxing and sightseeing around Albury town, or is it a city?

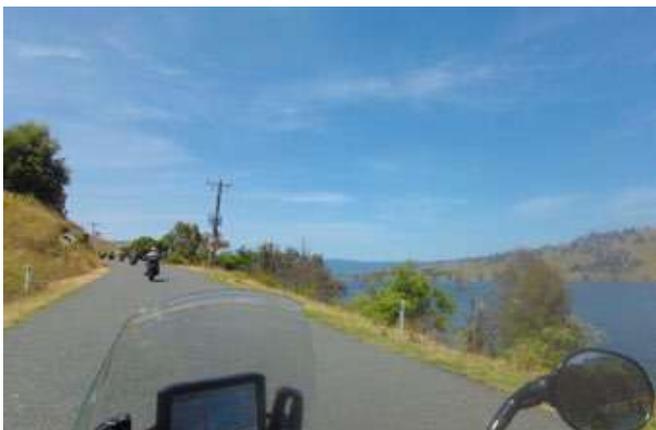
Here are some pics of the reunion weekend where BMW bikes were the mainstay of the more than 40 bikes in attendance - 52 was the number of participants on the weekend.

The photo comp winners includes 2 of our members!





Some great roads to ride around the Albury area, and a top lunch to boot at the Star Hotel, Yackandandah!



Introducing.....Club Mileage Awards

Have you clocked up **100,000km**, **200,000km** or more on one bike?

To celebrate the epic achievements of these milestones, the Club will be issuing Mileage Award Medallions and Certificates to those who qualify. It can be for any make and model of bike that has reached these impressive kilometres in your ownership, **and must still be in your ownership.**

To nominate your bike, email our Secretary, Geoff Hodge on secretary@bmwmcq.org.au with:

- **Photo of the bike or you with bike - this photo will feature on your certificate so a good quality photo will enhance the certificate**
- **Where and when purchased and mileage at time of purchase**
- **Photo of the odometer to show the kilometres.**

Presentations at the monthly meetings for those that live locally – so get your details in!





Congratulations to Peter Ferguson on attaining 100,000km + on his 1992 R100GS purchased from Richard Maher in June 2006 with 129,000km on the odometer. It currently has over 279,797km.





RIDE TO ZERO

More information on this exciting initiative will be provided soon, but the basics are:

- Up to 100 participants trained over 1 year with our partner organisation (SMART Rider).
- \$50 investment per rider, the rest of the cost will be covered by the training subsidy.
- Participants do not have to be BMWMCQ members, but preference will be given to Club members.



Keeping your Ride Craft in check

Even 2-time World Champions like Casey Stoner understand the importance of keeping their Ride Craft finely tuned. Join Casey as he talks everything Ride Craft and shares why it's essential to keep it in check.

The StreetSmarts website has videos by Casey Stoner about Ride Craft and well worth a watch - link below:

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Building a Richthofen 750 or the creation of a Franken R75/6 Part 7. Christ! Is it nearly Christmas already?

By Christopher Robertson, Member #243

Ok this month is unfortunately a short month for working on the bike. 23-27 November I was off to Eastern Creek to compete in the last round of our s2000 Australian championship – the Wal Donnelly Trophy (raced the first s2000 in Australia in the 1980s). At time of writing I am lying third – but we are all very close to each other. But it is very hard historic racing and I have never raced at Eastern Creek – so anything might happen (and it did - see next month's). Paws crossed. Funny thing is it is going will cost more in fuel, there and back, than the actual entry fee. Come to think of it wasn't that the title of one of Tolkien's books: *The Hobbit: or*

There and Back Again. Hell, looks like I am off on a Hobbit's journey. Move over Frodo!

Now this month was all about trying to finish off the motor – sorry about that you must be sick of hearing about it. Up front now all I have left to do motor-wise is fit the clutch, the lift kit and put the motor and gearbox back in the bike. But more about that next month.

A batch of parts arrived from Munich Motorcycles this month. Importantly, Bruce and the guys were able to supply me an individual pushrod tube cover. *Memsaab* was happy I did not have to fork out for a complete set, following my stuff-up of cutting one of them too short (refer photo 2 for a comparison). With assembly of the R/H side barrel the usual matters to address surface. Cut the tube and double check the new pushrod tube clearances. All seemed ok. Double check of the piston and valve clearances with plasticine.



Photo 1: For completeness sake, my historic 1982 Tiga s2000.

English built (actually built by Tim Schenken (AUS) and Howard Ganley (NZ) – they used their first initials T.I and G.A) but raced most of its life in the USA.

