



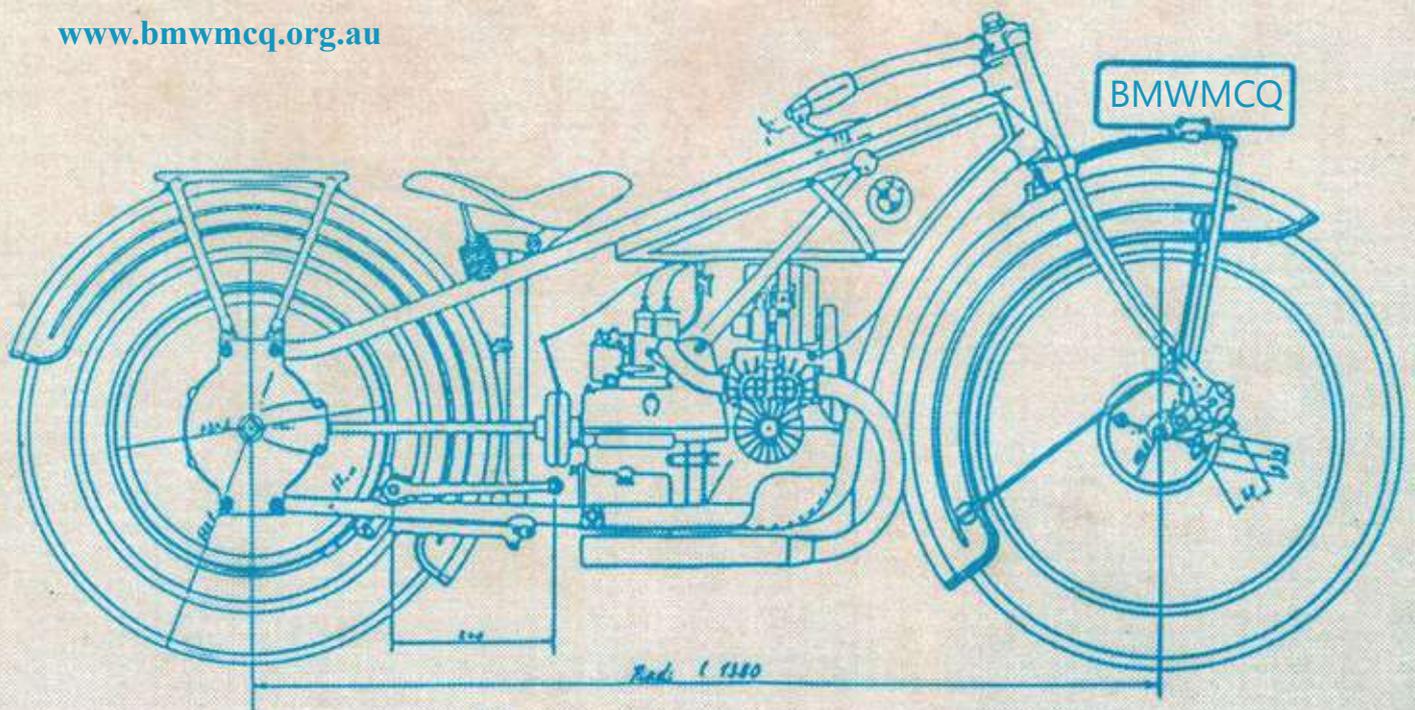
BMW CLUB JOURNAL

B M W Motorcyle Club of Queensland

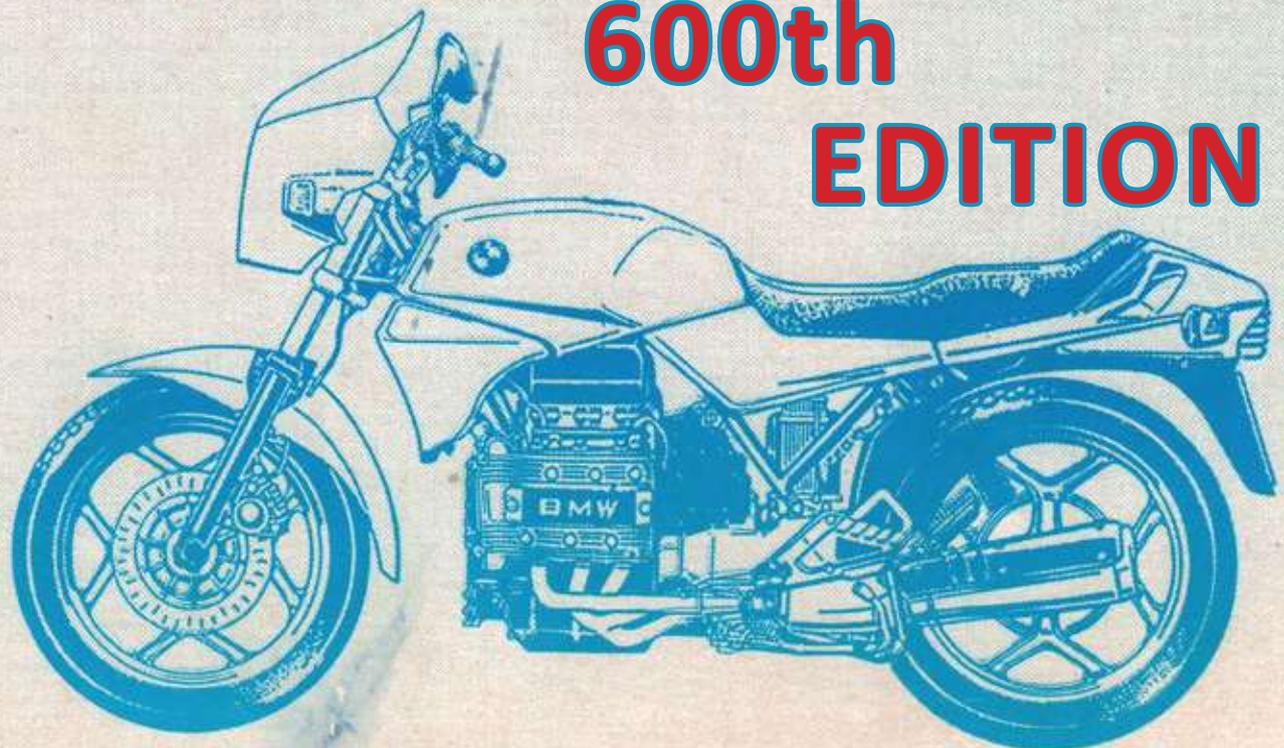
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APRIL 2024

www.bmwmcq.org.au



**600th
EDITION**





MORGAN AND WACKER
BMW 51 ROSS STREET, NEWSTEAD | 07 3259 5787



REGISTER YOUR INTEREST

THE BMW

R 12 NINET



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Clubs Australia - Paul Hughes

Training Representative - Julian Davis

This Issue - April 2024

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On The Cover

Celebrating the 600th edition of the BMWMCQ Journal, and recycling the third version of the cover circa 1987. Read the history of the early covers in this Journal, researched by Gary Bennett.



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



Duncan Bennett

Editor's Report

Six hundredth BMWMCQ Journal?

Look out Playboy, you're in our sights, Penthouse is under serious threat, but Vogue and Cosmo remain a bit of a stretch target while women (generally speaking of course) refuse to abandon wearable rather than transfer in toto to sit on-able and ride-able fashions. The Prez and I are very proud to have contributed to this impressive total (this edition is our 48th, how time flies, shame we "gifted" editor-in-waiting Paul 4 last year!). We certainly continue to acknowledge all the BMWMCQ Editors who came before us and we recognise the hard work especially back in the days before February 2017 when it was printed, stuffed into plastic wrappers with allegedly copious volumes of red wine lubrication required to slide them in, and posted. Hopefully this 600th edition will meet the standards of the previous 599, I'll leave that to your discerning review.

I am extremely happy to hand over the Regalia committee position to Mario this year so I can focus on watching YouTube stuff for very important Editorial reasons that people who have never done the job could possibly understand, maybe even some of it about motorcycling.

Under Mario's leadership the critical Regalia position will be developed into the structured role it once was and needs to be, and we'll be like the Sons of Anarchy with everyone in regalia except we don't need a Sergeant at Arms. Yet.

An acknowledgement in this editorial for the 600th Journal. **Jane Gray**, this is your 88th consecutive Journal with a "From The Pen Of Jane Gray", by my calculation. I don't dare to calculate how many there have been, a lot (such as this edition) have two, actually three because I re-published No.1 down the back in Last Word. Being editor is easy when we get such contributions - it means we can set aside a page and avoid re-configuring the layout, besides the main point which is for the membership to read and enjoy the expression of talent. Not suggesting Jane's other/better/worse/confused (strike out whichever not applicable Jane) half is a slouch with the pen either, another cracking story of his 47,000th trip to Tasmania is a feature in this Journal.

So a busy riding season approacheth. Starting with a trip down to the Nationals in Nuriootpa. In some sort of valley apparently, known as the Barossa, I'm assuming sheer glacier-scoured walls of rock capped by granite snow-covered peaks shrouded in mist sitting over us. Hopefully the famous South Australian ski season will be kicking off when we get there, I'm looking forward to heading off totally piste somewhere.

And then on return up to our favourite of all favourites: the Cane Toad. There is Heaven, Nirvana, Valhalla, Jannah, Sagga, and Svarga amongst others but for the BMWMCQ faithful the annual pilgrimage to The Toad guarantees immortality. Or a hefty drinks bill. Can't remember which, so will get up there again and find out.

