

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

March 2023

Established 1958



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R60/6



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This Issue - March 2024

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On The Cover

The date: Valentine's Day. The event: Mid Week ride. See Gary's story in this edition on the 40 years of his R100RS.



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 year 2023 was a big one for us, both for Club and the "on our own" stuff. Yes we went to South America for 4 months, but in so doing discovered a very competent Editor-in-Hiding VP Paul Hughes to continue the work and look after the cat while we were gone. Succession planning is a very important part of any organisation as old as the BMWMCQ so we are always on the lookout for talent for all committee roles. People always underestimate their abilities, and always think they are too busy. Reality is that they can, and unless committed to flying a U2, can always find time.

This year will mark 5 years of Editorship for us and our aim this year is to continue to train up new Editors to take the reins. Basically the same as every other year. The key skillset is some capability with computers, a willingness to learn (Adobe InDesign, we got our first Journal out in 3 days so it ain't that hard) and an ability to nag and cajole stories out of the members - all of whom have amazing tales to share but need a little light encouragement to share! We are a great club and producing a great Journal is easy - how many "round the world" and hard-core and amazingly interesting people do we have? Heaps, including you. The Club provides all the necessary equipment, with a desktop computer, 3 large screens (fabulous for watching 3 Youtube videos at the same time but only 1 can have the sound on) and all the relevant software.

What people don't understand about Editor is the Rupert Murdoch level of power. You want to publish your views on deciduous trees? Talk about the peg position on an R1150GS? Update everyone on tax law reform? Impossible. Unless you are Editor, then you can, and add a 5,000 word piece on LED v incandescent bulbs while you're at it. You can even add cute cat memes! So if you are interested in finding out more, please approach me or Duncan to get the nitty gritty.

See you at the AGM! **Cindy.**



Mid week ride fun!



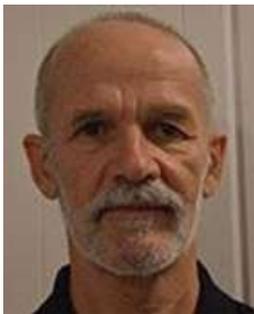
Submissions for the next Journal close 25th March



**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: AGM Thursday 14 March





Tony Gray

President's Report

I reflect on the past year, the 66th year of operation of the BMWMCQ and 100th of BMW Motorrad, with a lot of pride with what the club has achieved.

Our Club year started with our illustrious editors braving the wilds of South America on their Trusty Triumphs while Paul Hughes acquainted himself with the role of Editor, Jane & I had shipped the Gray Ghost to beautiful NZ and were awaiting her return while Brian Floyd's meticulously restored R90s graced the cover of the April Journal. That says a lot about the club with adventure riding, people stepping up to do the hard yards and knowledge & hard work being put into preserving the heritage that is BMW Motorrad. Also of note is that Brian's R90s had formerly been owned by our hard working Records Officer, Greg Gaffney. There are many bikes in club ownership that have had two or more owners from within the club - all part of a big family of BMW Motorcycle lovers.

This past year was always going to be dominated by the Centenary of BMW Motorrad and we started our planning to celebrate that achievement over a year in advance. This year's committee was very active and innovative in the planning and staging of the various events and was able to draw on the vast knowledge and experience of the broader club to achieve our goals. The Club's history is dotted with major events be that for Club Anniversaries or for BMW as a company so this past years events are now embedded in that rich club history.

The Dinner at Manly RQYS was a memorable night and enjoyed by all who attended. Great credit to Cindy Bennett, Tracy Hepburn, Paul Hughes and Donna Wiltshire who pulled this one together and even secured the attendance of and keynote address from the General Manager BMW Australia Mottorrad, Andreas Lundgren. This was followed up by the Centenary Bike Display at Reddacliff Place that exceeded our goal of displaying 100 bikes for the 100 years. Gary Bennett, Peter Ferguson and I worked closely together and drew on the vast knowledge of club members to source and root out potential show bikes. Darryl Gowlett contributed his expertise in surveying the landscape and mapping the layout both in advance and on the day itself. We had many willing workers on the day who ensured everything ran smoothly and professionally. The display of bikes from the first R32 up to the latest offering was unprecedented in this country. At fairly short notice we were also invited to put together a display of bikes at Morgan & Wacker the week before our showcase event and then to put together a parade lap of BMW Motorcycles to celebrate the centenary at Morgan Park Raceway a day before our Centenary dinner. The fact that we as a club accepted both of these invitations and pulled them off owes a lot to the people in the club who gave their total support to all four of these events that spanned a mere week. Special mention and thanks to Paul Hughes our representative to Clubs Australia who worked tirelessly to secure funding for our two events from BMW. The final cherry on top of the 'Centenary Cake' is the planned production of a printed photographic record of these events. Cindy & Duncan are working hard to produce this memento of a milestone year.

Running parallel with club activities this past year has been our involvement with the State Government's Ride to Zero motorcycle road safety campaign. The harsh reality of the motorcycling lifestyle that we all enjoy is that any mishap can lead to serious injury or death - unfortunately the club has been touched by a few very serious accidents to club members that have resulted in long term recovery and potentially life changing injury. Many individual club members were invited onto focus groups and I as representative of the club was invited to round table discussions canvassing various solutions to what is an extremely concerning rise in motorcycle accidents and fatalities. The bottom up rather than top down approach adopted by the State Government to find solutions is to be commended. One outcome of this body of work had been a injection of funds into road safety courses to which many club members have availed themselves. The next stage is a 12 month program of heavily subsidised rider training courses of which the BMWMCQ has had approved the maximum \$17,500 to be spread across 100 participants. I am sure our membership will embrace this opportunity when course details are unveiled.

A big thanks from me and on behalf of club members to our outgoing 2023 committee:

Paul Hughes, Darryl Gowlett, Geoff Hodge, Cindy Bennett, Duncan Bennett, Greg Gaffney, Ben Nazzari, Don Grimes, Bill Luyten.



BMWMCQ Club Events for **MARCH 2024**

Thur 14 Mar.	7:30 pm	Club AGM and Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 10 Mar.	9:00am	Monthly Club Led Ride	Meet carpark of Banana Bender Hotel (old Ettamogah), Palmview. To Rainbow Beach. Book by 3 March.	Ride Leader - Richard de Groot
Sat 16 Mar.	9:00am	Coffee Morning	Little Tree Bake and Brewhouse Samford	Events Coordinator
Wed 20 Mar.	9:00am	Mid Week Ride	David Harvey led ride from Ampol Springfield Lakes to Woodenbong	Events Coordinator
Tue 26 Mar.	6.00 pm	German Club Dinner	Brisbane German Club dinner 416 Vulture St, Kangaroo Point	Events Coordinator
Fri 29 to Mon 1 April			HAPPY EASTER!	

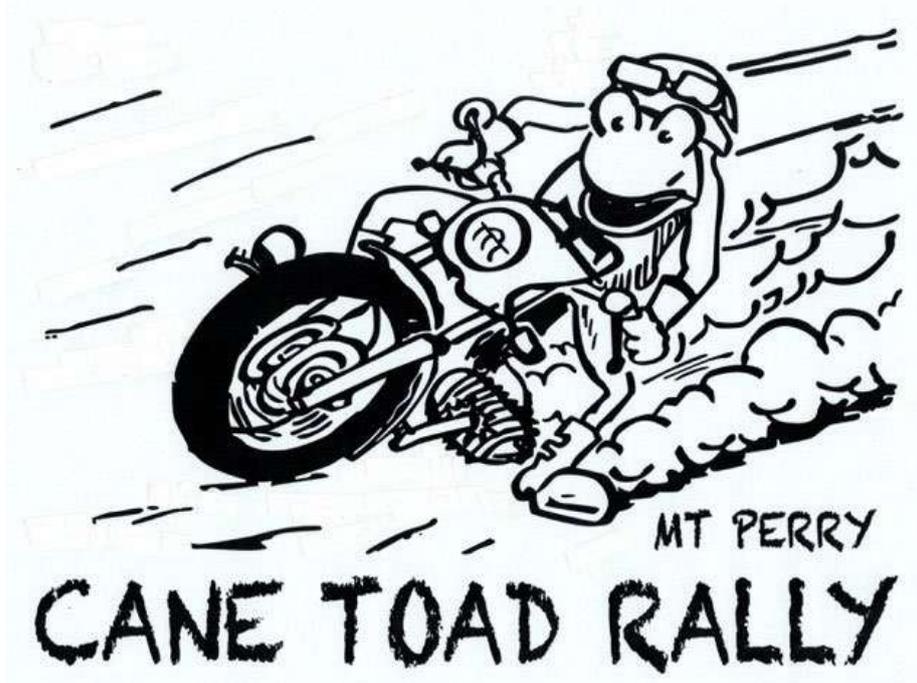


BMWMCQ Club Events for APRIL 2024

Thur 4 April.	7:30 pm	Club Annual General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 7 April.	9:00 am	Monthly Club Led Ride		
Sat 13 April.	9:00 am	Coffee Meet Up		Events Coordinator
Wed 17 April.	9:00am	Mid Week Ride		Events Coordinator
Fri 26 - Sun 28 April.	Cane Toad Rally		Mt Perry Wolca Reserve	https://bmwmcq.org.au/bmw/index.php?option=com_
Tue 30 April.	6.00 pm	German Club Dinner	Brisbane German Club dinner 416 Vulture St, Kangaroo Point	Events Coordinator

UPCOMING EVENTS TO PUT IN YOUR CALENDAR

Date	Event	Location	Contact
10 - 11 April 2024	National BMW Motorrad Rally	Nuriootpa, SA	https://sites.google.com/view/bmwownersclubofsa/events
27 to 28 July 2024	Frigid Digit	Mystery Weekender	events@bmwmcq.org.au



Come on April! Get here early why don't you? We can't wait for the Toad!





Paul Hughes

Vice President's Report

Welcome from a hot and very wet Sunshine Coast. It's not "Manila" but it sure feels like it. Summer has been different this year and let's hope it doesn't become the norm.

The role of the Vice President is to support the President and the other Committee members in whatever needs they may have. The 2023-2024 year has been interesting and varied and dominated by our 100 Years of BMW Motorrad celebrations.

The Transport Ministers Advice Taskforce has been active through out the year, quietly working through all the suggestions they have received from many many motorcyclists. The meetings are continuing and the department is currently running sessions on how to successfully deliver outcomes to the riding public. A lot of the ideas we put forward are coming to fruition in the Ride to Zero program currently being rolled out in stages. It is very encouraging to see the department is making great progress on these issues.

BMW Clubs Australia had their AGM in Melbourne in March 2023. It is more a procedural meeting than anything else but visiting BMW HQ in Mulgrave is always the highlight. The BMWMCQ got to present our concept for the 100 Year Celebrations which were held in Brisbane. It sowed the seeds for a successful bid for \$5000 assistance from BMW as well as providing historic motorcycles etc. We are very grateful to BMW for all their assistance and their enthusiasm.

My assistance in the 100 Year celebrations was limited to liaison with BMW, marketing the events and helping in the dinner planning . It was an exciting time and I was so impressed with how the committee and sub-committees worked so well together to ensure what was a very successful and memorable week of celebration. A big thanks from me to everyone who was involved. The club should be immensely proud of how all this was achieved.

Personally I had some great motorcycle riding in 2023. Two trips to Melbourne (and Western VIC) and a trip north, split between my two bikes as well as lots of scenic rim riding made for a great year. Living at Mount Kilcoy certainly ensured quick access to fantastic riding. I thoroughly enjoyed my four months stumbling through the temporary role of Editor, covering for the team whilst they were gallivanting around South America. I have very great respect for what the editorial team achieves each month and just wish I was a bit closer to their standards ([Ed: What? We read them you know, they were fabulous.](#))

So in all a interesting and full year. The friendships made and maintained are what drives me and I hope they will continue for a very long time. We have an awesome club that delivers something for just about everyone. Just as it should be.

Ride safe.

Cheers, Paul.





Ben Nazzari

Events Officer's Report

Hello all,

Well, 2024 is well on the way and I must say this being the end of my first year as Event's Coordinator has been great, I really enjoy the role and have also taken on the role of organising the Frigid Digit which I am excited about and really looking forward to some fun rides and gatherings.

When I was first approached to do this role, I was a little nervous as to what it entailed and was not sure as I had only just joined the club and purchased my first BMW. Which has now turned into 2 BMW Motorbikes

It was not until I had a few outings and met more club members I realised just how nice and approachable the Committee and the members were, which made my role a lot easier. Although it has been a bit of a struggle organising members to lead rides and pick destinations, I will push on and keep the feelers out for volunteers.

I have found a lot of places to ride from club members and new places to go.

I have come across some great roads whilst riding along myself and from other members doing exploring so I will be trying out some new places and routes for future events.

Most of the Mid Week rides I can attend and a few of the Coffee meet ups as well as the Sunday pub rides but I cannot attend all as I do have a family and a wife which would like to spend time with her husband as she doesn't ride nor is interested in being a pillion, been there done that she says to me, and I do not begrudge her for that we all are made different and have different interests. Mine just happen to be Motorcycles. And we also became proud grandparents last year, so the little fella takes up a lot of our time as well.