Taken here at Morgan Park. I tend to use the Steve Bradbury approach – wait and let them fall over in front of you. Plan to use this approach with the Richthofen 750 on track!



THE RESTORATION OF AN ICON PART 7

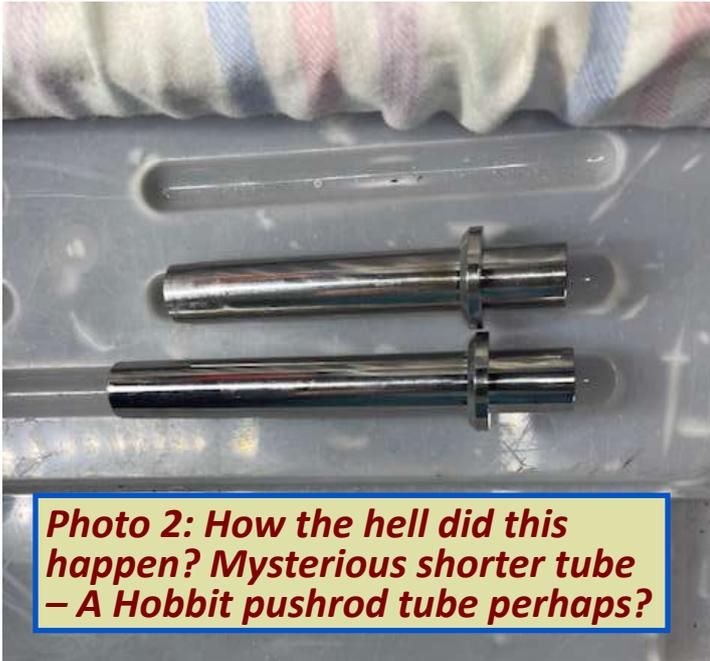


Photo 2: How the hell did this happen? Mysterious shorter tube – A Hobbit pushrod tube perhaps?

The attached photos show there seems to be plenty of clearance (Refer photos 3 and 4 for comparison).

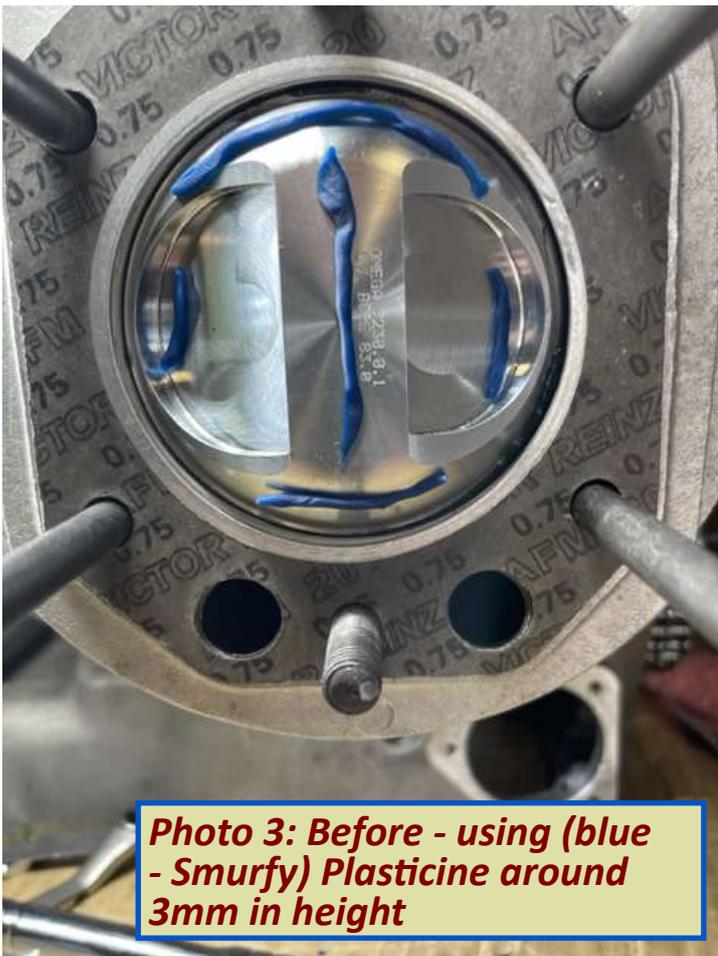


Photo 3: Before - using (blue - Smurfy) Plasticine around 3mm in height

However, though I did notice a slight binding when turning the motor over with the cylinder heads pulled off again. I hope this is just my hand being too sensitive, as I could not visually observe any point of catch. Paws crossed again.



Photo 4: After turning the motor over x2 times. Nothing touched. I wonder if I could have gained even more compression and thus power. Future plans(?).