Ride like the wind Bullseye, **Duncan**

Submissions for the next Journal close 25th April



**VENUE FOR BMWMCQ GENERAL MEETINGS
GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG
MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM**

NEXT MEETING: Thursday 4 April





Cindy Bennett

President's Report

The AGM was a night for celebration and reflection, the 2023 Committee stood down and highlights of the previous year were reported by each member.

I am certainly very proud to take over the President's role from Tony Gray who has been at the helm for the past 3 years. Under Tony's tenure the Club went from strength to strength.

I welcome the 2024 committee and in particular the new faces of Mario Grossi (also known as Murri O'Grossi!) to the team in the Regalia role, and Chris Bramwell in the Tools Officer role.

We have two positions which are co-opted to the Committee as allowed for under the constitution, for 2024 these are:

Clubs Australia Representative - Paul Hughes. Paul will continue to represent us in fine fashion with Clubs Australia, thank you Paul.

Training Representative - Julian Davis. Julian will be coordinating the Target Zero funded rider training and be the liaison between the Club and Smart Rider Academy. He will also be taking over some of the IT responsibilities for the Club Website from Greg. Welcome Julian!

The year ahead looks to be another top one with the South Australian club running the National Rally early April and then the famous Cane Toad Rally later in April - see the advertisements in this Journal for further info on both these rallies.

We also have the wonderful mid-year events of Christmas in July, once again being organised by Richard Price as well as the iconic Frigid Digit which Ben Nazzari is stepping up to take over from Gary Bennett's stewardship. A shout out to Gary for his many years of dedication to this much anticipated event.

The partnership with Smart Rider Academy to put into place our training subsidy from the QLD Government will be a real enhancement to rider safety, so consider registering for an upcoming event. Every rider can learn something from expert education and training events.

The Life Membership endorsement of Peter Ferguson was a highlight of the AGM and is a very well-deserved honour for Peter who in his acceptance speech wanted it known that it is an honour not just for him but shared with wife Sue.

In conclusion, please don't be shy in coming forward with any suggestions or feedback to continue to make the Club a place we all want to belong to!

Best regards,

Cindy.

Mario Karting through Tokyo streets on our recent trip - epic fun! Too cold for motorbike riding.



BMWMCQ Club Events for **APRIL 2024**

Date	Start	Event	Details	Contact
Thur 4 April	7:30 pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 7 April	8:45am	Monthly Club Led Ride	Meet BP Blacksoil 8:45am lunch at Royal Hotel Leyburn	Ride Leader - Tony Gray
Sat 13 April	9:00am	Coffee Morning	Carport Cafe, 137 Glenora Street Wynnum	Events Coordinator
Wed 17 April	9:00am	Mid Week Ride	Departing Ampol Samford for The Gantry in D'Aguilar NP	Ride Leader - Ben Nazzari
Fri 26 - Sun 28 April.	Cane Toad Rally		Wolca Reserve, Mt Perry - see advert in this Journal or click link.	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



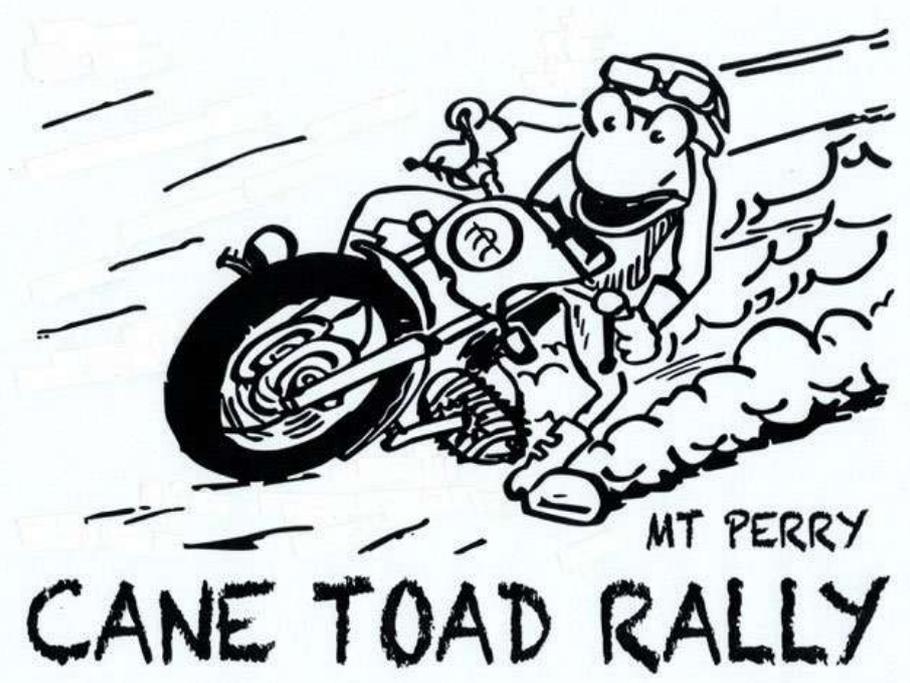
Mid week ride coffee stop - Kalbar.

BMWMCQ Club Events for MAY 2024

Date	Start	Event	Details	Contact
Thur 2 May	7:30 pm	Club Annual General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 5 May	9:00 am	Monthly Club Led Ride	To be decided at the last possible moment as usual.	Ride Leader - Duncan Bennett
Sat 11 May	9:00 am	Coffee Meet Up	Birds & Bees Coffee Shop, Queen's Road Everton Hills	Events Coordinator
Wed 15 May	9:00am	Mid Week Ride	TBA	Events Coordinator
Sat 18 May		Ride to Zero	Details to be provided	
Sun 26 May	12:30pm	Monthly Lunch Ride	Grand Old Crow Hotel, Crows Nest	Events Coordinator
Tue 28 May	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
Saturday 6 July	Christmas in July	O'Mara's Hotel, Stanthorpe	Events Coordinator
27 to 28 July 2024	Frigid Digit	Mystery Weekender	events@bmwmcq.org.au



Even bought a new tepee tent..... Can't wait for the Toad!



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

Wow, it's almost April and this year is flying past so quickly.

I have taken on my second year as Events coordinator and I'm really enjoying my time in this role. It has been a learning curve and I have made some mistakes and I'm sure to make more but that's what it's all about, learning and growing in this role getting used to people and places, finding new destinations and visiting old ones. I do welcome any input or suggestions/ ideas for rides and destinations. The past 12 months has been great. I probably have said this a million times, but I will say it again, the committee we have and club members that I have crossed paths with have been very accommodating and kind and not to mention the wealth of knowledge within the club is second to none.

The last Mid Week ride we did was down to the Pitstop Cafe in Woodenbong in which David Harvey was the ride leader and I must say it was one of the best rides I have been on in a long time, not comparing it to the Perth trip that was in another world of its own.

David and I decided to progress onto Tenterfield and ride back the following day. The weather was truly awesome. We stayed the night had dinner at the local and woke the next morning to drizzling rain, I was like YEAHHH AWESOME, I love riding in the rain especially when you have the right wet weather gear it makes the ride so much better.

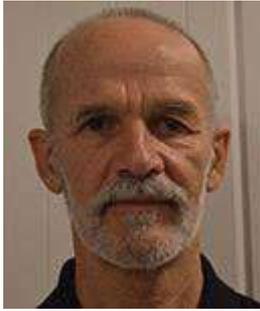
We had brekky at a local cafe and headed off the way we came in the previous day but once we arrived at Legume, we proceeded on towards Killarney instead of going back through Woodenbong. By the time we were leaving Killarney the rain stopped and we rode into Warwick filled up and had a coffee then headed home out through Esk, up over Mt Glorious then home. This is what riding is all about to me - the journey the destination and especially the people you ride with. I'm lucky to have this role and to own 2 Bikes, Yes I know 2 bikes woopdy dooo LOL but they are my 2 bikes and I love them.

This year will be my first Cane Toad Rally attendance and I'm looking forward to it to say the least as well as my first at organising the Frigid Digit in which I have found a great place to camp. On that note I will sign off, please ride safe and keep it upright.

Regards, Ben.

**Lookout
towards
Tenterfield**





Tony Gray

Vice President's Report

I stand down at the end of three years as President, the 36th President in the Club's 66 year history. Australia hasn't got that far with our PMs although recent history would suggest it won't take long. Following the US metaphor the 36th President of the USA was LBJ who ascended following the assassination of his predecessor and then took the country into a failed war in Vietnam. My ascension and tenure were far more docile. I am very proud to have been able to serve the club and very humbled by the faith shown in me by the membership.

Editor: In an almost unprecedented editorial decision I had to call Tony out on being the 36th President, who was actually Trevor Pedwell in 2008-2009. Tony is in fact the 45th President of our club, and using the US metaphor the 45th President was.... oh hang on, the phone is ringing and I need to answer that because I am waiting on information on our USA visas.... OK now I'm back and it turned out to be one of those Telstra scam calls.... Now what was I talking about? Oh that's right, Tony Gray's calm leadership and the period of his tenure through Covid was one of outstanding achievement; at the end of it we have more members, have very proudly hosted the 100th anniversary event, and have solidified our position as a club which attracts a lot of fun people and serious high flyers with a passion for BMW motorcycles. Even if they don't own one.

As had become somewhat of a recent tradition in the club Paul Hughes as outgoing President stood as Vice President during the past three years. Paul has been a tremendous support to me and a great sounding board on which to canvas ideas and help set the direction of the club. I am sure you all join with me in wishing Paul a speedy recovery from his current health issues.