So, in a nutshell I would like to thank the committee for their guidance and patience whilst I was settling into the role and to Paul Hughes for approaching me to take on this role and to everyone, I have dealt with whether it be just a chat or for instance Les Fitzpatrick for his wisdom and knowledge on how to fix my R1200RT when I was at my wits end, Graham Healy whom came to my place after me purchasing a starter motor for the GS and helped me sort it out, the list goes on.

I cannot thank everyone enough.

So, there is a lot to learn if you are prepared to listen and take on board the advice that is given as we all could do with a hand every now and again. And on that note, I will sign off and say I'm looking forward to another year of great rides and get togethers with as many of our club members as possible oh and to Tony Gray I will endeavor to attend more than 2 Zoom meetings this year, that I do promise.

Regards, Ben.

**Geoff Hodge****Secretary's Report****BMWMCQ Meeting Minutes 1 February 2023****Venue: Geebung RSL**

Meeting Opened:	7:30pm
Apologies:	Darryl Gowlett, Geoff Hodge, Charlie Brown, Julian Davis, Michael and Ann Ahlberg, Mark Mustchin, Peter Todd.
Minutes of Previous General Meetings:	Accepted: Paul Hughes (December) Ben Nazzari (January) Seconded: Bill Luyten (December) Gary Bennett (January)
Number of Attendees:	33
New Members (Name & MC):	Hermann Kiessling, a 1200GS and 1150RT
Visitors:	Nil.
Returning Members:	Nil.
Treasurer Report:	Financials in the Journal.
Editor Report:	Continuing work on 100 th anniversary magazine. Photos requested.
Tools Report:	Service Day 17 th February. Address details and new equipment in Journal.
Regalia Report:	100 Year items available, stickers going well. Committee planning improvements to regalia structure.
Records Report:	283 members. 5 last month.
Events Report:	Frigid Digit planning is major activity.
Secretary Report:	Nil.
Dealer Liaison Report:	Dealers: Slacks Creek – sales slowed a bit. In top 3 for R18 sales – 12 units. Electric bike sales non-existent. Rocktane R18 bagger available. Service packages available, bikes <10 years old can get regular servicing. R1300GS test run described as per February Journal. Auto lowering suspension and lots of options available. M1000RR \$60,000 motorcycle.
Vice President Report:	National Rally at Nuriootpa in April. Great event lined up. Lots of rides and social plans.
Clubs Australia Report:	Nil.

President Report:	Have the \$17,500 for rider training over the next 12 months, programs to be worked up. \$50 member contribution, very good value for money with the grant contribution. AGM on 14 th March. Committee stand down and anyone can be elected. Peter Ferguson life membership resolution to be put forward at AGM. Club helping Morrissey family with bike sales. Pirelli front on at Mad Mick's in Goodna, his business now for sale.
Other Events/Buy/Sell/Swap:	MM bikes.
General Business	Peter Allen situation update.
Closed:	8:07 pm, next meeting 14th March 2024.



Duncan Bennett

regalia@bmwmcq.org.au

Regalia Report

This month we have received the new 45mm roundel badges in the traditional BMWMCQ style. These are 10mm smaller than the older 55mm roundel badges, although I'm sure you could have figured that out even if you were in a coma. We still have some of the larger ones left, but not many. All \$5, a bargain.

Some discussion and trial with the new badge, they are iron on, but iron on seems only to work well with true textiles, I tried it on my Dririder jacket on a smooth synthetic area using a Youtube method - heat up the area the patch is going onto, apply the patch, and with a cloth over the top iron like your life depends on it. Sort of stayed on for 2 riding days but then lifted on an edge so I ripped it off like a toddler in a tantrum.

Plan B is an old favourite of mine for badges onto Gore-Tex which really shouldn't be sewn; E6000 glue. Works brilliantly with all cloth, and the new badge is now stuck on like baby pooh to a new blanket.

Plan C is sewing it on. Sewn on is fabulous and it ain't going nowhere. But sewing on requires you are able to sew, unless you possess the Inta Nett and can drop your garment and badge around to a professional. A trick if doing it yourself, learned at the knee of the old master Gary Bennett, is to iron the badge on first so that it doesn't spin around while sewing.



Ironed one on the cat*, who didn't follow my very clear instructions to stay still so I could get it on straight.

Looks okay, but will try again when my bandages are off and I can coax her out from under the bed.

**No cats were harmed during the ironing, but the person doing the ironing needed a trip to the outpatients.*

BMWMCQ 2024 AGM Reports

Tools

Service Days:

- The club held four Service days this club year, all were well attended and enjoyed.
- The service days were held at Rob Wynne's place (Jimboomba) and a lot of thanks go to Rob for providing the great facility.

RFDS:

- The Sausage Sizzle and drinks provided at the Service Days raised \$295 for the RFDS

Tools Purchase:

This year the club spent \$801.07 and purchased:

- LambdaKing Mk II - Air Fuel Ratio Tuning Meter
- Sniff Stick for use with the LambdaKing Mk II
- SynchroKing - Carburetor & Throttle Body Balancer

Service Manuals:

- BMW F650, F700 & F800 Twins 2006-2016
- BMW R1200 Liquid-cooled Twins 2013-20
- BMW R1200 DOHC Twins 2010-2012

Regalia

The 100th anniversary in September added a boost to regalia sales, with key rings, stickers, and posters offered to members.

In January 2024 there was a detailed review of the Regalia role and function by the committee due to continued poor regalia uptake by new members and only rare purchases of embroidered BMWMCQ clothing through Gold Star Embroidery.

Key findings from the review were:

- The Regalia role is an important position for the club and will be retained as a committee position.
- The Regalia role is not well structured, with unclear accountabilities, duties, and authorities in comparison with other committee roles.

A role description was developed for the position, and planning commenced for improving regalia offering and uptake by members.

A target for 2024 is to finalise the plan, gain committee approval, and implement actions.



Bill Luyten

Tools Officer's Report

Service Day

The Club Service Day was held on **Saturday 17th Feb** at Rob Wynne's place at Jimboomba.

Around 20 members attended and some expert work was done with the GS-911 as well as bike servicing.

Sausage sizzle and drinks were sold raising \$48 for the RFDS (Royal Flying Doctors).

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/>

The club recently purchased 3 new tools:

LambdaKing Mk II - Air Fuel Ratio Tuning Meter

Sniff Stick for use with the LambdaKing Mk II

SynchroKing - Carburetor & Throttle Body Balancer

Repair Manuals

The new R1200 Manual.
BMW R1200 DOHC Twins 2010-2012

Two new manuals were recently purchased and a Haynes R1200 repair manual::

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: \$50 deposit (refundable) for GS911. 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



Bill nailing the SE QLD rider's love heart back sweat pattern on the Valentine's Day mid-week ride.

A true romantic.

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

G'day Everyone,

This is the revised and updated report from January to take us to the end of the year, so that you can confirm the figures with the audit report. This spreadsheet supersedes that provided in the last Journal.

Not much to report for February, except we received the grant from the Department of Transport for the motorcycle riding training courses we're all welcome to attend. It could be free for you as the Club has a policy of reimbursing Members \$50 for attending such courses.

Ciao,

Darryl

Trading statement as at: January 31, 2024

				Year to date	
BoQ Balance as at:	November 23, 2023	\$ 29,801.48		\$ 22,089.22	
Income:					
Membership	\$ 1,750.00			\$ 13,825.00	
Advertising	\$ 4,500.00			\$ 5,900.00	
Regalia	\$ 68.00			\$ 274.19	
Tools	\$ -			\$ -	
Events	\$ -			\$ 18,411.00	
Interest	\$ 12.00			\$ 40.59	
Sundry	\$ -	\$ 6,330.00		\$ 1,770.10	\$ 40,220.88
			\$ 36,131.48		\$ 62,310.10
Expenses:					
Administration	\$ 226.20			\$ 3,255.74	
Website	\$ 1,605.63			\$ 5,623.82	
Paypal	\$ 25.30			\$ 195.18	
Regalia	\$ 30.00			\$ 45.79	
Tools	\$ 696.35			\$ 815.35	
Events	\$ -			\$ 10,801.01	
Sundry	\$ -				
	\$ -	\$ 2,583.48		\$ 8,025.21	\$ 28,762.10
Balance		\$ 33,548.00			\$ 33,548.00
BoQ balance at:	January 31, 2024	\$ 33,548.00		\$ 33,548.00	
Term deposit:					
Interest	\$ 20,876.23			\$ 20,577.44	
	\$ -	\$ 20,876.23		\$ 298.79	\$ 20,876.23
Available:		\$ 54,424.23			\$ 54,424.23
			\$ -		\$ 1,428.21
					\$ 1,428.21

RFDS donations

Trading statement as at: February 24, 2024

BoQ Balance as at:		January 21, 2024	\$ 33,548.00	Year to date		\$ 33,548.00
Income:	Membership	\$ 950.00		\$ 950.00		
	Advertising	\$ -		\$ -		
	Regalia	\$ -		\$ -		
	Tools	\$ -		\$ -		
	Events	\$ -		\$ -		
	Interest	\$ -		\$ -		
	Sundry	\$ 17,500.00	\$ 18,450.00	\$ 17,500.00	\$ 18,450.00	
	Training grant					
			\$ 51,998.00		\$ 51,998.00	
Expenses:	Administration	\$ -		\$ -		
	Website	\$ 385.00		\$ 385.00		
	Paypal	\$ 15.83		\$ 15.83		
	Regalia	\$ 500.00		\$ 500.00		
	Tools	\$ -		\$ -		
	Events	\$ -		\$ -		
	Sundry	\$ 284.00		\$ -		
	BMWCA subs		\$ 1,184.83		\$ 900.83	
		\$ -	\$ 50,813.17	\$ -	\$ 51,097.17	
Balance			\$ 50,813.17		\$ 51,097.17	
BoQ balance at:	February 24, 2024		\$ 50,813.17		\$ 51,097.17	
Term deposit:		\$ 20,876.23		\$ 20,577.44		
Interest	February 24, 2024	\$ -	\$ 20,876.23	\$ 298.79	\$ 20,876.23	
Available:			\$ 71,973.40		\$ 71,973.40	
RFDS donations			\$ -		\$ -	



At one point pre-departure on the Effin' C VI we thought we were on a Triumph RAT ride.

Then the magnificence of Don and Kate's R1250GS HP arrived and took control.

Treasurer's Annual Report

The financial certificate completed by Bachman Robinson is included here for everyone to peruse and ask questions at the AGM.

Memberships were up a bit on last year, as per the year before, and our advertising income was static. Regalia was down a bit, but the Committee are enthused that this will pick up in 2024, with Editor Duncan reinvigorating the supplies of the peak fashion item, the bucket hat. Events was a big item, as we arranged a week of festivities for the 100 year anniversary of the BMW motorcycle, interest earned was also up due to the Reserve Bank's input, and the sundry items were all RFDS donations, which went straight to them.

The expenses for the CTR were \$3850, but we donated \$3500 to the Mt Perry Development Board, \$1000 to the Mount Perry Sport and Recreation Committee, and another \$1000 to the RFDS. Our donations to the RFDS totalled only \$1400 for the year, but I know the tin is nearly full and will go in their bank soon. Remember \$500 was raised by the Monto Bunyips Motorcycle Club, not us. We've invested in some tools this year which has assisted Members greatly at our very popular workshop days. The biggest expense in administration is the upkeep of programs and etceteras to produce our top quality magazine, nearly \$1500, and postage and printing of our Membership cards was almost \$600. Once again, our biggest outlay is for the website and all its paraphernalia and add-ons, at over \$5700. Our insurance was \$1075, and we haven't paid our capitation fee to Clubs Australia yet.

Looking at the audit report balance sheet, we had a surplus of nearly \$12000 of which \$5900 came from advertising in the magazine, and the Cane Toad rally has left \$800 in the account to provide support for the 2024 rally. The one-off extra income came from all the events we ran, and the interest the Club received, from the 100 year celebrations. BMWCA generously donated \$5000 which was consumed by rents and outgoings to run the week of celebrations, but due to the organising committee's foresight and planning we came out considerably better off.

I've thrown my hat in the ring to go another year, but if somebody else wishes to have a go then please put your nomination in.

Happy riding.

Darryl



We don't have Chris Robertson's update on his Richtofen restoration this month, but he has provided a sneak peek at the exhaust mocked up....stay tuned for Part 9!

BMW MOTORCYCLE CLUB OF QUEENSLAND INC NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31ST JANUARY 2024

Note 1: STATEMENT OF ACCOUNTING POLICIES

These financial statements are a special purpose financial report prepared in order to satisfy the financial reporting requirements of the Associations Incorporation Act (Qld). The committee has determined the association is not a reporting entity.

The statements have been prepared in accordance with the requirements of the Associations Incorporation Act (Qld).

The statements are prepared on a cash basis whereby items are brought to account as money is received or expenses incurred, from the records of the association and are based on historic cost.