As for fitting the R/H barrel (as per the photo 5), remembering the barrel is slightly closer to the engine block, reducing the width of the lower engine fin was a necessity. It did not take much to do. I did notice however the R/H barrel did not seem as well cast as the L/H one. Small things indicate this is a reconditioned barrel. For example, I noticed the R/H cylinder head had a poor helicoil repair done, on the main stud that secured the rocker cover, that was indeed loose in the cylinder head. I made a mental note to repair this in the future (hmmmm – unhappy grunt).

At the initial step of assembly, I decided (rightly or wrongly) not to use any gasket sealant or compound. My justification for this was, that if the motor had to come apart again, it would save cleaning off gasket compound and I could likely reuse or remake the gasket. It is after all a race motor, one should expect it will be stripped down regularly, at least to begin with.

Once the cylinder head was on, rocker spacers inserted, torqued up and again the head studs reduced 5mm in height to fit under the rocker cover, I began fitting the timing cover. I cleaned



Photo 5: Grinding of the bottom fin. Fits neatly now.

up all bolts and it seemed to fit together quite well (pew – finally a run).

Again, I was faced with another philosophical decision: I had planned to leave the all aspects of the alternator (which fits on after the timing cover is fitted) but the end of the armature is the seal for the timing cover. To remove it (and a bit of weight I might add) would have to make up a spacer that was tapped to fit on the end of the crankshaft. I decided to fit the armature based upon the following rationale: at this stage I was not lightening the flywheel or clutch (located at the other end of the crank), it was therefore preferential I retain a balance at the end of the crankshaft – the opposite end of the flywheel; I could still run it as a direct loss system, that is bike runs on battery power alone and is recharged externally.

Aside from having to clean up the repaired camshaft end (Photo 6), it went together quite well (wow – two parts in a row). Photo 7 shows the armature in place along with the pickup portion (lower shiny bit that runs off the camshaft) of the new Boyer electronic ignition system we are fitting. (Purchased as a kit from [Flat Racer](#)).



Photo 6: Cleaning up the end of the camshaft to fit the Boyer ignition pickup.



Photo 7: The armature and ignition pickup in place.

Now the front is together, we moved on to fitting the sump extender. I have said it once and I will say it again, this is a bloody neat bit of kit from [Motoren Israel](#). While I have talked about the sump extender before, I will briefly recap that it adds a litre of oil to your sump, which not only helps prevent oil starvation if oil surges in the sump, but the extra volume will allow the oil to cool the motor, as it will be circulating through a new oil cooler I am fitting to the bike. The other bit of assistance it provides is that, knowing you are slightly raising the motor, it provides some additional weight oil to the lower section of the motor (number of varying factors here including temperature, density and viscosity, but roughly just under a kg – thus I have now put the weight of one barrel back on).

It is worthwhile just pausing here to note a couple of points. Fitting the spacer requires you to remove the factory oil tube and cover (termed the oil filter inner housing – or in some instances the steering column) are removed they are replaced by a housing which fits with an “O” ring and has a secondary oil pressure relief valve. (You are to leave the original oil pressure relief valve in place, according to instructions).



Photo 8: Arrows left to right: Old oil filter access; inlet return from the oil cooler to the new sump extender; spin on oil filter exVW.

THE RESTORATION OF AN ICON PART 7

Now as you will see by photo 8, this is where the standard oil filter fits (first arrow on left – cover plate). When you lift the motor, the frame covers access to this oil filter plate. Thus, the sump spacer from Motoren Israel puts access to the oil filter in the front and uses a VW screw oil filter. Due to current racing rules, I will however have to put a catch sump (think stolen baking dish from the Memsaab under the sump, which in theory should catch any oil, if there is a leak. One more point, direction of oil is guided by fitting a grub screw as marked on photo 9, inside of the filter housing. Yep a million and one things can go wrong here with the motor!

Co-incidently in re-reading the Motoren Israel web site and it was a little confusing (well it was to me) as to what was needed in the way of inlet and outlet oil pipe and inner motor connections. So, I emailed Motoren Israel and drew a mud map to clarify matters. They came back very, very quickly. Seems I was on the right track. The additional process they had outlined was if an oil cooler had been already fitted to the motorcycle. You will see where the oil outlet and inlet are positioned off the oil filter. Let’s hope I got it right, refer Photo 9.

One more last word on the sump spacer. There is an extension that goes (supplied) on the oil pick up tube, not surprisingly the same depth as the spacer. I note that when you bolt the sump up it just touches the screen of the oil pick up tube. So, I believe this is how they operate (again paws crossed). At least I know it’s definitely immersed in the oil.