The committee is the engine room of the club and I have been very fortunate to have had the support of an energetic and committed committee during these years. I thank all who have held a committee position and generously given their time to the efficient running of the club. I have been informed by Gary Bennett that Greg Gaffney if re-elected this year as the Club's Records Officer will equal a record held by Ian Aitchison dating back to the 1970s. This is for the longest continuous period in the same Committee Position at 8 years. The Committee has discussed restructuring the records position back to its traditional membership keeper role and splitting off the website maintenance responsibilities. If there is anyone here or you know of any club member with interest and skills in these areas then please make contact. In similar vein we need some more people with an interest in the production of our monthly journal. This is the lifeblood of the club for the many remote members from Cairns to Port Macquarie who rely on the journal for their club contact. We need to familiarize some more members with the software used to produce the journal. And while I am on about member support, Gary Bennett has put in a special request for more volunteers to help out at the Cane Toad Rally in April. A great way to get involved with this great club.

There have been many challenges and successes along the road but the club remains strong both financially and in its membership. During my time on Committee and as President we have lost some much loved members and I have been impressed how the club has pulled together to

honour those lost members. In similar vein we have had members suffer the painful consequences of a crash or poor health and similar compassion and support has been offered. As a member of this club you are part of a big family where the love of a motorcycling lifestyle and of the BMW brand unites us all.

Some of the challenges the club faced were turned into opportunities such as the Covid lock downs with photo competitions and prizes offered to keep members engaged. The flooding of MMM Boxerworks in 2022 and the tremendous physical support offered to Mark Morrissey to get him over that devastating event. This showed the spirit of the club in a most emphatic display of support to Mark who cited this as the most humbling experience of his life. The sad loss of Mark last year to cancer and the very strong support for Mark's family and the motorcycle cortege to honour Mark will not be forgotten by those who attended.

New initiatives in the form of club membership awards recognising the commitment for terms of 10 years and beyond, yes we have members who have been with the club for 50 years. Also recognising the part our bikes play in our lives, we introduced mileage awards for rider & bike bonds of 100,000Km upwards with a 300,000km award to Gary Stirling and his R100RS standing as the longest distance awarded to date. Then last year we had the opportunity to celebrate 100 years of BMW Motorrad and we did that in emphatic style with a week of activities that had very wide club support.

Rider safety has been in the headlines for all the wrong reasons this past year with a worrying spike in serious accidents and fatalities. I am very proud of the way club members through focus groups, surveys and participation in rider safety programs have helped the State Government to develop positive programs to help to arrest and turn around this upward trend in motorcycle accidents. We now have a substantial financial contribution from the State Govt to invest in rider training for our members. I would like to acknowledge and pay tribute to the work that Julian Davis has done to help secure these funds for club members. Julian will be working closely with the Committee this year to roll out this rider training.

The BMWMCQ was formed in 1958 by a few dedicated souls who loved their BMW Motorcycles and the lifestyle that followed. 66 years later the goals and ambitions laid out by those founders of the club are still enshrined in the constitution and spirit of the club. We are the current custodians of those traditions and we owe it to those who follow to maintain these traditions and it has been my privilege to play my small part in that story that is the BMWMCQ.

I could not walk away from the role of President without considering who might be a capable successor. In that regard I did not have to look too far and wholeheartedly endorsed Cindy Bennett who nominated for the role of President. Cindy has done so much for the club while on committee and she will bring fresh ideas, enthusiasm and energy to the role. It was great to see the unanimous and enthusiastic support of the members present for Cindy's nomination.

I look forward to the year ahead working with President Cindy that will no doubt bring its own challenges and successes.

Peter Ferguson joined the BMWMCQ in 1985 and retains Membership # 62.

Peter served as Club Vice-President in 1989 then as President in 1990 and returned for a second & third term as President in 1995 & 1996. As chronicled in the Club's 50th Anniversary Record, The Golden Ride, the 1990's witnessed a long period of discord within the club which was managed to resolution by dedicated officers of the club of whom Peter Ferguson was a key participant. The club may well have disbanded at that time if not for the hard work of these dedicated officers.

Peter took a lead role in organising the 40th anniversary celebrations for the club in 1998 as related by Charlie Brown & recorded in The Golden Ride. A memorable Anniversary dinner at the Mercure Hotel, Show & Shine, BBQs and club rides all formed part of these celebrations. These were milestone events for the club but there have been many others including Cane Toad Rallies that Peter has helped organise. Prominent among these events would be the Midnight to Dawn Navigation Rally that was staged for several years after being abandoned by the Ducati Owners Club in the 1990s.

In more recent times Peter was at the forefront in organising club volunteers in recovery efforts to salvage the flood devastated 'Boxerworks' shop at Wilston of much loved club member Mark Morrissey in 2022. Peter worked tirelessly over this long period of recovery. There are many airhead BMW's that dodged the scrapheap and are still roaming Queensland streets due to the efforts of Peter & others. This was not the first time that Peter had pitched in to help Mark in a time of need as he was there to help rescue bikes & equipment from Mark's previous shop at Windsor before it was inundated in the 2011 floods. True club spirit & camaraderie, never the need to be asked.

Peter's knowledge and contacts within the airhead community has served the club very well over the years and none more so than his role in working for over 12 months to help plan and stage the very successful BMW centenary bike display at Reddacliff Place in Brisbane in 2023. Another milestone event in the rich history of the BMWMCQ.

When Mark Morrissey sadly succumbed to his cancer, Peter was again to the fore in planning and organising a suitable send off for someone who devoted much of his later life to the BMW marque and the boxer-engine airhead models. Over 40 bikes participated in the funeral cortege for Mark which was a testament to the love and respect for the man and a credit to the BMWMCQ and all who were able to participate.

As Peter closes in on 40 years of club membership it is fitting that his long period of service to the club is rewarded and he can stand with pride among the five surviving life members of the BMWMCQ.

Bob Taylor (dec'd), Noel Soeper, Greg Dunne, Tony Malone, Richard Maher, Gary Bennett.

This proposal was presented to Club Members at the Club's 2024 AGM on 14 March 2024 and was unanimously endorsed by members present. We welcome Peter as the 7th Life Member of the BMWMCQ.



**Geoff Hodge****Secretary's Report****BMWMCQ Annual General Meeting and March General Meeting****Minutes 14 March 2024****Venue: Geebung RSL**

Meeting Opened:	7:30pm
Apologies	Paul Hughes, Gary Bennett, Don Grimes, Kate Farrar, Mal Cremer, Paul Maguire
Minutes of Previous General Meeting	Accepted: Julian Davis Seconded: Chris Bramwell
Number of Attendees:	43
New Members (Name & MC):	Allan Bratolich Yamaha Tenere, Marco Van Schie R18
Visitors:	Charlie Brown, BMWMC of Millmerran
Returning Members:	Nil.
Treasurer Report:	Presentation of accounts as per report in March Journal.
Editor Report:	As per March Journal report.
Secretary Report:	Good year, nothing out of the ordinary, printed journals available from NSW Club. 100th year a great event.
Records Report:	288 members.
Events Report:	Looking forward to the new year.
Regalia Report:	The 100th anniversary added a boost to regalia sales. There was a detailed review of the Regalia position in January 2024 due to poor regalia uptake by new members. Key findings from the review were that the Regalia role is important for the club and will be retained as a committee position, and currently the role is not well structured with unclear accountabilities, duties, and authorities compared to other roles. A target for 2024 will be to develop an action plan for the role, gain committee approval, and implement.
Tools Report:	Four tools service days held during the year. \$295 raised for the RFDS at service days. \$801.07 value in tools and service manuals purchased.
Vice President Report:	As per March Journal report.
President Report:	As per March Journal report.

<p>Special Resolution:</p>	<p>To approve the offer of Life Membership to Peter Ferguson, member #62. Peter’s contribution to the club summarised by the outgoing President Tony Gray.</p> <p>Moved: C. Brown. Passed: Unanimously.</p>
<p>2024 Committee:</p>	<p>R. Maher chaired the meeting for election of the 2024 committee. Nominations were received prior to the meeting for all positions. No position received multiple nominations. Elected committee is:</p> <p>President: Cindy Bennett Vice President: Tony Gray Secretary: Geoff Hodge Treasurer: Darryl Gowlett Events: Ben Nazzari Records: Greg Gaffney (equals club record for most consecutive years in same committee position - 8, and now holds club record for most consecutive years on committee - 9) Editor: Duncan Bennett Regalia: Mario Grossi Tools: Chris Bramwell Dealer Liaison: Don Grimes</p>
<p>General Meeting Business:</p>	<p>Cindy Bennett chaired the General Meeting and introduced herself as the 34th President of the BMWMCQ.</p> <p>Julian Davis described the current situation with the Ride 2 Zero program, with training dates and venues being determined.</p> <p>Cane Toad Rally helpers still required, please see Darryl Gowlett.</p>
<p>Meetings Closed:</p>	<p>9:10pm</p>

Geoff fulfilling one of the key responsibilities of the BMWMCQ Secretary role; photo-bombing presentations at AGMs and GMs.

Photo-bombing a Life Member is especially important.



**Mario Grossi**regalia@bmwmcq.org.au**Regalia Report****G**'day All,

I must say, I'm not sure what I have signed up for as I haven't seen a role description as yet, however there has been some banter about budgets and targets to meet. Maybe you can all help out and make my new role as Regalia Officer exceed the budget. Would welcome any ideas you may have that could add some value.