(a): INVENTORIES

The committee has decided not to take up in the balance sheet inventories of minor items. Stock is recorded at the lower of cost and net realisable value.

(b): DONATIONS IN KIND

Donations in kind are not recorded until they are converted to cash by sale.

(c): GRANTS RECEIVED

Grants received are returned as income when received (including for capital purposes). Unspent grant moneys (if any) are retained in bank account at year end.

Note 2: MORTGAGES AND CHARGES

There are no mortgages, charges and other securities affecting the assets of the Association.

STATEMENT BY MEMBERS OF THE COMMITTEE

The committee has determined that the association is not a reporting entity.

The committee has determined that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the accounts.

In the opinion of the committee the financial statements as set out on the previous pages:

1. Present fairly the financial position of the entity as at the 31st January 2024 and,
2. Present fairly the results of the entity for the period ended on that date and,
3. At the date of this statement, there are reasonable grounds to believe that the entity will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the committee by:

President



Tony Gray

Treasurer



Darryl Gowlett

Date:

05/02/2024



**BMW MOTORCYCLE CLUB OF QUEENSLAND INC
STATEMENT OF INCOME AND EXPENSES
FOR THE YEAR ENDED 31ST JANUARY 2024**

	2023	2022
INCOME		
Membership	13825.00	12692.00
Advertising	5900.00	5900.00
Regalia	274.19	307.00
Tools		
Events	18411.00	8260.00
Interest	339.38	107.76
Sundry	1770.10	1641.77
	<u>40519.67</u>	<u>28908.53</u>
EXPENSES		
Admin	3255.74	3287.17
Website	5623.82	5196.22
Paypal	195.18	200.61
Regalia	45.79	645.00
Tools	815.35	159.00
Events	10801.01	6990.71
Awards	0.00	300.00
Sundry		
100 year postage & banners	70.00	77.00
Donation	4500.00	3000.00
Insurance	1075.00	1025.00
RFDS	1928.21	1450.32
Subs - BMW Clubs	272.00	0.00
Rider training rebate	100.00	350.00
Flowers	80.00	226.97
	<u>28762.10</u>	<u>22908.00</u>
SURPLUS FOR YEAR	<u>11757.57</u>	<u>6000.53</u>

**BMW MOTORCYCLE CLUB OF QUEENSLAND INC
BALANCE SHEET
AS AT 31ST JANUARY 2023**

	2023	2022
RETAINED EARNINGS		
Opening Balance	42666.66	36666.13
Surplus for Year	11757.57	6000.53
Closing Balance	<u>54424.23</u>	<u>42666.66</u>
REPRESENTED BY:		
CURRENT ASSETS		
BMWMCQ Cheque Account	33548.00	22089.22
BMWMCQ Term Deposit	20876.23	20577.44
	<u>54424.23</u>	<u>42666.66</u>
CURRENT LIABILITIES		
Liabilities	0.00	0.00
NET ASSETS	<u>54424.23</u>	<u>42666.66</u>



Greg Gaffney

Records Officer's Report

I will be standing for Records Officer again this year unless someone else would like to throw their hat in the ring. If I do fill the role again this will be my seventh year in this committee position.

Over the years I have endeavoured to grow our numbers with some different initiatives. About five years ago our financial members got down to about 230 members. This year however we now see our numbers up over 280 financial members.

To assist with finding new faces I designed and printed some business cards with contact details about our club to hand out to prospective new members. These cards are still available. With the outstanding assistance of Gary Bennett all our old journals were scanned going back to 1968! I then uploaded all these journal archives to Amazon cloud storage, and they are available on the website.

I have consistently sent out personal monthly membership Reminders in addition to Overdue notifications which have been a benefit for members to ensure they maintain their membership. Particularly now as we recognise number of years as a member with an award starting from 10 years. I also setup a personal email notification for the monthly journal once it became an on-line digital version.

And lastly Events management software was installed on our website to help manage events. This has proved beneficial for our annual Cane Toad Rally and was also quite successfully used for our 100 year celebration. This in-house software has proved a lot easier to manage than other external apps like Eventbrite.

Welcome to New Members:

Cheers, Greg

Greg Bostock, MUDGEERABA, **F650GS Dakar**

Russell Austen, CARINA HEIGHTS, **R1200RTP, Suzuki LS650**

David Curtis, FRESHWATER, **F850GS, F900R**

Joseph Byrne, WESTLAKE, **R1300GS Trophy, R1200GS, GSX 1400**



Greg riding off from the recent service day at Jimboomba on his fabulous R1200RT and into the threatening weather.





Lady Shirts



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



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



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



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

Bloke Shirts



[P9000](#) - \$33.50
96% cotton
4% elastane



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



[7PIP](#) - \$38
100% polyester
*As worn by David Warner
in his last test!*



[ICE Tee](#) - \$28.50
Cotton
*Toby wore his during the
Dakar!*

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!





BMW Motorcycle Club of Queensland



Regalia Ordering Methods

Regalia is ordered through:

daniel@goldstarembroidery.com.au

or call Daniel on: **0403 150 857**

Another excellent sticker for your helmet! Just \$2!



Method 1: Bling Your Own Wardrobe

You can get a BMWMCQ logo embroidered on your own shirt (or underwear, no-one but Daniel needs to know). Purchase the item, call/email Daniel, and post (with a return pre-paid bag) or deliver it to:

Unit 7 / 256 Leitchs Road Brendale, QLD 4500

Method 2: Use the Inta Net

Click on the links on the previous page, or if you want something different, go to the Gold Star Embroidery website (link below), and go to the catalogues page. Then email Daniel.

Note: Shirts, vests, and other items have the 2021 (current) logo:



Hats and other items with limited vertical space still have the old logo style:



Method 3: Bang on a \$5 Badge

Buy a badge from the Regalia Officer, and iron or glue or sew it on your jacket or shirt:



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



BMW Motorcycle Club
of Queensland



Notice of Annual General Meeting of the BMW Motorcycle Club
Queensland Inc.

The Annual General meeting of the Club will be held at
Geebung RSL, 323 Newman Rd, Geebung Qld 4034, at 7:30PM
on 14th March 2024.

The Agenda of the meeting is as follows:

1. Acceptance of the 2023 AGM minutes
2. Management Committee Report
3. Presentation of the Financial accounts
4. Election of Committee members

Special Resolutions

1. To approve the offer of Life Membership to Peter
Ferguson, BMWMCQ member #62
2. Any Special resolutions presented under the rules of the
Constitution (30 days notice)

The General Meeting for March 2024 will follow the AGM.

Geoff Hodge
Secretary
BMWMCQ



Meeting Date:	16 March 2023. Time: 7:30pm
Chairman:	Tony Gray/Richard Maher
Apologies:	Cindy & Duncan Bennett, Bill Luyten, Darryl Gowlett, John Eacott, Charlie Brown, Donna Wiltshire, Chris Lancaster, Mal Cremer.
Minutes of Previous AGM:	Accepted: Paul Hughes Seconded: Michael John
Outgoing Presidents Report:	Report tabled and read (attached)
Outgoing Committee Member Reports:	<p>Vice President: Fairly quiet year assisting the President & Committee as & when required. Clubs Australia has held their AGM with BMW 100 Year major event monies available to assist centenary events.</p> <p>Secretary: Very quiet year.</p> <p>Records: Had issues with unidentified payments done by bank transfer by members. Can be very hard to trace.</p> <p>Events: Good year, service day next up and lunch ride to Maleny Hotel</p> <p>Regalia: NTR</p> <p>Dealer Liason: BMW had 203,000 world wide sales in 2022. Local dealers had a good sales year. Dealers now have a longer lead time for collection of new bikes as all are held centrally.</p> <p>Tools: Thanks to Rob Wynne for the generous use of his shed & equipment for the Club service days. Next scheduled for 18 March.</p> <p>Editors: Thanks to all for your contributions to the journal throughout the year. Editors report posted from South America where the editors are currently touring.</p>
Outgoing Treasurer Report:	Report has been posted in the journal including audited statement for the club financial year ended 31 January 2023.
2023 Committee Nominations:	<p>Nominations were received prior to the meeting by the Secretary for all positions with the exception of the Tools position. Bill Luyten accepted a nomination by phone prior to the commencement of the meeting. A call was made to the floor for any other nomination before the nominees were named. There was one other nomination from the floor by Frank Hills for the Vice President position. An election was required to determine the Vice President role while all other nominees were elected uncontested. The election was staged by a show of hands which resulted in a vote of 29 - 5 in favour of Paul Hughes who was duly elected.</p> <p>President: Tony Gray Vice President: Paul Hughes Secretary: Geoff Hodge Treasurer: Darryl Gowlett Records: Greg Gaffney Tools: Bill Luyten Regalia: Duncan Bennett Events: Ben Nazzari Editor: Cindy Bennett Dealer Liaison & Advertising: Don Grimes</p>
Special Resolution:	Nil
Closed:	8.10 pm

Certified as a fair and accurate record:

Tony Gray
Outgoing President

Geoff Hodge
Outgoing Secretary




 BMW Motorcycle Club
of Queensland

 BMW Motorcycle Club of Queensland Inc.
Proxy Form

 I, _____ Member No: _____
(member name)

of _____

being a current financial member of the BMW Motorcycle Club of Queensland Inc. ('the Club') hereby

 appoint _____ of
(name of proxy)

 or failing him/her, _____ of
(name of alternate proxy)

 as my proxy to vote for me on my behalf at the Annual General Meeting of the Club to be held on **14 March 2024** and at any adjournment thereof.

Signature: _____


BMWMCQ Inc.
NOMINATION FORM


Election of Committee Members

I, _____ (must be a financial member) nominate for the position of:

<input type="checkbox"/> President	<input type="checkbox"/> Vice President	<input type="checkbox"/> Secretary	<input type="checkbox"/> Treasurer	<input type="checkbox"/> Editor
<input type="checkbox"/> Events	<input type="checkbox"/> Records	<input type="checkbox"/> Regalia	<input type="checkbox"/> Tools	<input type="checkbox"/> Dealer Liaison

Signature of Candidate: _____ Membership Number: _____

The nominations and voting procedures will proceed at the AGM as per the Club Constitution





A keen crowd of members attended the Service Day at Rob Wynne's very well-equipped premises at Jimboomba on 17 February. Chris Bramwell was head BBQ chef doing some amazing things with sausages, and some service and repair work was witnessed by the socialites along with general discussion on all things BMW (except for one Triumph that needed its gear lever adjusted).



The R100GS. The best ever off-road touring machine?





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

The 30th

CANE TOAD RALLY

Since 1978

WHEN: 26th, 27th, 28th April 2024

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)
*pre-registration can be made on website before April 21,
saves time when arriving at the rally, just sign in and pay entry fee.*

Camping on large campground with hot showers, flushing toilets and **campfires**.
Catering of all meals from Friday lunch to Sunday morning breakfast.
The Mt. Perry Grand Hotel will have a **Bar onsite**, Friday and Saturday.

Self-guided Bike Tours of local area on Saturday.

Light Entertainment on Friday and Saturday nights around campfires.

Screen printing of the "Cane Toad Logo" **onto your T-Shirt** done on site for \$2.
There will be the traditional **Rum Hunt, Gymkhana** and usual **Awards**.

For further Details:

canetoadrally.com.au email: canetoadrally@gmail.com



Proceeds donated to:



&

Local Mt. Perry
Community
Groups

JUMP

JEGFeb2024

So much to see & so much to do
Some days are chaotic just to get through
Planning for this & planning for that
Fingers crossed it doesn't fall flat
Running in circles, back & forth
Often not knowing South from North
Shrugging of shoulders & shaking of head
Wishing to be somewhere else instead

Does this sound familiar, ring a bell?
Sounds like a nightmare, a living hell
Stressful days backing up end to end
Tiptoeing softly so as not to offend
Jump off the treadmill, slow down the pace
It's okay to wander, it's not a race
Take time to listen, take time to observe
Don't ever get back on that slippery curve



The Mt Perry Community Hub Facebook page below gives recognition of donations to the Mt. Perry community last year - \$4000 to the Mount Perry State School P&C - well done to all who attended last year! See you there this year!



BMW Motorcycle Club of Queensland



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

The 29th

CANE TOAD RALLY

Since 1978

WHEN: 28th, 29th, 30th April 2023

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 website before April 23,
saves time when arriving at the rally, just sign in and pay entry fee.

Camping on large campground with hot showers, flushing toilets and campfires.
Catering of all meals from Friday lunch to Sunday morning breakfast.
The Mt. Perry Grand Hotel will have a **Bar onsite**, Friday and Saturday.

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There will be the traditional **Rum Hunt, Gymkhana** and usual **Awards**.

For further Details:

canetoadrally.com.au email: canetoadrally@gmail.com



Proceeds donated to:



Royal Flying
Doctor Service

&

Local Mt. Perry
Community
Groups



Mount Perry Community Development Board

9 September · 🌐

We are pleased to announce that the fundraising efforts of the BMW Motorcycle Club of Qld. and the MPCDB at this year's Cane Toad Rally have now been finalized. The income raised from the cane toad races, recycling, and the generous donation from the BMW Motorcycle Club Qld. have now been distributed to the [Mount Perry State School P&C](#) to the value of \$4,000. Thank you to everyone for their ongoing support.