I then looked at the lift kit. Looks like it was a bit more involved fitting than I first thought. I wished I had done it when the block was just by itself, before the barrels and internals had been fitted. What a pain. I have had to order special drill bit and tap for it. Even I might have to track down an even finer tap for the job. Still more of that next month.

Further, minor matters to be looked at after my return from Eastern Creek (for December): fit the lift kit – bit of lining up work, drilling and taping involved with this; fit the gearbox and motor to the bike (this will be a huge effort – I have a few ideas that I hope will make it easier);



Photo 9: Motor Upside down. From left to right arrows: Oil outlet; grub screw holes (for oil direction); oil inlet return, from cooler. Where the direction grub screw goes for new oil cooler.

hopefully get the bike down to the exhaust place for two front pipes (old was 38mm, with cross pipe at the front, and new 40mm with no cross pipe to be made up). Then Christmas break.

Any questions or comments or abuse only too glad to receive them. Thanks to those that have given me kind feedback already. Contact details below.

And as we know and say "...much, much more pain and enjoyment to come..." and look out for the big red guy coming down the chimney carrying your new BMW bike as he will need a lift!

Yours in the saddle,

Chris

PH: 0403 868 375

christopheroberston@bigpond.com



BMWMCQ TRAINING COURSE SUBSIDY

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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



A Saturday morning cornering course at Beenleigh with the Smart Rider Academy was a great balance of theory and practice, techniques were built up during the morning to increase the confidence. They are a partner in our funding submission to the streetsmarts initiative to provide rider training, link below and a couple of pics above of the morning with 14 bikes in attendance.

<https://streetsmarts.initiatives.qld.gov.au/motorcycles/>





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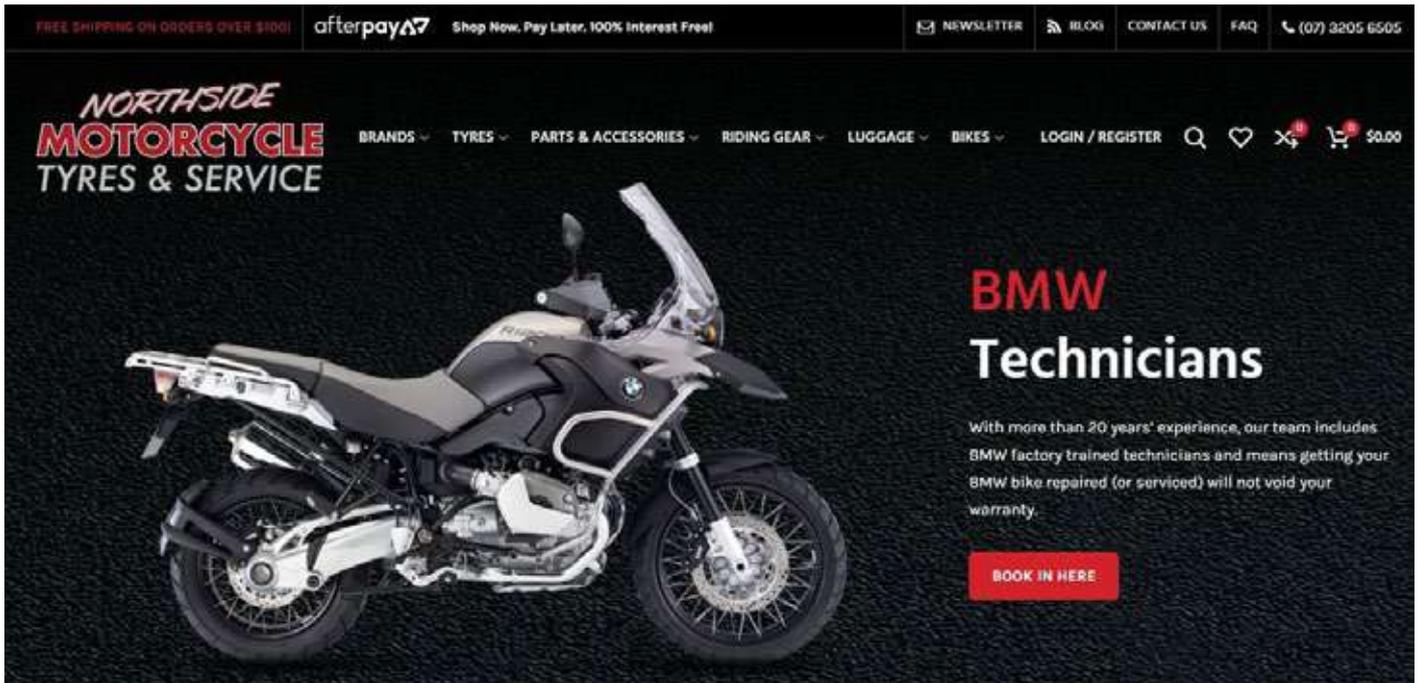
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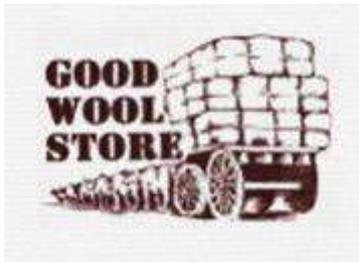
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Boldly braving Big Bertha!