I joined the club around 13 years ago. My wife Fiona and I have seen members come and go and have enjoyed the company of many, sharing tremendous rides and catch ups. I have been riding for about 25 years with the first bike being a Suzuki GN250. Here's a great shot of the whippa snapper with the bike. I thought it was quite a bike at the time, however being a tall fellow I would have to stretch out as far as the tail of the bike; not so comfortable or great balance option.



After parting ways with the Suzuki I went through the confident macho stage of feeling I needed a taste of a cruiser and went for a Kawasaki VN800. Although it was a great bike and we had many rides, it was mostly under 300km-400km. However I found the tail bone riding quite uncomfortable, this is when my life changed to be sucked into the BMW vortex.



After some sound advice and reviews I found a K1200LT down in Patterson Lakes Victoria. Of course the ride up to Brisby was a piece of cake for both of us, as it was certainly like riding an armchair. It was a very sad day for Fiona when we finally sold it.



This brings me to my current bike, the R1200RT which is a great bike with only minor differences from the GN250 haha not! Our most memorable ride was our trip from Brisbane to Uluru then down the centre via Port Augusta, Singleton and up through the Thunderbolts Way, around 7,500km. This was a catalyst for us to travel more around OZ.



Our 3 year travels around OZ in our Caravan were brilliant, the downside was the bike laid idle. We finally reacquainted ourselves with the bike in February 2023 and hope to enjoy many more great adventures with the friendly members.

Travel safe everyone.

Mario Grossi aka (Murri O'Grossi)



Darryl Gowlett

Treasurer's Report

G'day Everyone,

Well, 'tis the end of March, which means we passed the Ides and they apparently went unnoticed. Same shit, different day I suppose.

You'd better scoff your Easter chocolate while you can still afford it, and prepare for the best rally in the calendar, The Cane Toad. It's four weeks away and Barry Gannett has been doing his utmost to ensure its success, as is his norm, so prepare your steeds for the trek to Mount Perry for a frivolous weekend of . . . frivolity. And bench racing, and kicking tyres, and all the other motorcycling stuff.

As you can see by the figures below we received money for memberships and regalia, and a bit came in from the service day which mostly went to cover an outstanding supply debt from 2022, so only \$8 was left over for the RFDS. Chris is busily adding more dates to the calendar for service days, so we'll get that tally up soon.

See you at the Toad.

Ciao, Darryl

Trading statement as at: **March 26, 2024**

BoQ Balance as at:		February 25, 2024	\$ 50,813.17	Year to date		\$ 33,548.00
Income:	Membership	\$ 2,170.00		\$ 3,120.00		
	Advertising	\$ -		\$ -		
	Regalia	\$ 40.60		\$ 40.60		
	Tools	\$ -		\$ -		
	Events	\$ 39.77		\$ 39.77		
	Interest	\$ 3.89		\$ 3.89		
	Sundry	\$ 8.23	\$ 2,262.49	\$ 17,508.23	\$ 20,712.49	
	RFDS Service day					
			\$ 53,075.66		\$ 54,260.49	
Expenses:	Administration	\$ -		\$ -		
	Website	\$ 385.00		\$ 770.00		
	Paypal	\$ 28.25		\$ 44.08		
	Regalia	\$ -		\$ 500.00		
	Tools	\$ -		\$ -		
	Events	\$ -		\$ -		
	Sundry	\$ -		\$ -		
		\$ -	\$ 413.25	\$ 284.00	\$ 1,598.08	
Balance			\$ 52,662.41		\$ 52,662.41	
BoQ balance at:	March 24, 2023		\$ 52,662.41		\$ 52,662.41	
Term deposit:		\$ 20,876.23		\$ 20,577.44		
Interest		\$ 900.14	\$ 21,776.37	\$ 900.14	\$ 21,776.37	
Available:			\$ 74,438.78		\$ 74,438.78	

RFDS donations

\$0.00

\$0.00





Chris Bramwell

I am a Mexican born in North Melbourne, and yes I am a one eyed North supporter.

I joined the RAAF in October 1966 and after rookies was posted to Laverton. In November 1967 I was deployed to 2SQN at Phan Rang in Vietnam and came back home in November 1968. March 1969 I was deployed to 3 SQN in Butterworth in Malaysia for 3 years and there caught the motor bike bug initially learning on a 250cc Honda Dream then within a few months onto a Kawasaki 350CC Avenger. On returning to Australia in early 1972 I bought a 500cc Kawasaki Mach 3 and had that for 5 years then sold it. Moved to Brisbane in 1982, too cold in Melbourne. In 2017 I caught the bike bug again and bought a 2003 BMW K1200 GT which I still have and I love it.

I am looking forward to this coming year with the assistance of Bill Luyten.

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

Tools Officer's Report

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

Chris Bramwell 0427 480 811





Greg Gaffney

Records Officer's Report

If and when the rain stops, we may look forward to some pleasant cooler weather. I have taken on the role of Records Officer again this year however this will be my last year in this role. We luckily now have Julian Davis onboard who is organising our Rider Training Program and is also a website developer.

Cheers, Greg

Welcome to New Members:

Kelvin Everson, SUNNYBANK HILLS, **R9T**

Daniel Reilly, DECEPTION BAY, **R100GS PD**

Glenn Heers, DURACK, **R75/5 R1200RT**

Allan Bratolich, BURBANK, **Yamaha Super Tenere**

Marco Van Schie, WYNNUM, **R18**

Jim Brownnett, MAROOCHYDORE, **R1300GS**



The most photographed motorcycle in BMWMCQ history is photographed again in Kalbar



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

**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](#) - \$19
100% Wool
Beanie



[AH770](#) - \$19
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](http://goldstarembroidery.com.au) and call Daniel - he knows all about BMW regalia!

<p>Poster - 60 x 42cm: \$5</p>	<p>Key Ring Rubber - 38mm: \$5</p>	<p>Big Rectangular Sticker - 13 x 10cm: \$2</p>	<p>Little Round Sticker - 6cm: \$1</p>

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





The below very informative graphic on lane filtering appears in the current edition of the RACQ magazine - The Road Ahead.

ROAD RULES >

LANE FILTERING RULES FOR MOTORCYCLE RIDERS

Lane filtering and riding on shoulders is allowed for motorcycle riders in Queensland under certain conditions. For more information about Queensland's road rules please contact the Department of Transport and Main Roads at tmr.qld.gov.au or by calling 13 2380.

	<p>[1]</p> <p>You can only ride at low speed between two lines or lanes of stationary and slow-moving vehicles travelling in the same direction as you are, and if there is enough space between vehicles to do so safely.</p>		<p>[2]</p> <p>If one of the lines or lanes is a dedicated turning lane (left or right) you must not lane filter using this lane. You also should not lane-filter between trucks or buses that may need additional space to turn.</p>
	<p>[3]</p> <p>Only Open motorcycle licence holders can lane filter, and they can only do so at 30km/h or less and when it is safe to do so.</p>		<p>[4]</p> <p>Lane filtering is not permitted in school zones during school zone hours.</p>
	<p>[5]</p> <p>Lane filtering is only allowed between stationary or slow-moving vehicles, not between a vehicle and the kerb.</p>		<p>[6]</p> <p>You can also ride on the sealed shoulder of a road or the emergency stopping lane in slow-moving traffic if the speed limit is 90km/h or more. You must still travel at 30km/h or less.</p>

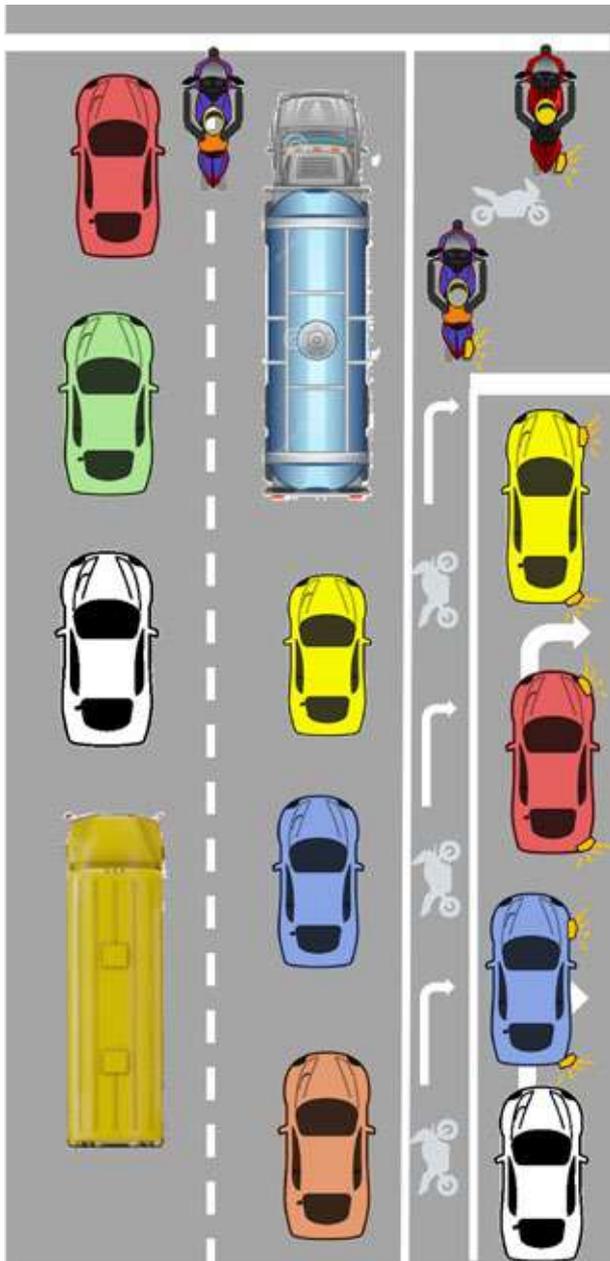


By Duncan Bennett, Member #4171

Again at some risk of being controversial, and following on from last month's opinionated bleating about riding practice, a few comments on the subject of lane filtering seeing as how the RACQ explained some of the key rules on the previous page.