Be a part of the famous Toad!

Position Vacant

We have an opportunity for someone to shine at this years Cane Toad Rally by joining our dynamic organising Committee.

No experience is necessary, we just need someone with fresh ideas and enthusiasm to ensure participants are entertained and have fun at our 46th year Rally.

Applications can be submitted to:

canetoadrally@gmail.com

or phone

Darryl on 0438 083996

Gary on 0411 784279





By Tim McGuire
Digital Marketing Performance Manager
Motorcycle Holdings



The Bike

The R18 Roctane HL is BMW's fifth iteration of the R18, and the second one I have had the pleasure of riding. Back in August 2023, I rode the R18B which feels like a completely different motorcycle despite sharing the exact same engine. So what's different?

The Roctane is much more classic in its styling compared to the R18B, without all the bells and whistles of a large TFT display with stereo system, front fairing and windscreen, heated seat and other luxuries. This results in a 30Kg weight saving which is definitely noticeable whilst riding. Distinguished by its sleek blackout finish, a larger 21-inch front wheel, mini

apehanger bars, and robust hard-shell bagger luggage, it is best described as sitting between the R18 Standard and R18B as a non-fairing Bagger.

Drawing inspiration from the iconic 1936 R5, the Roctane pays homage to its heritage with a meticulously crafted instrument cluster seamlessly integrated into the apex of the headlight. It features a classic analogue speedometer with an inset multifunctional digital display. Within the confines of the unassuming display, you still have access to information you would expect on a modern motorcycle such as rpm, trip meters, fuel economy, tyre pressure monitoring, 3 riding modes (Rock, Roll, Rain)





and a digital speedometer. What is surprising however, is the lack of a fuel gauge to indicate how much fuel you have remaining, instead only a fuel warning light. Overall the simple and unadorned display works, I would just like to know how much fuel I have remaining.

The Trip

In order to put the Roctane through its paces, a longer road trip was in order. With sunny skies and the day to enjoy, I decided to ride to Kilcoy with a detour through the mountains, a 356 km round trip. I left Brisbane for the twists and turns of Mount Nebo and Mount Glorious, a beautiful natural mountain range which offers great riding roads and scenery, and a great place to stop for coffee. This provided the opportunity to test out the difference between Rock and Roll riding modes. Each mode regulates the throttle response, traction control and ABS system, whilst still giving the rider access to the bikes power requiring more throttle to get it.

First though, I had to navigate through the city streets of Brisbane and the constant traffic

lights. As with the R18 Bagger, the massive 1802cc Boxer engine pulsates from side to side with a deep growl whilst stationary at lights. As such, you want to make sure your feet are planted securely although it was noticeably less off-putting than with the Bagger, probably due to the weight difference and distribution.



Despite being a larger, heavier bike, the R18 Roctane was great travelling through the traffic with plenty of power for overtaking and nimble enough to navigate through stop start traffic.

Testing out the Rock and Roll modes, I could see why some people would cruise around in Roll riding mode in the city but personally, I prefer to stay in Rock mode all the time as I found the bike more responsive with no hesitation once you roll on the throttle. I also found that the ride was more smooth with less engine vibration compared to Roll mode.



Once I escaped the hustle and bustle of the city, it was time to test the beast through the turns. It was surprising just how nimble the Roctane was through corners given its size and weight. Sweeping bends were an absolute blast, and even through tighter turns, the bike felt at ease, particularly uphill corners where the weight of the bike naturally helped with deceleration going into the turns. Perhaps the only downside was in the braking department going down the mountain into tighter turns.

The R18 Roctane, just like other R18 models, includes the BMW Motorrad Integral ABS where the hand lever applies braking force to both wheels but the foot pedal applies braking force only to the rear wheel. With the weight and size of the bike, I found that I needed to apply more pressure than I would normally have to, even with the large dual front discs, in order to slow the Roctane beast down sufficiently going into tight corners when travelling downhill.

After grabbing a quick coffee at Mount Glorious Café, as is tradition, it was time to continue on my road trip heading north on Wivenhoe-Somerset Road past Somerset Dam before turning right onto the D'Aguliar Highway, heading west to Kilcoy. Cruising at highway speeds, the R18 is in its element. Overtaking was a breeze with

plenty of torque at your disposal. The handling of the Roctane was a standout, with all the weight of the Roctane translating into a stable and comfortable ride.

BMW has done a remarkable job ensuring a top-notch experience with the non-adjustable setup. Unlike some cruisers where the suspension feels like an afterthought, the R18 bucks that trend. Whether cruising along major highways or tackling fast, sweeping turns, the ride remains plush yet impressively stable, even at high speeds. It's only when encountering rough backroads or sizable potholes in urban areas that any discomfort becomes noticeable. Even without any fairing or screen for wind protection, the R18 Roctane is comfortable travelling at highway speeds. The Roctane also came with cruise control which was easy to use and provides a nice relief to your wrist on longer rides along major highways with long straight stretches.

With 177kms now behind me, I arrived at Kilcoy for lunch. Despite being about 3 hours into the ride, the saddle still felt really plush with no noticeable discomfort. I arrived at Kilcoy Pub for lunch in amongst a group of Harley riders and it was interesting to note that a number of the riders commented on how good the Roctane looked.



The original plan was to return home via Woodford and Mount Mee but the rain gods had other plans. A short distance out of Kilcoy it became apparent that there was a massive rain cloud ahead and I decided to return the way I

came to keep ahead of the clouds and as dry as possible.

On my way home, I couldn't resist going back up through the mountains one last time. Unfortunately, despite my best efforts to avoid the rain, the weather decided to turn nasty as the rain and mist set in as I was heading up the mountain. Not to be too disappointed, I had to look at the silver lining. This gave the perfect opportunity to test out the Rain mode.

Rain mode made a noticeable difference to how the power was delivered of the bike. Twisting the throttle delivered a much smoother, dialled back response providing extra confidence in the wet conditions. This was further enhanced by the tyres that come standard with the bike, Metzeler Marathon Ultra tyres. These tyres performed great during the ride, in all conditions.

As mentioned, personally I was happy to ride around in Rock in dry conditions and switch to Rain when it rained. I couldn't see myself cruising around in Roll mode.

Conclusion

As mentioned, my first experience of the R18 line-up was riding the R18B Bagger, one of the larger models in the range with all the luxury comforts you can expect including a large windscreen, TFT display, speakers, heated seat, Bluetooth connectivity and so much more. The R18 Roctane is much more classic in its offerings and personally I think this gives a more authentic, raw and enjoyable riding experience.

The inclusion of apehanger bars, bagger luggage, and larger-diameter wheels elevates the R18 Roctane to new heights, offering improved long-distance comfort and enhanced cornering prowess. But beyond mere functionality, there's an undeniable charisma to this motorcycle that transcends words and visuals. It's a machine that demands to be experienced firsthand, leaving an indelible mark on both rider and landscape alike. In the realm of cruising coolness, the R18 Roctane stands as a true icon, representing the pinnacle of BMW's heritage and innovation.



By Gary Stirling, Member #844

It was February 1984, I was riding home from somewhere on a Sunday night on my MotoGuzzi SP1000. The clutch was playing up and the ignition timing was out causing backfires and rough running. This was becoming a recurring event.

For some reason, I detoured past Morgan and Wacker where I saw a beautiful R100RS proudly displayed in the front window. The pearl white colour was showing flecks of blue, pink, purple, yellow and other colours as I looked at different angles under the spotlights. I fell in love.

Next morning, I rolled up to Morgan and Wacker to enquire about price and trade in on the Guzzi. A deal was done. On the 29 February 1984 I took ownership of the new pearl white BMW R100RS. I quickly signed the papers as I heard the Conti replica pipes as the Guzzi fired up. I wanted the deal to go through before they realised the clutch was stuffed. It was then that I joined the BMWMCQ as Morgan & Wacker included club membership with the purchase of a motorcycle, however I was not a very active member at the time but participated more in later years.

During the 40 years of ownership the RS has travelled over 350,000 kilometres. I am not sure of the exact number as the odometer has stopped working a couple of times. Other repairs would include what I would consider general wear and tear items, being gearbox bearings and seals, clutch, steering head and wheel bearings, heads refurbished, piston rings, big end bearings, timing chain etc. Most maintenance and repairs have been carried out by The BM Shop, Michael Schnerring (Nimbin), and Mark Morrissey (RIP) @MMMs Boxerworks. Most general maintenance/service I can perform. Genuine and aftermarket parts are generally readily available through Munich Motorcycles (Perth), Motobins (UK) and Motorworks (UK). When the Aus/US dollar exchange rate was better, parts were also obtained through USA suppliers. There are European suppliers of parts as well.

I have done many touring trips of either a couple of days or a few weeks on the RS either solo or two up. The longest would have been on a BMW Safari from the Gold Coast to Cairns in the late 1990s?. I rode the Safari to Townsville where I picked up my (now) wife at the airport, we continued the Safari to Cairns. We then toured around Cairns, Port Douglas and the Atherton



Tableland and back to Townsville where I dropped her off at the airport. My intention was then to ride out west and travel through western Queensland, however it seems I missed the left turn at Cloncurry and ended up at Ayres Rock (Uluru) and The Olgas (Kata Tjuta). After that I backtracked and finished the trip through western Queensland.

I have found the RS to be a very good all-round touring bike especially when you reach a certain (perhaps illegal) speed and feel the road holding effects of the full fairing as it sucks the bike to the road. It even handles reasonable off-road situations however after a few very off-road encounters I have added a R100GSPD to the stable to save the RS. I still love hopping on the RS and taking it for ride whether it be for a few hours or a few days.

As my wife (Elaine) says, she is lucky because I tend to hang on to my old things.



RS in the NT

RS at Mt Cotton - Photo credit: Thet Tun

RS in the Daintree



BMW
MotorradBMW Clubs Australia
National Motorrad Rally
Nuriootpa SA 2024BMW
MotorradBMW Clubs Australia
National Motorrad Rally
Nuriootpa SA 2024

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

BMWOCSA 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 BMWOCSA 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 Tony Gray, Member # 3905

When I start something I expect that it will have an end. I am sure that applies to all of us when we start to read a book, watch a movie or do something much more complex like restoring a motorcycle. The exercise might take a moment or a lifetime but there is always an end. Why then should we be surprised and disappointed when something we have enjoyed comes to a end? One such occurrence has just left me surprised and disappointed.



Jane and I are planning our fourth visit to the Isle of Man this year. We are extremely fortunate to have been able to join the annual pilgrimage to the Island on one occasion let alone four. This place utterly reeks of tradition and it is almost impossible for any red blooded motorcyclist to avoid falling under the spell of what the Isle of Man offers and represents. There is far more to the Island than getting up close and personal with the raw adrenalin rush of racing motorcycles. One of those 'must do' features of the island was a visit to the 'Old Vicarage' on the TT Mountain Course just outside of the village of Kirkmichael.



Tony East and his partner Pat opened up their property and bike collection every TT fortnight and Manx GP week. They had worked in the motorcycle industry and were avid collectors and restorers. All donations from visitors to the Parsonage were given to the TT Marshals League. Tony's collection of bikes was stunning (and massive) as well as his workshop that always had something very interesting up for restoration. As President of the IOM Vintage MCC Tony also had on display many fine examples of TT winning bikes. I once asked him who 'owned' these bikes and his reply was surprising but impressive. They are 'the peoples' bikes he said and I am just the current custodian. They should be there to be enjoyed by people and not locked away for the singular pleasure of an individual. How refreshing. Sadly Tony's life came to an end and all of his personal bikes have been auctioned off in one of those austere and impersonal auction houses. What a shame.



There will be something missing from our visit to this years TT, but everything must come to an end.



By Duncan Bennett, Member #4171

Firstly an important warning for the reader - I have absolutely no motorcycle training qualifications and so nothing I say in this article should be considered as advice. If you chose to do anything I say I do, then don't hunt me down if it all goes wrong, because it's all your own fault, and you should have done a Smartrider course instead.

You are going to ask how I have gotten so much in love with myself that I would dream of offering up my not-so-humble opinions? Well, I've got access to the Editor's computer while she is out in the garden is how.

Enough waffle. When in the car, Cindy and I always listen to Adventure Rider Radio podcasts, and this episode with the hilarious Clinton Smout prompted me to write: [Adventureriderradio.com/rider-skills-situational-awareness-on-the-road](https://www.adventureriderradio.com/rider-skills-situational-awareness-on-the-road). A key statement was up-front - no matter how hard-core an adventure rider you are, you are going to do a lot of riding on bitumen, in urban environments, and in traffic. How much exactly? Well my last two bikes had done nearly 100,000km each, and my current August 2022 bike has 50,000km on it, so a lot given I ride to work in heavy traffic nearly every day (62km return), even when it's raining. And that doesn't count the weekends and big trips. Or Lima.