By Cindy Bennett, #4170

Her voluptuous curves beckoned me but also frightened me – Big Bertha was parked next to her stable mate Duncan would later christen “Fat B*stard”, resplendent in their white/blue/red Rallye livery.



We had been picked up earlier that sunny and cool Monday morning from our Hobart hotel by Phil Ogden, owner of Tasmanian Motorcycle Tours & Rentals (TMTR) for the short trip over to the TMTR base near Sorrel where our steeds were awaiting us for the 5 day rental.

I had decided on the R1250 GS Rallye (low suspension) as I had never ridden one, my last rental from Phil being the R1200 GS (low suspension) for a short 3 day hire over Christmas 2 years previously.

I will admit the initial sight of the 1250 did cause momentary panic and I almost told him I would take the 750GS that he also had available. But as the saying goes a faint heart never won a fair maiden – and I sensed Big Bertha was indeed a fair maiden!

So I mounted up for a test sit and Phil fiddled with the suspension settings to get it on the lowest possible and said he could also put on a

slightly lower seat but then I wouldn't have the heated seat feature – I decided against that as I felt comfortable enough with her.

We loaded up our gear into the panniers and topboxes which are provided as standard with the rentals, and I declined the tank bag as the tank was dauntingly big enough already thank you very much.

We left our larger luggage with Phil to pick up on our return on Friday and dressed in the riding attire, it was show time...

Mounting up was slightly stressful after Phil mentioned that the previous renter had been over-vigorous with heaving the bike up and it fell over onto the right side – yikes.

However I carefully got her up and settled, started the purring 1250 engine and led the way down the end of Phil's firm gravel driveway. So far, so good, phew. I waited for Duncan and let him lead, our first night planned to be Derwent Bridge and Phil had told us about a nice road which included some gravel just out of Brighton. However we missed the main turnoff but ending up finding the treasure of a backroads road which are obviously a locals secret!

The glowing reviews of the 1250GS are so very true, while looking quite intimidating in size and weight when they get going you would



think you are on a much smaller bike as they are just so well balanced. I fell in love with the low down weight and when changing on the go into Enduro mode for the gravel I felt well in control and this gave me more confidence than I normally have on a rough surface. Phil from TMTR actually prefers the low suspension model as he feels it handles better.

Into the wet and cool afternoon Duncan and I took different ways to get to Derwent Bridge – he went northerly via Miena dirt and I went westerly via Hamilton and Ouse. The winding Tarraleah section was a bit damp and getting cooler as I ascended. Big Bertha took everything in her big-girl stride, the corners were a doddle and my grin when I met back up with Duncan on the Lyell Highway around Bronte Park was wide.

The balance of the 5 days were fine and sunny with almost perfect riding temps of a long sleeve tee under the riding jacket. Heading into Launceston on our second last day did warm up a tad and jacket zips needed adjusting accordingly.

So would I buy a 1250GS Rallye low suspension? Yes, indeedly - particularly if I was going on a round Australia ride. I didn't feel the slightest bit fatigued on Big Bertha as I normally do after an hour or so riding my Tiger 900 when I get a bit fidgety. But can I justify 3 bikes?? Hmm stay tuned on this one.



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| Australia Motorcycle Atlas With 200 Top Rides (6 th Ed) | Hema Maps |
| Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29. | |
| Adventure Bike Rider - issue #'s 44; 46; 51 and 53 | |
| The Touring Motorcycle | Jeff Ware & Kris Hodgson |
| BMW Twins | Mick Walker |
| BMW Boxer Twins | Ian Falloon |

BMW Motorcycles
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Bruce Preston
Manfred Grunet &
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The BMW Story - Production
& Racing Motorcycles
Bahnstormer - The Story of
BMW Motorcycles
BMW Company History
1972
Berry on Bikes - The Hot 100 - Steve Berry

Ian Falloon
LJK Setright

BMW Munich

2UP and OVERLOADED
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The initiative is being overseen by Jane Gray and you can communicate with Jane via email at:

library@bmwmcq.org.au

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





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