Firstly, the change to make it legal was a good idea, because loads of riders in peak hour did it anyway. Chances of getting caught and fined were pretty minimal, thanks to the rear only number plate and the "we've got way bigger issues to attend to than trivial old you" police response. I recall a crash on the Gateway back in 2012, motorcyclists were sliding in between the stopped traffic everywhere, one even cut off a police car heading up the side to the crash without any consequences other than a brief blast of the siren.

I try to follow the lane filtering rules, because they make sense. School zones are sacrosanct, but that isn't about the risk of some pre-pubescent bolting across 4 lanes of heavy traffic, it is more about the distracted pater/mater in the Mercedes SUV. No-one is dropping Tarquin off at 7am though, they could be more realistic hours.



Exception is No.2 on the previous page, even though I don't like doing it. This is the single lane turn, and if the choice is up to 6 changes of lights to get around, clutch hand cramp, and congestion after the intersection, then I will slide in as cars are going around or get out in front at the lights. My somewhat hopeful improvement idea on single lane turns on busy intersections is pictured; a "motorcycle clearway" or a motorcycle filter lane so there is room for motorcycles to get in front. If bicycles wanted it, they'd already be painting the lines. The right hand turn onto Coronation Drive from Hale St would be ideal for this - literally every motorcyclist gets to the front of the queue here because the queue goes back kilometers and there are so few vehicles going straight ahead over the world's most expensive per metre toll bridge - the Go-Between.

And therein lies the conundrum - if the benefit is high to lane filter then riders will do it - regardless of the legality, and while people are ordering Uber Eats and motorcycles are legal then lane filtering will happen. Making it legal has been very positive, especially in driver attitude, it is quite common now for drivers to see me coming and try to give me space so I don't drag a rough barkbuster down the length of their Jag. Tesla drivers don't move, I assume because that may be the difference between making it to the charger, or not. Seemingly gone are the days when drivers would be annoyed by lane filtering and would try to teach you a lesson. By killing you.

Duncan's Safe Right Hand Turn to Make Everyone Super Happy™ design



Be a part of the famous Toad!



JOURNAL 600th

JEGMar2024

Hello from BMW Motorcycle Club of Queensland
If you're reading this then you'll understand
How important it is to communicate
Be it interesting stories or "save the date"
Of course if it's bike related then all the better
For off-bike days when the weather is wetter
So many members have stories to tell
And dealers have bikes to promote & sell
All this comes to you every month
Can you believe it - this one's the 600th!

It all started back in April 1968
When journal No1 was printed in this State
The Club by then was 10 years old
And members found a way for news to be told
Each month many helped to bag & post
So copies could reach those from inland to coast
As technology advanced so the journal did too
Feb 2017 it went digital which was sad for a few
Editors past & present have done a fabulous job
Providing news & entertainment for the BMW mob



Moto Guzzi Club of QLD Presents



Ruptured Budgie Rally

May 17, 18, 19 2024

1994 to 2024 the 30th Ruptured Budgie Rally

The Moto Guzzi Club of Qld invites all motorcyclists to join us for the 30th Ruptured Budgie Rally at Mingoola. Where is Mingoola you ask? It is about 60k west of Tenterfield on the Bruxner highway.

Good camping spots by the river, plenty of firewood onsite

Fully catered with from Friday dinner to Sunday breakfast
licensed bar from Friday evening

**DJ selected music by DJ Reckless Robin from Friday night on
Rally games Saturday afternoon**

Awards for Best Guzzi, Best Rat Guzzi, Longest Distance – Male & Female (from home as the budgie flies), Oldest Bike and Rider Combo, Hard Luck Award

\$25 entry, includes badge **Pleas note this is a Cash only event.**

Please note that this is a motorcycle rally. No cars (except official vehicles) will be allowed through the gate, no exception so please do not ask. Support vehicles are not wanted or appreciated. If you can't carry it on your bike, don't bring it. The rally is fully catered and licensed so no alcohol is to be brought in for two reasons. Firstly, is contravenes our liquor license and secondly the bar is how we raise money to donate to various charities. The property is a working farm so no Dogs or glass.

For more information email info@motoguzziclubqld.org

By Gary Bennett. Member #509

The first Journal of our club was published ten years after the formation of the club. For the next five years it was just a basic newsletter, some were only one or two pages.

The image below was the first cover used on our Journals from 1973 until 1982 (10 years) when it was decided a change was overdue.



A competition was launched by the committee to find a new cover which inspired George Tipping (past President 1970) to write to the editor.

Letter to the Editor:

I noted in the last Club journal that you intend replacing the 'old' cover with a new one. Before the old cover totally disappears I believe it appropriate to publish the history of the cover.

Two people were responsible for the cover some many moons ago, myself for choosing and supplying the subject and Ian Aitchison who did the lettering and artwork.

The picture is of George Meier (N°49) on his supercharged BMW 494cc twin model 251 riding to BMW motorcycle's most glorious first and second position victory in the 1939 Isle of Man TT.

This machine disappeared from Germany during the occupation after WW 11 and eventually turned up in France, where Charles Lock of M.L.G. Motorcycles of London managed to acquire it and then completely restored it. The machine was for many years displayed in MLG's showroom in London

as was its stable mate (ridden by Jock West) displayed by George Meier in his Munich showroom.

The true power output of these machines has never been revealed but is estimated at 68 bhp. However vague the power, the weight was a mere 306 lb, the lightest machines in the race. It should be noted that these were the only machines in the race with rear wheel suspension and they also had the benefit of telescopic front suspension which BMW had pioneered with their R12 way back in 1931. Nothing could compete with the machines, but of the three BMWs. entered, tragedy was to mar the event. Karl Gall, who had been a stalwart since the earliest days of BMW racing and was a German road racing champion, was killed on the first day of practice.

Meier won the Senior TT in 1939 at a record race speed of 89.38mph with such apparent ease that there was no need for him to exceed the lap speed record of 91mph set a year earlier. It was the first time since 1911 that the Senior category of this world famous race had been won by non British entrants. However, as 1939 wore on to its distracted end, the demands of war stopped the production of BMW motorcycles for civilian use. They had a good run, more than 160,000 having been built since the first R32 sixteen years before and which had put BMW on its feet, it was not all due to motorcycles, not by any means, but without the motor-cycles there would have been nothing.

I trust the above letter is of interest to club members and would ask that in selecting a new cover for the journal (the present one lasted 10 years) that you consider that current fashion in BMWs is out dated in 2 years time, whereas the 'old' cover will serve its purpose for time immemorial. Perhaps I should add that if there is sufficient interest in articles on historic BMWs I have plenty of information to keep the journal going until I am an O.A.P.

George Tipping

Reply by Editor:

George - thanks for the interesting and informative letter. I knew some of the details but am glad to have all the information from an original source. For the fate of the cover see the results of the Cover Competition elsewhere in this issue. I think articles on BMWs history would be a welcome and entertaining addition to the journal, so thanks for the offer - we accept!

Dave Bluhdorn

Cover Competition Results!

At the Committee meeting this month, the members present examined all the entries received in the competition and decided on the cover to be used in future magazines.

The result was a win for the traditionalists as none of the entries excellent, as they all were, was judged to be better, as far as identifying our club and remaining undated by changing BMW fashions, than the original. It will be retained with a few minor changes. The committee has decided that the prize will be shared between all the entrants, so each will receive a club T-shirt as a token of our thanks for their efforts to help the club.

The following page shows the changes that were made and this cover remained for a further 5 years.

Sourced from Club Journals of late 1982 by Gary Bennett.