I believe that riding a motorcycle is not particularly risky if you are doing it well, and you aren't just super unlucky. You are narrower, more maneuverable, can go fast quickly, and have better all around vision than other vehicles. Go back and read Michael Ahlberg's *Drama on the Arctic Tundra* story from July 2023, because he was only 3½ feet wide he and Anne are still with us. So it is all about the consequences. A minor ding in a car can be bad injuries on the bike, so avoiding hitting anything is obviously the key to avoiding consequences, and so I will explain how I try to avoid hitting anything or having anything hit me in traffic.

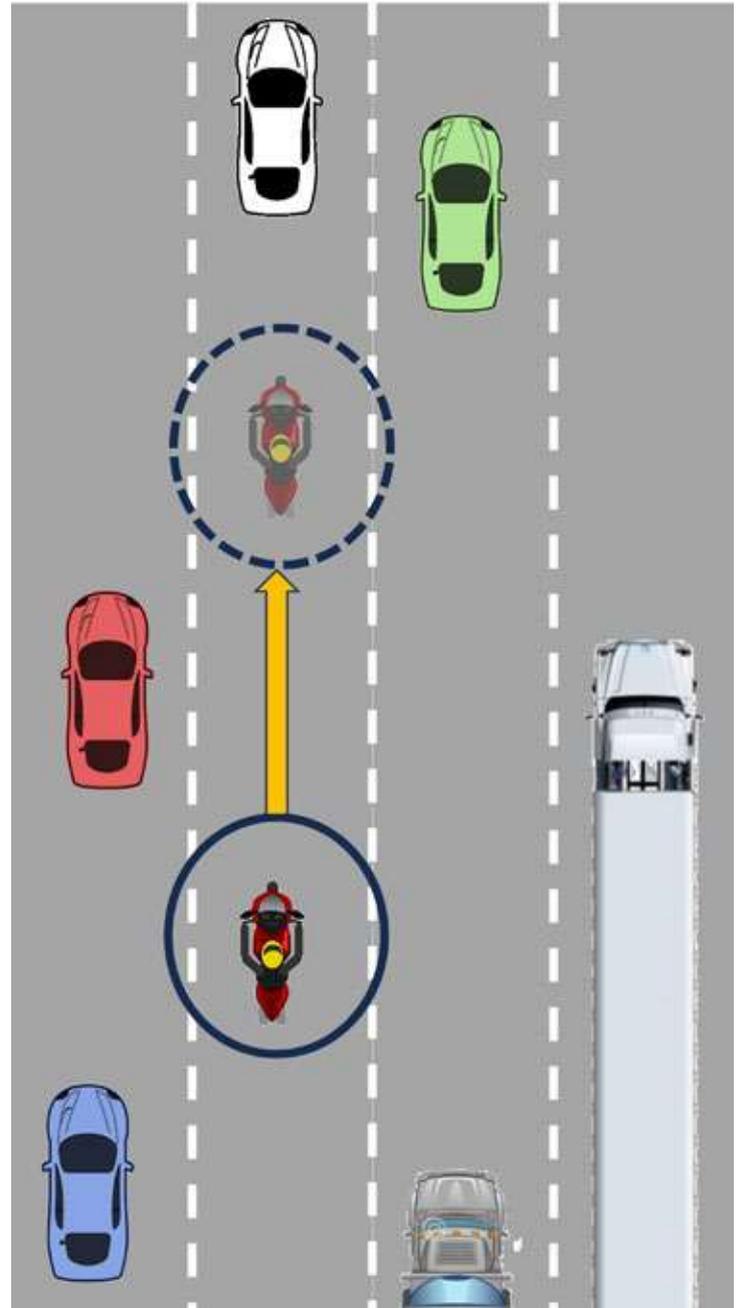
1. Setting Up

A good thing about all the adventure rider

training we've had is the fingers. Two fingers on the clutch, not so critical, but two fingers on the front brake definitely is. Reaction time for braking is a lot lower because as soon as something scares me I'll tighten those up.

2. The Safety Bubble

The Safety Bubble is a position in traffic where nothing can hit me even if someone does something unexpected.



Moving from Safety Bubble to Safety Bubble

Other vehicles will be ahead of me, behind me, and I have freedom of movement to either side so even if they can't see me they can't hit me. Fundamentally it is about blind spot avoidance.

I try to ride from Safety Bubble to Safety Bubble. To get from one Safety Bubble to the next you have to get past others or have them get past you, and the objective is to spend as little time out of a Safety Bubble as possible, so I'm not shy about accelerating or slowing down to get back into my Bubble.

3. Expect the Expected

I used to expect the unexpected. But on a daily commute the unexpected happens so often it is now assumed it will happen and more surprising when it doesn't. The challenge is to expect the bizarre. Two examples of this - coming off the Southern Cross Way to get onto the Kingsford Smith, I'm in the exit right hand lane, a young woman in a car comes up from behind me in the left lane. And then while alongside changes into my lane. Luckily the right hand turn lane is empty so I just swing into that. The only explanation is that her false eyelashes were too heavy and her spine and eyeballs were fused, how could she not see me like 5ft away and just in front of her?

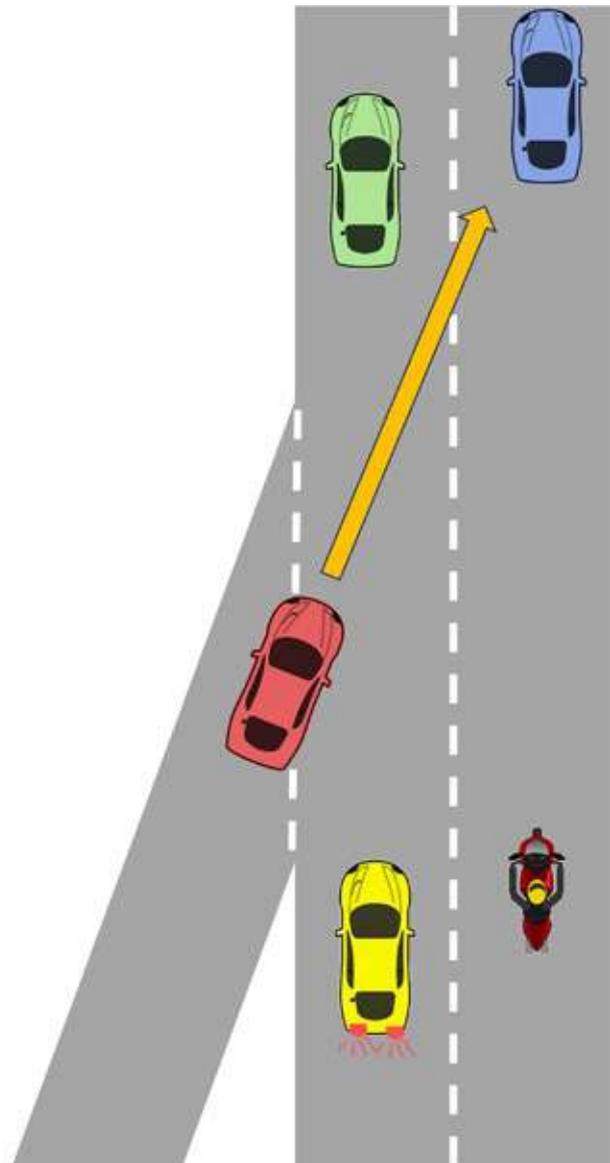
Second example was a woman in a Mercedes. Mercedes are the new Volvo, so I was already at DEFCON 3. Coming past on her right hand side on the ICB, the car's mirror red indicator warning light was on, but that didn't stop her suddenly swinging across requiring some urgent braking from me. It was a Mercedes though so fair enough, I should have expected it.

4. Read the Room

I want to be like Griffin, the character in Men in Black III who has the ability to foresee the infinite number of potential outcomes dependent on any action of any driver surrounding my Safety Bubble. You can be listening to tunes, droning onto someone on the phone via the communicator, but the price of not crashing is eternal vigilance. A light goes red, I'm looking more at the car behind me than the car in front, and moseying to a position where I can escape if the car behind isn't slowing. What if that car just in front suddenly changes lanes? If I turn on my spot lights they will definitely see me. Is that car creeping out from the side street going to go for it? Maybe I'll just weave around a bit so they definitely notice me.

5. Comin' in Cold. Or Hot

Traffic joining multiple lane roads can create a hazard. People just can't merge. They will try to join a 100kmh road at 60kmh. People on the 100kmh road won't plan for a vehicle suddenly appearing in front of them going slowly even though they've been able to see it for ages. I try to predict what is going to happen, if behind the slow car I slow even further so I can use my awesome acceleration to merge at the correct speed. If on the 100kmh road I will position myself for a panicky swerve around a slow car.



Double wide blind spot and cut-off

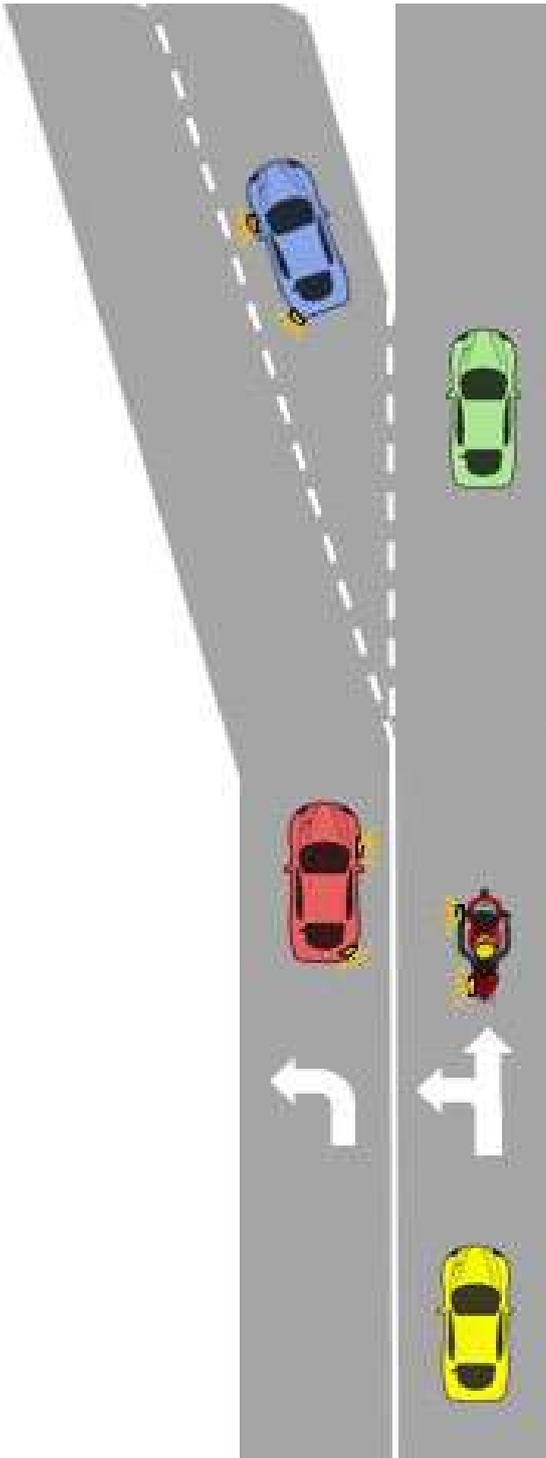
Then there are the aggressive mergers. 99 times out of 100, they just roll into the first lane and check before moving across, but there is always that 1 time they just keep coming into the second lane because their mirror is pointing



back down the on ramp. No need to turn their head and look obviously.

6. The OMG They Don't Want to Go There

Positioning myself for dual exit lanes is a focus. If I am getting off I always use the left lane. If I'm not I get myself into a Safety Bubble. The most notorious place for this is the Port of Brisbane off-ramp on the M1 southbound.

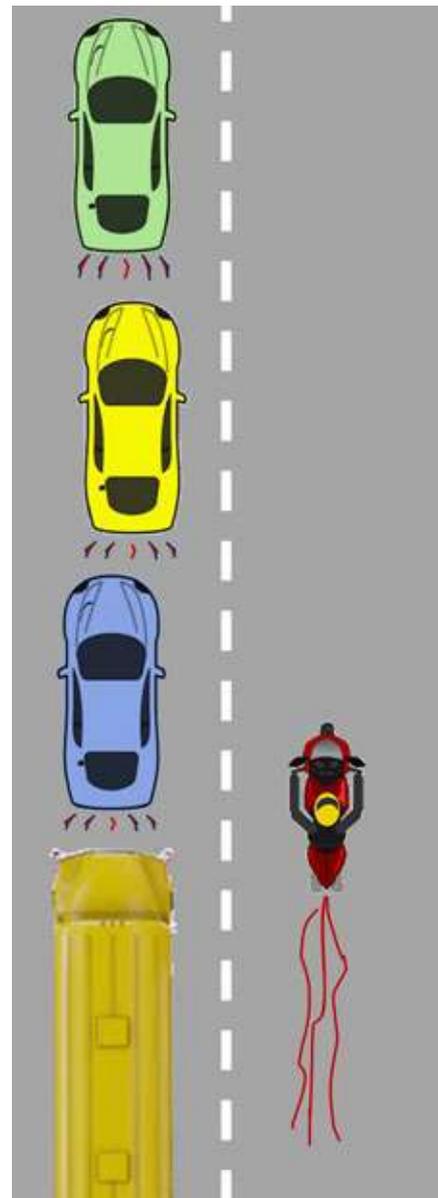


Red car deciding that killing me is better than going to the Port of Brisbane

Drivers see the Murrarie exit coming, so slide right over one lane to continue on the M1. OMG now going to the Port of Brisbane but as they live on the Gold Coast, they change one more lane right without looking. If I'm next to them I'm in trouble, nothing beats the panicker's move for consequences to the panickee.