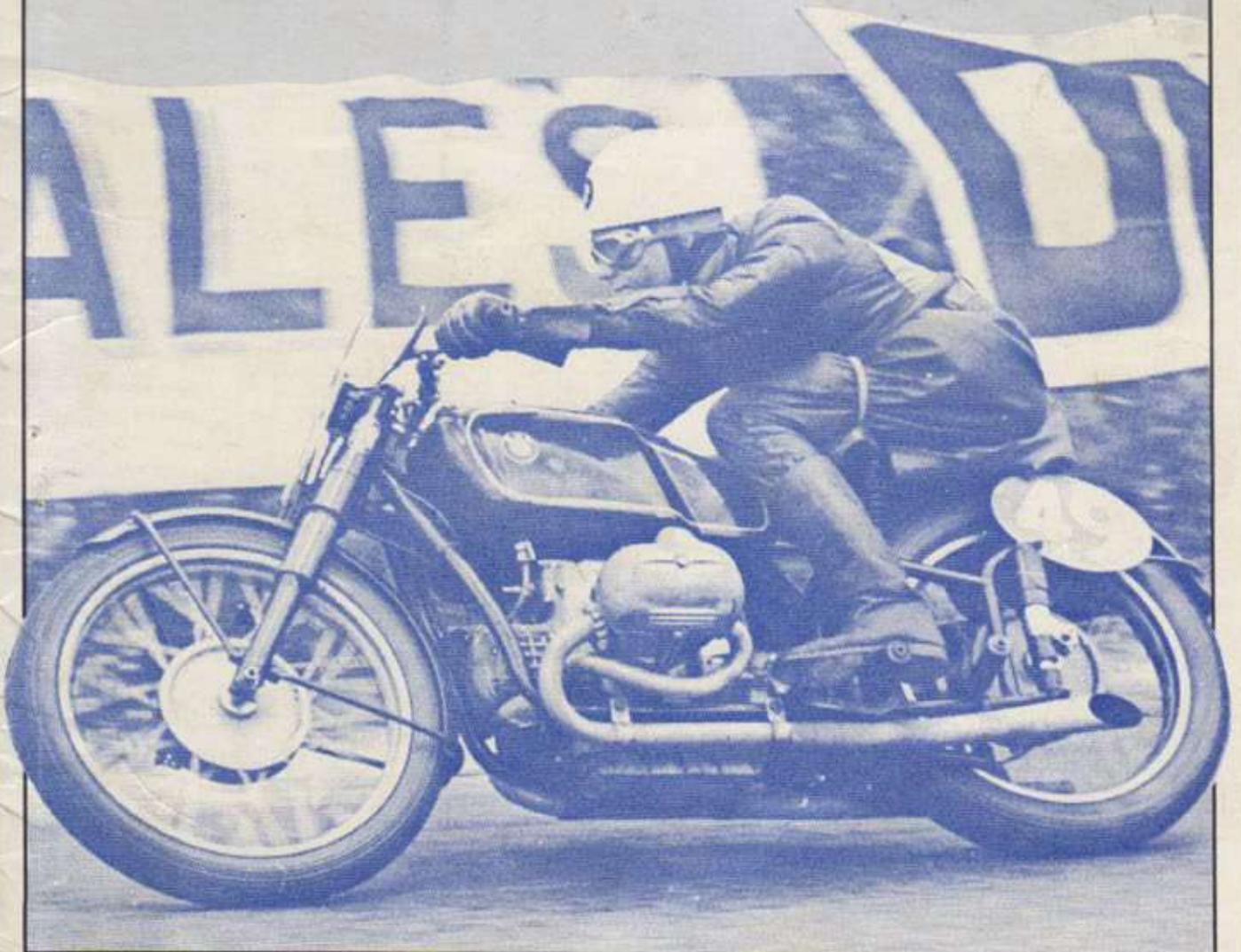


BMW CLUB JOURNAL

BMW Motorcycle Club of Queensland

Registered by Australia Post
Publication No. QBH 2385

AUG 1983



**BMW
Motorrad**BMW Clubs Australia
National Motorrad Rally
Nuriootpa SA 2024**BMW
Motorrad**BMW 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.

Never too late - but this is your last chance!



By Tony Gray, Member #3905

Yeegads not another bloody story about the joys to be had on a motorcycle touring the beautiful roads of Tasmania - alas dear reader that is exactly what awaits you. But read on, every trip is different and there may just be something here that pushes you over the line to make your own memories of touring this mesmerising Island.

My love affair with Tasmania started on a K2 model Honda 750/4 in 1974 not too long after recovering from the devastating January floods. The love affair was truly cemented in 1978 when Jane and I rode around the Island on our honeymoon. That year the bike was our Ducati 860 GTS. The first trip with my southern riding buddies while living in Melbourne was in 2003 aboard my Honda VTR1000 Firestorm. Trips with some or all of that crew was repeated in 2006, 2014 (Rex the ZRX1200 Kwaka), 2016, 2024 (Grey Ghost R1200GS) then other trips with Jane aboard Rex in 2008 for our 30th wedding anniversary and 2017 on the Grey Ghost as part of our three Islands Trip (Kangaroo Is, Phillip Is, Tassie). Throw in several car holidays as well as work trips and I can truly claim Tassie as my second home. Will I ever get bored with the place - not a chance.



1974



1978

2003



2006



2008



2014



2016



2017

Planning your Tasmanian Trip starts with the first big question to be answered - take your own bike or rent? I have only ever done the first option but many others who may be time poor opt for the rent option. If you are taking your own bike from Queensland then your holiday can be broken into three parts - Down/Around/Back. My advice is to do the fun mainland roads on the first 'Down' stage. You will arrive in Tassie for the 'Around' stage with the chicken strips worn in and your mindset and reflexes tuned for what Tassie has to offer. By the time you return to Geelong for the final 'Back' stage you will likely be fully satiated with cornering and happy to log some easier miles to get her home. This is how I planned and executed the 2024 trip.

Stage 1 Down:

Our trip down was over 5 days and 2300km with overnight stops at Bendemeer, Bathurst, Cooma and Beechworth. Best ride sections on that route after the now fully sealed Mt Lindsay Rd to Tenterfield were: Bathurst to Crookwell a delightful series of sweepers: Cooma across the Alps to Kiandra - need to watch your right hand for 2 hazards, one in cars with coloured lights and the other with hooves: Elliott Way dropping from Kiandra down to Tumbarumba, a tightly twisting delight: Murray River Rd from the State border at Jingellic to Granya, much nicer than the more



JUST ANOTHER TRIP TO TASSIE

populous Murray Valley Hwy on the other side of the river where the patrol cars frequent: Granya Mountain, this road isn't as well known as others in the alpine regions so very little traffic, it's a cracker: King Valley through Whitfield, a beautiful region with some nicely challenging roads.



Cooma in the mist



Elliott Way Australian Alps



Power's Lookout

In Geelong we caught up with the rest of our riding crew for dinner at Little Creatures Brewery. Our party of five comprised of Ducati Multistrada & Diavel, BMW 1250RS & 1200GS and Yamaha Fazer 1000 (Sport/Tourer version of the M1).

Eating places and where to stay: Bendemeer

Pub has a top feed and a great place to stay; Panorama Motel Bistro had a surprisingly good feed you couldn't jump over, again not a bad place to stay: Paul's Cafe on the corner in Crookwell for a good feed: Lott Cafe in Cooma for an excellent breakfast: Tumbarumba Bakery - yum: Beechworth is a very touristy town but recommend the Armour Motor Inn who always look after us & our bikes, Hotel Nicholas for a good reasonably priced feed and of course the iconic Beechworth Bakery: Mansfield, excellent lunch at the Coffee Merchant.

The new Ferry Terminal at Geelong is a bit further south than the old Port Melbourne Terminal for we Queenslanders but it offers a lot more space and amenity. What it unfortunately doesn't offer is a much shorter (or cheaper) crossing as the sailing time is similar even though it departs a lot further south in Port Phillip Bay. That is because the Ferry has to do a bit of back-tracking to get into the deep sea channel.



New Geelong Terminal



Happy to be on board

Stage 2 Around:

We arrived in Devonport on Saturday morning 24 Feb with seven days of riding pleasure ahead. I hadn't planned or organised the Tassie route but had offered up some spicy suggestions to our Tour Leader courtesy of our esteemed editor Duncan who knows the Apple Isle better than me. That somehow morphed into me leading the way throughout. There are several things to remember when riding here if you want to stay shiny side up. These things are all encountered on the mainland but nowhere with the regularity you will find here.

- Roadkill - mostly smaller marsupials but it is everywhere. This year was the worst I remember. Catch one on the racing line heeled into a corner and you are in trouble.
- Don't expect advisory road signs on every corner, there are too many corners and not enough metal coming out of BHP. In European style, be your own judge. Personally I prefer this approach rather than relying on some Government derived algorithm to tell you how fast to go.
- Gravel on the inside of corners. There are lots of tourists driving rental motor-homes and the roads are narrow. They drag gravel onto the roadway.
- Those same tourists wander about looking at the scenery and pull in & out of the roadway to take pictures often without indicating. You have been warned.
- Don't plan to cover big distances in a day. The roads are tight & twisty which means slower and tiring. There is also plenty to see & do so don't rush. Plan on 200/250km per day.

The Western Tiers is one of my favorite riding areas as you can wander around there for a day and end up only a few km from where you started without traversing the same section of road twice, That is exactly how we started our trip following Duncan's tips. There are plenty of attractive towns in this area like Sheffield, Deloraine, Westbury or Penguin & Ulverstone on the Coast. Leven Canyon Lookout (a short walk) and Paradise Road are two items to add to

your plan. A slight mishap for me after leaving the Leven Canyon carpark with phone sitting on the bike seat - they don't bounce. Ouch! A tip here for people getting off the Ferry. You get a wake up call and offer of breakfast but don't be tempted by yesterday's eggs & bacon. Hold your nerve, decamp, fill your bike up if needed, swing onto the very pleasant River Road along the upper reaches of the Mersey River then head into Sheffield, the town of murals, for the excellent Eggs Benedict & coffee at the delightful Epicurean Cafe. The short 35 min trip on a sunny crisp morning will enhance your appetite and set you up for the days riding ahead. For lovers of steam machinery (aren't we all?) there is a brilliant Annual Steam Fest held early March in the Sheffield Showgrounds - we were a bit early this year but have attended in the past and it is memorable. The advertising blurb goes like this:

Celebrate Steam: The Power: The Scent of Wood Smoke: The Metallic Tang of Steam: The Smell of Sweaty Men as they Stroke Hot Throbbing Engines.



Breakie in Sheffield



Leven Canyon

Time to move on. We had spent a lot more time in those tight valleys & mountain foothills so



ended up covering a few quick miles along the Bass Highway to our overnight stop at Stanley. We had a B&B house to ourselves but had dinner at the Stanley Hotel. Food was excellent but you do need to book and they have two sittings. If you are into penguins (no not for dinner) then the little fellows waddle up to their rookeries near the cemetery after sunset.



Boat Harbour Beach

We were heading down the west coast so had to backtrack from Stanley before turning south. Another tip here. Tassie roads are graded A, B, C and all offer good riding but the C roads are less trafficked and have more twists as they wind around farm properties. To hook up with the main A10 Murchison Hwy I tried the C237 Oldina Rd that was very narrow but pretty much devoid of traffic. A delight. The A10 goes through Hellyer Gorge (which is another top ride) as it wends its way south to Queenstown. The Highway is pleasant enough but the alternative is to take the Anthony Road (no relation) from just south of Tullah via Lake Plimsoll to rejoin the A10 just north of Queenstown. This is an old Hydro Commission constructed Road and is very course bitumen construction which carries very little traffic. It was here that we encountered the only rain we saw in Tasmania and that was for only 30 minutes or so. I love Queenstown, many don't, but I enjoy it's earthy realism. There is no room for frills & fancies here. Drop into the Empire Hotel and admire the National Trust listed staircase constructed of locally sourced blackwood. I doubt you will find better craftsmanship anywhere in the world.

The road south out of Queenstown is a true test of your cornering ability and a lot of fun. We stopped at a farm-stay outside Hamilton then dropped into Hobart for lunch and time to get a new screen fitted to my broken phone. We continued south onto the western side of the Huon Valley stopping at Port Huon. The Huon River has that dark tea-tree stain so provides a great opportunity for the photography buffs to capture some reflections on a calm day.



Port Huon

There is also a wooden boat building centre where old artisan skills are on display, well worth a visit. We also popped into Geeveston which is the gateway into the Tahune Rainforest & Canopy walk. We didn't undertake that adventure this trip but I have done it previously before it was severely damaged in the 2018 bush fires - the walks have been reconstructed but it will take decades for the forest to regenerate. If you are lucky, either early in the morning or late in the day, you can see platypus in the creek just below town. It is the only place I have ever seen platypus in the wild - but not this time. Geeveston is also one of the two main film locations for the popular ABC comedy series 'Rosehaven'. It is what you could call a real 'character town'.

There is no crossing of the Huon River so we back-tracked to Huonville before turning south again on the eastern side of the valley to follow the coast around this pretty peninsula with a smattering of small seaside villages. There is a beautiful lunch spot at Peppermint Bay with views across to Bruny Island but alas the Hotel was only operating on select days due to staff shortages and our day was not one of them.



Peppermint Bay

We finished our circumnavigation of the peninsula then back through Hobart to the Tasman Peninsula on the other side of the Derwent Estuary where we stayed at White Beach outside Port Arthur.



Tasman Peninsula

Self contained cottages in quiet remote locations can work well for a group with a bit of self catering and relaxation. Port Arthur is a world famous convict site but there are other sites around the peninsula that are open and free to view - the Coal Mines Historic Site near Saltwater River is well worth a visit.

My phone was still playing up so I split from the group to head back into Hobart to hopefully get it fixed. The boys had the rather simple task of heading north to our next night stop at Bicheno on the coast - they got lost. When we regrouped in Bicheno the Multistrada was wearing a few scars from a low speed U turn fail. It hadn't been a good day and things were only going to get worse. A lot worse.

Many club members of a vintage similar to me subscribe to the mantra - *"Growing old is inevitable, Growing up is optional"*. Sometimes that can bring one unstuck. We have a hostess

in Bicheno who lets a couple of holiday cottages - we have stayed at one of her places every trip so we all know each other quite well. This time she had a new place right next door to the pub - so convenient they even have a side gate direct to the pub. We arrived and the place was open for us then Agatha arrived with a slab of Boags Premium under her wing to welcome us and catch up with life. This was going to be a BIG night. After the slab and some pre-dinner drinks, dinner, post-dinner drinks I had reached my fill as had Greg. We retreated while the other three were deep in conversation with a couple of English Backpackers. I remember the last words Greg uttered before we hit the bed - I will leave a light on so they don't fall over. Sometime around midnight the three amigos arrived home and pandemonium erupted as one of the boys went Rss Up and split his head wide open on the sharp edge of a coffee table. This was the first time I have had to use the First Aid kit I carry on the bike. It was pretty obvious it would need stitching so a 000 call was made and the sole ambulance driver arrived far quicker than would happen in a capital city.



The Mummy arrives in Swansea

We were then to get a lesson in what 'Rural Health' means in the real world and not just something you hear on the news and dismiss. There is no ambulance station in Bicheno so the Officer keeps the truck at his home which wasn't far away. He has volunteer drivers to help him when a patient needs to be transported. He made an assessment and called the small

medical centre at Swansea, 45 km south. I was the most sober so took the trip down with the volunteer driver. I better understood why there is so much roadkill and why you shouldn't ride a bike at night - there were sets of red eyes everywhere. The Swansea 'surgery' is attached to the old people's home. It is a simple two bed affair and there is a nurse on duty as required to care for the inmates. She had a look at the wound and called the 'on call' doctor. Then ensued a little parody of Pythonesque humour - hearing the details of the patients injury, age & sobriety the Chinese Doctor said that he would have to be transported to Hobart for scans - about 2.5 hours away. The nurse relayed this to Phil who said he was feeling better and really didn't want to go to Hobart (it was after 1am). 'Really didn't want to' was not going to cut it but Phil could REFUSE to go. Ah I REFUSE to go to Hobart. Good said the nurse who then got the Doctor to attend. His first question to Phil in broken Chinglish - Ah you REFUSE to go to Hobart? You sign the form. Yes to the above and Phil was stitched up and the Dr went back to bed.

It was now 2am and the ambulance was going to return to Bicheno - without us. They provide a one-way service and it was against the rules to transport us. Nurse Anita then said the surgery was not for overnight stays but as there are no Uber or taxi services and we only had motorbikes she turned a blind eye, closed the door and left us there until 7am at end of her shift. A sideline story here, Anita is a FIFO whose home city is Cairns, yes that Cairns. She has been doing this for 2½ years. Unfortunately I couldn't use the second bed as it would then have to be cleaned and a report written and as I wasn't really there - you get the picture. The boys were able to raise Agatha in the morning who kindly loaned her car for us to be picked up and returned to Bicheno. We got a bit of sleep and cleaned up and bid farewell to Agatha & Bicheno after what had been a long and eventful night.

Phil managed to get his helmet on over his newly bandaged head so we changed plans and shortened the trip to our last nights stop in Launceston. The Lake Leake Rd from the Coast

to Campbell Town is a very fast sweeping road that has one of the highest accident rates so care required but a great ride. Our last day was spent back along the Western Tiers area where we had started. We had a stop at Richardson's House of Motorcycles in South Launceston where Brad had a new rear tyre fitted to his Diavel (they have a motorcycle museum with free entry). From there the B54 Meander Valley Road does just what it's name implies - meanders it's way along through and past historical villages all with their own distinctive offerings.



Pearn's Steam World

Westbury has a very English Village Green as well as 'Pearn's Steam World' which is well worth a visit.



Deloraine

Just outside of Deloraine was the 50's Diner which was a real hoot to visit but sadly it has

closed permanently. Deloraine is one of my favorite towns along here with it's well kept parks, river setting and quirky shops. The old water wheel however has been removed and the cafe above closed which is another disappointment.

So there goes another memorable and enjoyable trip around Tasmania by bike - 1600km in 7 days which is about the right pace to set in this motorcycle nirvana that keeps drawing me back.

Stage 3 - Back:

We decamped the ferry early Saturday morning but still encountered congested traffic around Melbourne due to roadworks. We made Cann River for an overnight stop after a very pleasant sojourn to look over the extensive Holden Museum at Trafalgar on the Princess Hwy. Yes I am an old Holden Kingswood & Commodore owner & lover.



Kingswood Country

The run home was shortened to 4 days with other stops at Bathurst and Bendemeer. This leg was just over 2,000km giving a touch under 6,000km for the total trip of 16 days. A lot of fun with good mates in a beautiful place.



The Red Cross is one of our Charity partners and you may not know but we have a Lifeblood team for BMWMCQ! Madeline Horton, Group Account Manager for Red Cross Lifeblood told me that we have 3 registered donors in our team and during the 12 months since 20 March 2023 we have together made 27 donations which Madeline recognises as a fabulous effort for just 3 people. Imagine what we could do with a few more - so come on and register for our team per below if you are a current donor, or consider donating it is very worthwhile.

Cindy Bennett.

Be the Lifeblood of your community

Did you know that a new blood donor is needed every 4 minutes in Australia, and a donation is needed every 18 seconds? Or that 1 blood donation can save up to 3 lives?

Being a member of a Lifeblood Team like ours means you're part of a united force for good.

Seeing the impact you can make together is powerful.

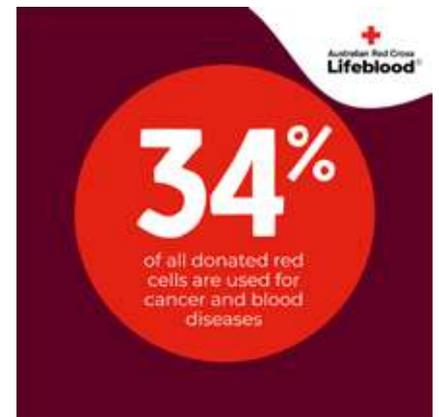
A tally of lives saved on the wall. A personal story of survival. A laugh, a hug, cheering for your side. Whatever it looks like, blood donation teams like ours make a difference together.