7. Don't Even Think About It

This is the situation that always worries me the most, and it is fairly common. Stopped cars present little risk, after all they only have potential energy rather than kinetic energy to play with. But slow movers can decide they are going for it when they realise they are in the wrong lane. So being in a lane with no traffic next to a lane with a slow moving queue freaks me out.



Please please please don't do it

Staying hyper-alert, reading the room, slowing down, and having a bale out plan is critical in this situation, especially where the traffic is slowing to join the queue - this is where people will realise they don't want to be in the queue, and will glance in the mirror for 0.001 seconds but don't have the computing horsepower to act appropriately on the data, so may just be spontaneous.

8. Cross Dressing

Brisbane is the home of crossing traffic – think Vulture St, Riverside Expressway, Hale St, Coronation Drive, Gateway Bridge, Gateway Arterial Rd joining the Gympie Arterial just to name a few. Lots on one side want to be on the other. I dress to my side as early as possible because mob panic creeps in the closer we all get to the point of no turn.

9. I'm The Boss

In those crossing situations or just generally, if I see from my Safety Bubble someone is looking in the mirror or has put the indicators on to come into my lane, unlike the boofheads who just slowly creep past and apply more pressure, I will slow, give them room, and wave them in.

10. Filtration

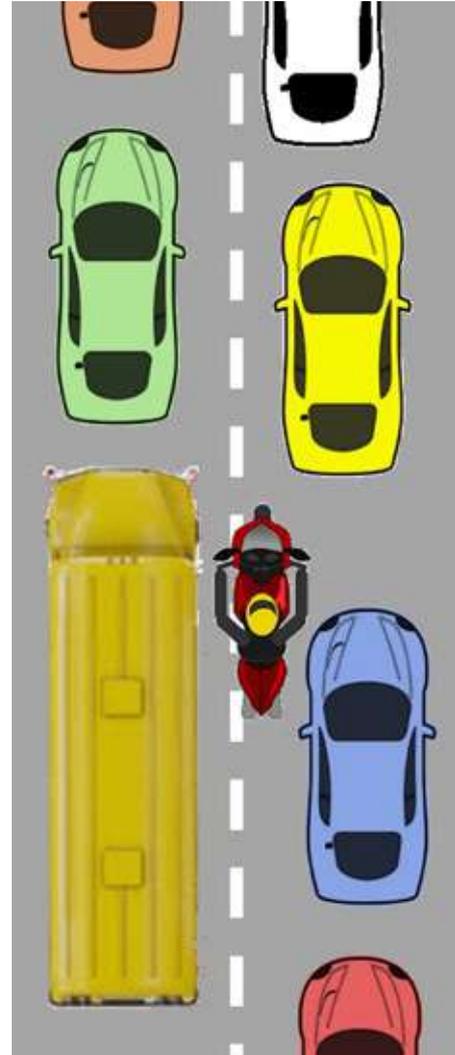
Lane filtering is perhaps the best free adventure motorcycling training one can get. Adventure motorcycling is all about balance with clutch and throttle and braking control at very slow speeds. Add cars worth \$250,000 3cm on either side and I've got myself some motivation to improve.

I try to follow some general filtering guidelines I've developed. Firstly, I don't lane split (riding between moving traffic) unless it is very slow and so crowded no-one can change lanes. Slow moving traffic can give an opportunity to slalom, stopped traffic commonly has people in the far left of their right lane next to people in the far right of their left lane - hard to get through.

I am very very cautious filtering past trucks and buses. It is not fun if these start moving and I am riding between them.

I always lane filter at intersections where I know

it becomes a weaving mess afterward. Avoid a moving maul, I am an under 8's player and everyone else is the All Blacks.



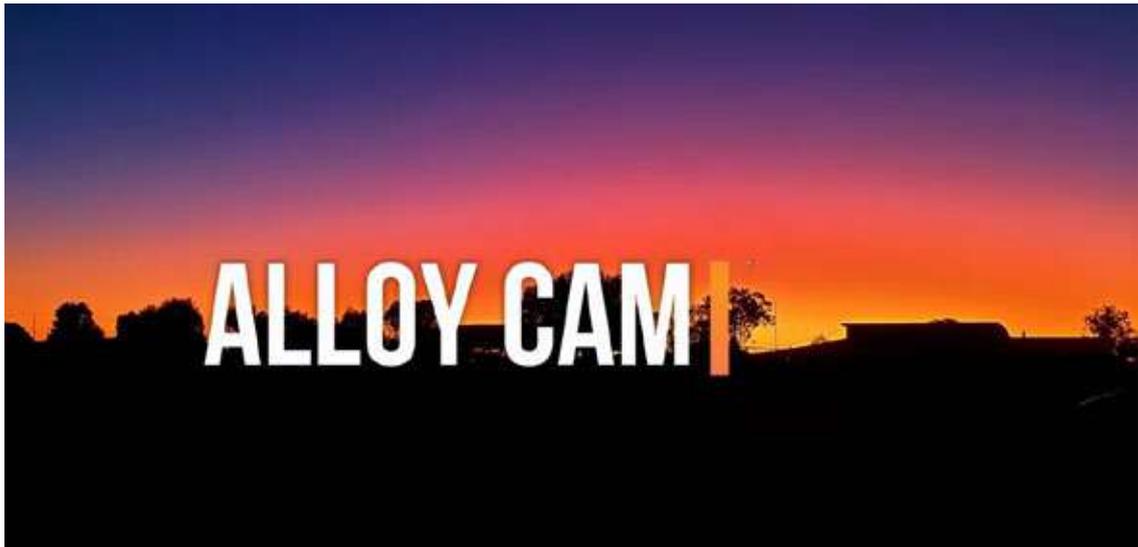
Teslas to the left of me, Audis to the right, stuck in the middle with me

11. Shrinking Violets Not Welcome

Put on a show, lights, action, whatever. Make myself noticeable to everyone except the Road Policing Command. Position on the road – can cars turning onto my road and cars that are turning right both see me? I try not to get stuck behind things like trucks, I need to see.

12. Finally - Practice Makes Less Hopeless

Practice things while riding. Such as taking weight off the front wheel with a bit of throttle when going over manholes, sitting balanced for as long as you can at the lights, and cornering technique. Learn to put a chosen foot down and practice until you are 100%, this comes in very handy. It only takes 10,000 hours to get good.



By Cameron Coles, Member #4051

The sixth 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.

[Alloy Cam Episode 6 African Safari](#)



In this episode Cam and the tour group go from the amazing cave paintings near Papkuilsfonten to Springbok, via some epic landscape. Don't look too closely at his speedo.





Ann on the Enfield

The lunching crew, some with their bae, at Cormorant Bay



Stopped for roadworks on Campbells Pocket Road



Not 1 but 2 Life Members in attendance



By Ben Nazzari, Member #4584

Recently I had the opportunity whilst in Canberra to visit the Australian War Memorial, first time visiting Canberra and my first visit to the War Memorial.

Starting off in the foyer you walk through into the WW1 section along corridors and mazes from year to year and I was taken back in time to a place I have never been before but felt like I knew more than I should.

I guess listening to relatives talk about the war and things that happened to their Fathers or Grandfathers really sticks in your mind, like for instance when my wife's great grandfather was in the Lighthorse at the charge of Beersheba. Whilst galloping toward the enemy thinking he was going to be fighting the Turks only to be stabbed in the buttocks by a mate charging up behind him with his bayonet ending up "head over Turkey" and into a Cairo hospital which probably saved his life and he lived to tell the tale. This I know to be true because I was so intrigued with this story I sent away and ordered his war records and yes in fancy war handwriting there it was - received bayonet wound to left buttock whilst on charge in Beersheba Lighthorse regiment etc.

Then I made it into the WW2 section and just as you walk in there is a display with a Kublewagen and a BMW R12 Motorcycle and Sidecar which looks absolutely stunning. This actual model was first encountered by Australian troops in North Africa and has markings of the 8th Motorcycle Battalion, 5th Panzer Division. The Australians fought against this division in Greece in April 1941.

Upon further research I also found that they used the R75 Sidecar combo.

Here is how the R75 came to be in the War.

As the German army rolled relentlessly across Europe in 1940 its principal BMW motorcycle was still the rigid pressed-steel frame side-valve R12, production of R12 continued until 1942, but as early as winter 1937 and 1938, both Zundapp in Nuremberg and BMW were commissioned to design a new 750cc military motorcycle. BMW decided to adapt the side-valve R71 engine and split bolted tubular steel-frame, to allow easy engine installation and removal, and a rigid rear end.

Zündapp developed its KS750, and this model proved superior to the BMW offering: the R72. The R72's 800cc side-valve engine overheated at low speeds, and BMW subsequently tested



**Australian War
Memorial R12**



Australian War Memorial R12

a fan cooled version. Although BMW then considered licensed production of the Zündapp, but during 1939 the company undertook development of a new design; the R75. The most important design features of the R75 were its suitability for sidecar use and the ability to sustain marching speed of 2 miles per hour without overheating. Thus, it included sidecar wheel drive, a locking differential, and cross-country and reverse gears.

The engine had overhead valves with the camshaft, Noris generator, and magneto all driven by aluminum gears. Unlike earlier twins with integrally cast rocker posts, underneath the two pieced rocker covers were separately bolted rocker posts. Twin Graetzin carburetors fed the engine, with the air cleaned by a single, moist felt air filter, along with an oil strainer and sump prefilter to ensure no dust entered the engine.



Australian War Memorial R12





Zündapp KS750

This was initially positioned above the gearbox, but during June 1942 it was moved to the top of the fuel tank underneath a metal helmet type cover. To overcome cooling problems in North Africa, Schleider also developed an air-cooled engine during 1942. The magneto provided automatic ignition advance, and the tuning emphasis was on low-end torque. As the fully equipped outfit could weigh up to half a ton, it was important the R75 could successfully negotiate difficult conditions such as mud and sand.

The four-speed transmission included a dog clutch and four lower ratios for off road use, the power-dividing crown wheel differential at the rear equalising any varying speeds of the two driven wheels. This allowed the R75 to perform as well as a four-wheeler and reduced the tyre wear. The front wheels and rear wheels, on stub axles, used the same 4.50x16-inch tyres as the VW Kublewagen and featured hydraulic brakes. Up front the double-action hydraulic telescopic fork was a central box section that could be dismantled into individual parts for easy repair. Development of the R75 concluded in February 1941, with the first motorcycle leaving the production line in July 1941. After the construction of 6,000 R75s, more space was needed in Munich for aircraft engine manufacturing, so production then moved to Eisenach from July 1942.

The GBK (Bike Select Committee) also decided that the Zundapp KS750 was a better machine than the R75 and by August 1942 BMW ceased manufacturing of the R75 in favor of the KS750. The R75 was proving to be too expensive to produce and the front forks were often too weak for the war's heavy loads.



↑ The military R75 was a tribute to BMW's engineering expertise, but it was expensive to produce and the Wehrmacht considered it inferior to the Zündapp KS750. Exclusively designed for use with a sidecar, it had a sophisticated gearbox and reverse gear driving both the motorcycle and sidecar. The front brake was a large mechanical inboard drum, and unlike the similar Zündapp's, the front suspension was by a telescopic fork. The helmet-like cover on the gas tank covered the air filter.
BMW Group Archives

1941–1944 R75 SIDECAR

Engine designation	275/2
Type	Four-stroke, twin-cylinder, flat-twin
Bore x stroke	78x78mm
Displacement	745cc
Power	26 horsepower at 4,000 rpm
Compression ratio	5.8:1
Valves	Overhead-valve
Carburetion	2 x Graetzin Sa 24mm
Gears	4-speed plus reverse, 3-speed plus reverse off-road
Ignition	Noris magneto
Frame designation	275/1
Frame	Bolted tubular-steel
Front suspension	Telescopic fork
Rear suspension	Rigid-plate and tube springs sidecar
Wheels	30x16
Tires	4.5x16 front, rear, and sidecar
Brakes	250mm drum front & rear, 250 hydraulic drum sidecar
Wheelbase	1,444mm (56.9 inches)
Dry weight	400 kg (882 lbs.) with sidecar
Engine numbers	750001–768000+
Frame numbers	750001–768000+
Numbers produced	17,635

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!



RIDE TO ZERO

- **The BMWMCQ and our partner organisation (SMART Rider) have received a subsidy of \$17,500 for training!**
- Up to 100 participants trained over 1 year with 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:

<https://streetsmarts.initiatives.qld.gov.au/initiatives/ride-craft/>

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By Duncan Bennett, Member #4171

As the old saying goes; All work and no play makes Duncan a dull boy. However, there is absolutely no proven causative correlation between the work:play ratio and boyness dullity, so as long as some play is introduced then surely Duncan will not stand out as awkwardly boring in social situations.

The problem precis – a major metallurgy conference for which I and co-authors had submitted a technical paper was on in Adelaide, South Australia from 5 – 8 November 2023. A mere 2 riding days later one of our unmissable events – the annual Compass Expeditions reunion – was in Albury on the NSW – Victorian border region. Flying down to Adelaide and back meant that by the time I got home I could not ride to Albury without doing an Iron Butt, and as I have a fear of twilight more related to kangaroos than young vampire hotties, that wasn't going to happen. So why not just ride the whole way?



The Big Outward Picture

Cindy can just scoot down the highway to meet me there so as not to miss any work which one of us must do. Problem solved. So onto Step 1, the route planning. Start at home, finish in Adelaide. But relentless highway is to be generally avoided while riding alone and up for some adventure, so which way to go? Strangely, the first days seem most suited to hard-core

ALL WORK WITH SOME PLAY

adventure riding, as the confidence needs building up, and the small roads close to home are more familiar than those in far west NSW or SA. I'll figure those out when I get there.

Step 2, update the Packing List spreadsheet. This allows input of key variables such as time away and climactic conditions, and automatically calculates what and how many of what to pack. Some risk that the lack of meteorological rigor gets the climate inputs hopelessly wrong, such as recently in Tassie, but we are in Australia after all so can theoretically buy a pair of Stubbies or servo thongs just about anywhere. Bad example there, I've got heaps of those.



Finally figured out how to flip selfies

Leaving on a Tuesday, exactly halfway through the laundry cycle, is challenging. OMG I accidentally wore my lucky underpants to work yesterday! Do I just pretend that didn't happen and "accidentally" have them slide into the bag, or do the smallest load in the 5kg washing machine ever? Who remembers what happened, but the lucky underpants made it and were to play a big part. Anyway, up extra early

due to the 1 hour time loss heading into NSW, and away by 7am. Not having Cindy along was very weird, this was the first time ever heading off by myself on a major trip. No serious riding nerves, but as Cindy is the strategy planner and organiser extraordinaire, I was worried about having to book accommodation. Find a hotel and call them, it isn't that hard I telepathically hear you thinking. Yes, but that's never been my job and I am not trained! I should have brought my camping gear just in case every town and village in eastern Australia is having an Elvis festival! Too late to turn around now.



Who does one photograph when a solo traveller? One!

Some great roads on Day 1, including White Swamp, Paddy's Flat, and the Rocky River. Lots of quality dirt and the Rocky River Road has 1,500 corners one can practice drifties on. Progress was rapid, and the first night's destination of Tenterfield was reached well before kangaroo o'clock.

Riding into town from the south-east, a bushfire was noted up on a ridge. No worries, it was heading away from town. Checking into the motel with an early sense of achievement – I'd booked it myself – there was time for a relax

then head up the road to the usual Tenterfield haunt for dinner. Bushfire glow was noted to the west, south, and north of the town, but casually ignored because of more pressing issues involving selecting and eating an excellent dinner with wine while booking the next night's accommodation at Coonamble, 550km away in central NSW. Back to the motel in the smoky atmosphere, Day 1 was acclaimed as a total success.



Couldn't be bothered detaching the phone from the Quad Lock for the echidna photo

Up and ready for Day 2 by 8am, I rode about 3 km before a problem materialised in the form of volunteer emergency services people and bollards. The road south was shut due to bushfires. What about north? No, shut. What about east, it was OK yesterday? No, shut. West? Shut. You might be here for the duration, but we don't know how long the duration is likely to be.

Go to the showgrounds where all your questions will be answered was the suggestion. Back in confusion to the motel, luckily the key drop box is a basket so I could grab my key and check myself back in. Rather than ride around, let's walk over to the showgrounds and go to the marquee where drinks and snacks and information will be flowing. I found the showground, but no marquee. No actual human beings either, and the attending dog could not articulate what was happening. OK, back to the town for a coffee and then back to the motel, maybe a good idea to book another night just in case, especially as evacuees were making an appearance from the surrounding properties. Common at the motel were guests in a state of utter confusion, and reception was closed. Download a NSW fire app, not terribly useful as it indicated roads I knew to be closed were open.

Starting to worry now—I've booked in Coonamble for heaven's sake, and it is already 9:30am. Back out amongst the confused guests, a couple of elderly ladies who had previously been standing on the summit of the pinnacle of confusion were in their room packing wildly. I invited myself in when they'd finished packing their smalls and asked what was going on, they said someone had told them the Mt Lindsay Highway was still open. OK, even though heading in precisely the opposite direction to Coonamble at least it was getting out of Tenterfield. First a quick trip back to the emergency services volunteers and bollards on the road south, just in case the huge plumes of smoke visible in that direction were a false alarm. Nuh, still no idea of duration so off north-east we go.



Pretty much sums up Australia

Up through Cullendore, miraculously no road closed signs encountered, and finally heading in the right direction once more from Warwick. Lunch in Inglewood after already doing about 300km for the day, a mere 467km to go. On boring highway but at high speed through Goondiwindi and Moree, at least until the roadworks on the Newell Highway came into view. With these roadworks the motoring equivalent of getting into the giant spider's web in Lord of the Rings, Google Maps did something it has never done before – it suggested a non-highway shortcut, while bizarrely Garmin who normally tries to kill me insisted I stay on the highway. If Google Maps says it's OK, then it will surely be a smooth bitumen journey. It wasn't, and it was instantly

ALL WORK WITH SOME PLAY

dirt, with some “interesting” sandy patches which made getting past farm machinery even more “interesting”.



Garmin did not want me to go down this

Still, some dirt for the day was appreciated by the riding public who rolled into Coonamble just before 6pm. Very nice motel with two enormous rooms just for me, and next door was the bottle shop. Perfect. Up to the pub for dinner where a discrete celebration for being back on schedule was interrupted by booking the next night's accommodation in Cobar, I was starting to get good at this. Back to the motel, Coonamble was voted as the best town of the trip so far, with poor old Tenterfield suffering in the judging due to trying to take me hostage.

Day 3 route plan was west for a bit to Quambone, then a bit more west and south-west to Nyngan. Quambone was a nice little town, and coffee was obtained, although only 3 of the alleged 166 residents were seen.

Coffee'd, the GPS said head north on Sandy Camp Road and take a west on the Gibson Way. Sandy Camp must have described the Camp rather than the Road, which wasn't too Sandy. I'd read a sign in Quambone that warned of water over the Gibson Way because it passes through the Macquarie Marshes, but it implied that was only after rain. The road was in reasonable condition so fun was being had, and the birdlife at the Macquarie Marsh viewing platform was impressive. Then came cows. Lots of cows. 2km of cows at 2kmh.



Lots of Quambone cows

At the other end of the cows were the cowmen, well past being able to claim boys in their title. The chief cowman mentioned that there was water over the road a bit further on, about 400mm deep, but didn't say how long the section was. He said that a group of motorcycles had been through recently, but didn't specify whether they were fully kitted up physically and mentally for Dakar or were very pedestrian risk averse 'just off their prime' adventure riders. He then said it was OK on the right-hand side. I said I'll go and have a look, because I definitely don't want to have to ride back through your cows. About 1km further along there certainly was water over the road. A lot of it, and over 100m across.



Hmmm

The first audible "hmmm" of the day was heard by the local birdlife. Righto, let's not take anything

for granted, let's walk it. Off with everything except undies even though that increases the chances of a bus full of young women showing up from infinitesimally small to possible/likely, and find a calibrated stick. The chief cowman was very correct, the right-hand side was way better than the left but even though there were no big rocks there were some nasty ruts and depressions heading down into a 600mm deep region. Hmmm, I'm on my own, I would have to make 4 trips across first to carry all the luggage on my head, and the consequences for dropping the bike in 600mm deep water aren't worth thinking about. On the plus side I quite enjoy water crossings.



Is that a bus I see coming?

Nuh, back through the cows. The chief cowman seemed relieved to know that he wouldn't have my drowned bike and corpse blocking the crossing and waved me on back to Quambone. Due south onto the Oxley highway, I felt I deserved a lunch pie in Warren after the emotional strain of the morning.

The afternoon was quite short to Cobar, which gave plenty of time for a good visit to the Great Cobar Museum, especially pertinent as I had done some work on the Great Cobar mine a few years ago. Down to the Great Western Hotel for dinner, the routine was becoming seamless now – order a meal, get a drink, google accommodation in the next planned destination, make a call to a likely looking motel in the middle of town – this time Broken Hill, sit back and relax.



Good use of old stuff too hard to get rid of

Day 4 was likewise not that far, only 500km and not much to slow anyone down. Except goats. The Cobar to Broken Hill Barrier Highway has more goats than anywhere else on earth, a motorist will easily see 300 goats in the 260km from Cobar to Wilcannia.



Harsh. Now relying on the Australian Plate moving west

Having not hit any goats, I rolled into the Emmdale roadhouse to avoid the Wilcannia conundrum. For a bit of context, Wilcannia is a town nearly devoid of services which is extremely odd for a place where it is – the middle of nowhere. Dining, fuel, and accommodation are all potentially lacking so at least Emmdale provided enough fuel for the planned Menindee detour, with the turn-off just before Wilcannia. Off I turned as per the GPS, with the road running south of the Darling River, but I didn't get far.

Okay, through Wilcannia and apparently required to stay on the highway to Broken Hill. Except

ALL WORK WITH SOME PLAY

that while crossing the Darling (I should have called Cindy at that point to say "I'm crossing the Darling, darling") an arrowed sign appeared saying Menindee. Wow, an alternative. The GPS said yeah. And down the road is the fuel station, cards only, but the hysterical and irrational "I'm going to run out of fuel!" genie is back in the bottle.



Wilcannia made inevitable

The road is runway-wide bitumen, looks like it will go all the way to Menindee. It does. For 3 km. Which is 150km short of Menindee, with the road turning to dirt/sand. But very easy sand in small parcels, no drama for the average rider.



Small sand parcels on the Menindee Road

Admittedly when riding toward things that are obviously sand dunes the average rider's capability is suddenly far in advance of mine - mentally if not physically. This is the essence of

adventure riding, it is all mental. Up and over the dune with negligible sandy spots and suddenly the mental fear turns to mental invincibility; I've "trained" a long time and ridden far worse so now I'm just loving it for the next 140 km.



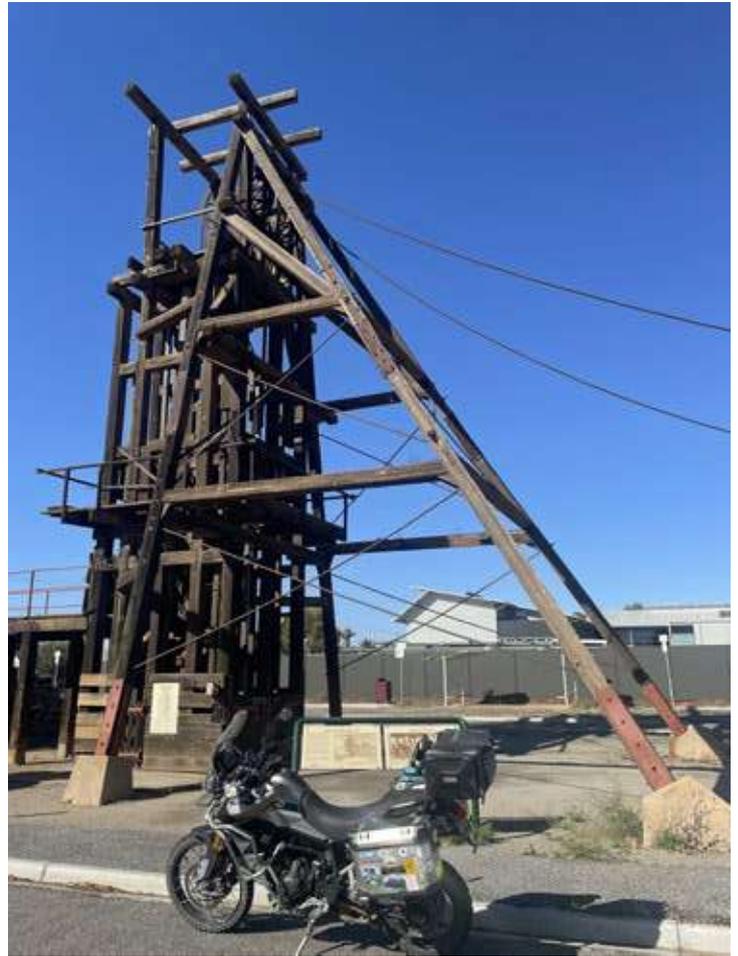
Group photo

Into Menindee for a fresh Darling River dimmies luncheon, it was out to the lakes to have a look. They are pretty big lakes and provide the water supply for Broken Hill and regulate flow into the South Australian irrigation areas. The weather when I was there was fortunately in an unusual cool spell for November, it can get bloody hot out there and the towns along the Darling River have the highest recorded temperatures in NSW – including a toasty 50.1°C in Wilcannia and 49.7°C in Menindee in January 1939.



The only welcoming thing on the Barrier Highway

A small backward 30 minute time zone change just north of Menindee and I was into Broken Hill with the first laundry of the trip the main entertainment for the evening.



Those straight bits of wood didn't come from Broken Hill in case you were wondering

Day 5 was a mere 350km into South Australia. If you haven't done the Barrier Highway South Australian section, then lucky you. The small localities such as Cockburn and Manna Hill look like there was some sort of apocalypse, then lice, flies, livestock pestilence, boils, locusts, more flies, the killing of firstborn, flies, an earthquake which knocked random building walls down, and finally Zombies who had been low-skilled graffiti vandals before they were bitten moved in with the flies. The Zombies are probably still there, and have used discarded rusty corrugated iron and broken plywood to keep themselves in the dark during the day, because you never see anyone. Which is good out there.

Another problem with the Barrier Highway is that it chews the middle of motorcycle tyres like no other section of road except perhaps for



the Stuart Highway in northern South Australia. Corners just aren't needed, it is A to B out there because nothing even resembling a hill, dale or water course exists. So with relief I rolled into Yunta for morning tea and fuel, not too far to get to a cornery-like deviation in the road from there.



5000km off the tyre life in view



Hallett Wind Farm

ALL WORK WITH SOME PLAY

Into Terowie for lunch. South Australia is a land of history, with Terowie the break of gauge town for the railways – huge in its day because trains coming from north, south, east, and west had to stop here so during the wars trains full of soldiers heading to the ports and capital cities rolled through. With the completion of the same gauge north to Peterborough, Terowie instantly became a ghost town. The only thing open was the BP servo, confirmed by two trips up and down the main street. Sandwiched up, it was onto the planned destination of Jamestown.

Jamestown is a very nice little town just to the north of the South Australia Murder Belt, but we'd worry about getting through that on the next day, it was an adventure ride after all. Into a room at the back of the pub, it was a wander up to the supermarket to replace the breakfast citrus surrendered at the Oodla Wirra border quarantine station. An excellent chicken dinner and locking every door because we weren't that far north of the Murder Belt and the day was done. Just the night to survive now.



The Burra

The last outward day into Adelaide was a short one, but a detour via Burra was required to bask in the excellent copper mining history, with the Burra deposit supplying 5% of the world's copper for 15 years from the 1840's and boosting South Australia's fledgling agricultural economy.

An appropriate Cornish Pastie for lunch and a quick ride down through the Murder Belt, bypassing all the hotspots, and it was into Adelaide for the conference. Three days of conferencing and then it was back to the hotel for a quick re-dress and getaway to the reunion with Cindy and the Compass crowd on Friday 10th November in Albury. The quick getaway failed with the Adelaide traffic lights, which appeared perfectly synchronised to prevent any actual traffic movement, and at last the weather was turning and it was becoming uncomfortably warm. Unsure of whether lane filtering is a thing in SA, I did it anyway and burst out onto the M1 for the quick trip to the booked accommodation in Taillem Bend. I was the only one in the Bend Abode hotel, and could free-range in pajamas through the guest kitchen and onto the back entertainment area where there was a huge TV. Up to the Riverside Hotel for an amazingly good dinner, not in my pajamas though, and back for more pajama lounging and opening every kitchen cupboard until bedtime.



They always start this way

Off the next day having helped myself to a good

breakfast whilst still free-ranging the premises in pajamas, it was onto the Mallee Highway which goes due east. It was classic highway, not very interesting, and some of the roads heading off south looked interesting. What hadn't occurred to me was that I was on the Mallee Highway.

Mallee is an aboriginal word for "bottomless sand that swallows mid-sized adventure motorcycles", but as usual the chosen dirt road parallel to the highway started out beautifully hard packed with only a soupçon of sand, no hint of problems. So pace was up, then suddenly a 50m section of "wobble inducing" sand. Saw it too late to stop so just powered through, whoa that was a bit scary. No way I'm riding back through that, just keep going. It improved for about 100m then went up about three levels of difficulty. I immediately had 'didn't U-turn when I should have' regret, not since Cape York in 2021 have I ridden in deep sand on a single track road with trees right up to the side. On that occasion I was on a 125kg Suzuki DR400 and often not terribly successful, in this case on a fully loaded bike weighing in at 250kg. Who knows how much extra weight I add, the bathroom scales had an unfortunate "accident" years ago.

"This is very bad" was running in repeat mode through the verging-on-panic thought processor. In 4th gear at 75kmh, the bike was all over the place but with enough momentum to keep it mainly going straight-ish. Then calm descended over the wild scene. The mental upshot was thinking "just ride like you have trained to do", with rough technique replacing wild hope. A corner was coming up, not sharp but with wobbly tracks through it. Weight back, steer with the footpegs and take the weight off the death grips, give it a bit more, be aggressive and never give up in sand. Went through easily, then through another corner, bike still wobbling wildly but that had nearly become boring by now. After 4km of it, the other end of the road appeared with its superb hard-packed surface set up to trap any people heading west. I'd made it. I hadn't turned on my InReach tracker, so a good thing I made it or they may not have found my mallee fowl pecked corpse for days.

The other key learning from the experience





was that I had been wearing a lucky riding shirt, one which had done Africa, North and South America, and Alaska and many hard Australian rides, and also the lucky underpants. I'm not superstitious but without that combo there is no way I could have made it.



Now selfie-ing with a deserved hard-core adventure rider look



3m from NSW

ALL WORK WITH SOME PLAY

After a Lameroo coffee during which the café lady's group conversation somehow turned to men's hair or lack thereof, the disrespected man's lack thereof hair pushed on to Victoria and its hottest town – Ouyen. A very nice pie later and the final section through Manangatang saw contact with the Murray River which forced deviation south into the planned destination of Swan Hill.

Swan Hill, the home of laundry. Or so I thought. Is there a guest laundry? No. What about the one just down the road near where we stayed last time? What, the sleeping and toilet facility for homeless people? Don't recommend that, but there is a brand new one just up the road which doesn't need coins. Perfect, thanks. It would indeed have been perfect if it was just up the road, and it didn't need coins. 1.5km isn't "just" in the 35°C heat, and an ATM visit was required to get cash, and in all the organising stress one forgot to put most of the large laundry pile into the laundry bag, but never mind, the free-range pajamas can go a few more rounds starting tonight after a pleasant dinner up-town.



Near Deniliquin, home of white utes with outrageous bull-bars

The reunion weekend started with a mere 350km continuation west on the north side of the Murray. Way too late into Deni for the Ute Muster but too early for lunch, it was still within the allowable time period for a caffeine at a Scottish Restaurant before continuing on to the Albury Cindy Muster. Rolling in just after 2pm, the spousal reunion was held during a trip to

Kmart to find some less worn-in pajamas and the day was completed with quite a few beers and quite a few catch-ups with Compass mates. It was strange after nearly 2 weeks to be back riding with Cindy and others after so much “ride your own ride”, but the social uplift going from talking only to oneself to others who probably wished you weren’t talking was important.

The Compass Reunion ride was accompanied with too much heat, and some of us squibbed the afternoon ride out of Yackandandah after lunch, but the dinner was great fun with all the old mates and a second place in the Photo Comp with a Rocky Creek Designs air pump prize was much appreciated. Hopefully I’ll never have to use it.



So home in a convoy with Cindy, and quickly. Up to Queanbeyan to see son Tim and grandchildren, then a very large day to Coffs Harbour where I booked the excellent accommodation while Cindy closely supervised me. Then a final slightly shorter day with the added bonus of recovering an hour and the work trip was over with a GPS distance of 5,328.5 km.

Overall a great trip with plenty of fun, terror, amusement, tears (unseen week-old roadkill carcasses bring those on as you all know), highway numb-bum and sheer riding joy.

Looking forward to more work trips, with some play.

Sister city to Thislong and Howdareyou



The nearly winning Photo Comp entry



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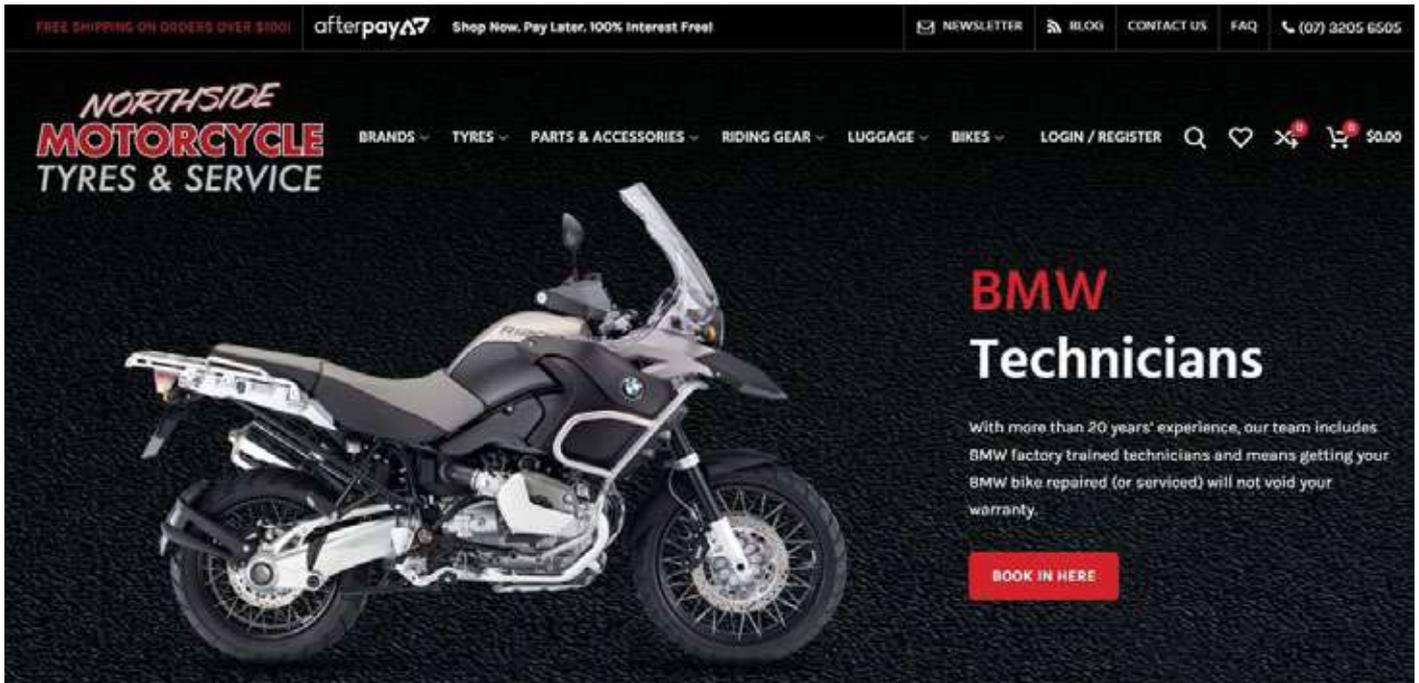
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Effin' C # 6 - The Fish & Chips Ride!

By Duncan Bennett, Member #4171

No.6 in the Effin' C (Fish & Chips) series was like No.4 and No.5, we have a history of kowtowing to the northern siders now. Which is becoming offensive for the battlers below the river according to one south sider, who then claimed his \$45,000 ride was an emblem of his struggling peoples.

Unfortunately it's all about the geography when it comes to an Effin' C, and as we'd just done the mid-week ride into the Mt Cotton wilderness the northerners were once more blessed. So it was a shame no northerners actually showed up for the ride.

As always, the challenge with an Effin' C is to mosey around in the countryside for a couple of hours and then break through the M1 tape without losing anyone. We of course realise that virtually none of the fish in our order comes from the sea we end up at, except for the crab sticks, but Effin' C just ain't the same without the ambience.

This time we did the kick-off from Dayboro with the weather looking a bit threatening. The warmth eased going over the top of Mt Mee, then ratcheted back up along Delaneys Creek Road before heading nearly back into Woodford via the Neurum-80kmh-Yeah-Nah Road. Up the Old Cove Road, disgracefully now all bitumen so never to be ridden again, and into Peachester where drinks, biscuits, and ice-creams were essential to fortify the loins for the return to the coastal swamps.

Destination for Effin' C VI was the Sylvan Beach Seafood Cafe just off the bridge on Bribie Island. Absolutely packed, it was good thing we had a booking as the small team of riders were joined by a large contingent of north siders and even some Bribie locals in Steve and Rosi.

The temperature in the non-airconditioned west facing dining area was a tad tropical, so regular wanders out to the cooler Pumistone Passage areas was welcome. Eventually we all got fed, enjoyed the camaraderie of friends and then it was off on a very pleasant ride home on the Bruce Highway - not often that can be said about that particular trip.



Glasshouse Goodness



Effin' Cers having some Effin' Cs



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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.	
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