If you're considering joining our team, why wait? To join, simply:

- Register a donor account or log in if you have one.
- Join our team by heading to the 'Teams' tab in the top right and clicking 'My Teams'.
- Search for BMW Motorcycle Club of Queensland (BMWMCQ) and select our team — and you're done! Each blood donation will now count toward our tally.

Or, to learn more about donation, who your donation helps, or to check your eligibility, visit www.lifeblood.com.au

Go on. Be the Lifeblood of your community. Join **BWMCQ's** Lifeblood Team today.



1st LADY No2

JEGMar2024

March 14th 2024

The AGM has started, Tony takes the floor

For the last 3yrs he's given his all

Achieving so much as he heeded the call

But now he feels it's time to step down

And let someone new take over the crown

There's one nomination, could it really be?

Heartily accepted - it's our own Cindy!

With Greg on Records & Gary on History

The 1st Lady President is no longer a mystery

41 years ago on AGM night

The BMWMCQ voted in Hazel Wright

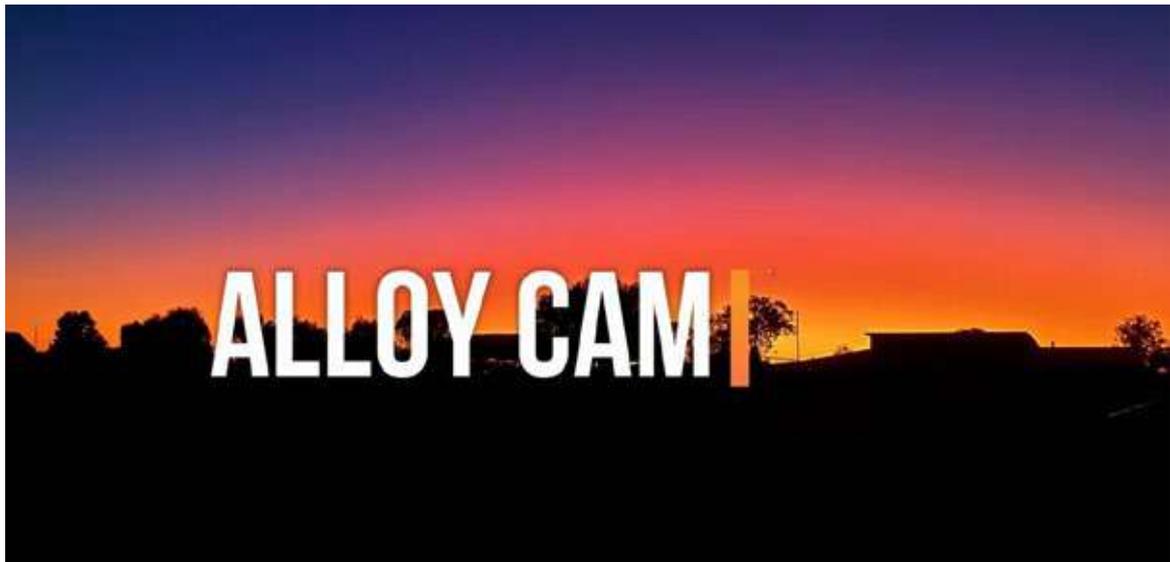
It's been a long time & well overdue

But the Club now has its 1st Lady No2

With Duncan she's been Journal Editor for years

Congratulations Cindy, good luck & cheers





By Cameron Coles, Member #4051

Here is the 7th episode of Cam's Safari Africa, click the link below to enjoy and please like the video and leave a comment, this really helps.

This episode goes north from Springbok and crosses into Namibia and the Fish River Canyon Roadhouse.

[Cam's 7th Episode](#)





David explaining how we were going to get out of Springfield Central using the powerful combination of corner marking, rabbit's feet, voodoo, and a heavy reliance on good luck.

A rare sight - two F750GS Triple Blacks on the same ride. Eddie and Karen normally do insanely technical rides by accident but decided a mid-week relax was in order.



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!
- First training courses will start mid-May and will be a mix of weekday and weekend sessions at Mitchelton.
- \$50 investment per rider, the rest of the cost will be covered by the training subsidy.



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/>

Training that will make you a **better** and **safer** rider
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By Duncan Bennett, Member #4171

To paraphrase Richard III; now is the autumn of our discount tent. Tents imply camping, which implies sleeping discomfort on a punctured air mattress, itching from mozzie bites, starring in a B-grade adult movie lying on one's back and taking one's pants off/on, and expensive compensating hotel bills as soon as one gets back into civilisation.

Our tenting experience has been a journey from simple Oztrail 3 man (actually a good set-up now owned by Steve Johnson), to a larger Oztrail 3 man with a front patio to give more undercover storage and a place to cook if it is raining, to our latest destination of a tepee. The theory of the tepee (pronounced tea pea) was converted into useful reality by the North American Indians, notably the Sioux. The Sioux naturally also had numerous adjectives and adjectival nouns for tepees and tents in general, including the popularly descriptive "ina akayake" which literally translates to mother rider. As in "Which ina akayake has the ina akayake instructions for this ina akayake tepee? Ina akayake, the pegs have pulled out again! I'd murder a ina akayake XXXX Bitter mnipiga right now."

The problem is that each tent along the journey has become bigger, with the simple Oztrail 3 man tent able to fit into the bottom of a pannier but the upgrades needing to be strapped across the seat, no pannier is 6 ft long. In the name of safety, our criteria is that the tent laid across the back seat should not be wider than the panniers, and should not be so large around that it is pushing one's manhood/womanhood/neutralhood forcefully into the fuel tank.

The OzTent Malamoo TP-6 was our upgrade, but not sure if it was designed by the Sioux, because rather than heaps of poles it has just one. It just fits the safety criteria. 70cm long, it is only about 20cm around so long and skinny and weighs 6.45kg dry. This is pretty hefty, but at only 2% of the full riding package we're into splitting hairs territory worrying about that. I've eaten that weight in prawns at an Evans Head luncheon, and Tony Gray had more than me.



The Malamoo TP-6 loaded up and truckin'

The fabulous mid-week ride on 20th March led by David Harvey and backed up by Events Officer extraordinaire Ben gave the perfect platform for the new tent test. Years ago I was riding through the dark wilderness of the Toonumbar National Park just west of Kyogle, and I chanced upon the Iron Pot Creek Campground. It looked as though it had been last visited by a hopelessly lost Matthew Flinders, and as we like our camping to be private it went on the list. With the mid-week finishing at Woodenbong, it was a simple extrapolation to go onto the NSW Parks booking website and we had a "walk in" - pronounced "sneak through and ride in" - site for \$12.30.

Into Kyogle, re-fueled and beered and ginned, Garmin tried to get our bevvies back up to room temperature by taking us on a ridiculously long dirt detour on the trip out to Iron Pot. It quickly becomes rainforest out there, when dry it looks weird, there is moss everywhere. The track in is generally gravelled, with only a few sketchy bits, so at 4pm we were rolling into the campground trying to figure out where our site was. Not that

it mattered, there was one mob way up the other end and a hammock camper about 100m from us.



Diamond python Iron Pot concierge

We “walked in” to No.2 campsite, and commenced set up. The Malamoo TP-6, like most tents, is brain-dead simple to set up. A small detour getting to the story destination here - the TP-6 means that it sleeps 6 people. Even with the tent size BS factor thrown in I was pushing the boundaries of No.2 campsite, it is a 3.5m wide octagon, of the same size as a Finnish sauna that comfortably seats 18 burly men.



Set up, even though we had only half the pegs

Transferring stuff into the tent is normally stressful. I take a space 1.78m x 0.75m, my motorcycle clothing and boots take up 0.75m x 0.45m, my backpack and wine rack need 0.43m x 0.30m, 0.80m if it is a Frigid Digit, etc etc. Cindy has her own substantial space wants/needs. The TP-6 worry about space for 2 people is more like “we have a Panamax Tanker coming in, which of the 8 berths do we give it?”



That hectare over there is yours



St Pauls Cathedral headroom inside that allows bucket hats to be worn

A recent annoyance with tents is that the tent is basically a mosquito net, and unless one is travelling alone in the Simpson Desert and happy to expose all to the stars, one must fit a whole second tent (a fly for a white guy) over the top. The fly requires getting a marker out and writing down where the top is and which end goes where, because a shapeless mass of cloth with guy ropes hanging off it doesn't immediately lend itself to correct orientation.



Set up a bit close to the leech housing estate

The TP-6 is old skool, no fly, so getting it set up is simply getting the door pointing in the correct direction, which admittedly won't be decided upon until after every other direction has been tested, some more than once, and then rejected.

The size of the TP-6 requires some thought. No.2 camping spot was a bit of a weird layout, and the largest area was right next to the fireplace, not a great place for a flammable cottage, and besides it was a bit swampy. The best area would have held our old tent comfortably, but the TP-6 ended up back in the ferns. Having had a Victorian camping experience in similar conditions as a

teenager, leeches were immediately a concern but a pledge to do inspections was decided upon as a more suitable administrative control than something sensible like moving the tent.

At bedtime, i.e. 7:30pm, the tent commissioning went to stage 4 - getting in and readying for bed. Something that was immediately noticed was that we could have brought the chairs in and had a sit down and read while testing the ventilation with a quiet Short Churchill cigar. That extended to we could have brought the table in with the JetBoil and cooked dinner inside. Not recommended according to the tent manufacturer but could definitely be an option if the weather goes south and one is very careful not to drop one's cigar and cause a towering inferno event.

The stage 5 "loitering within tent" was a disaster. Nothing to do with the tent, but my self-inflating sleeping mat decided to self-deflate when I lay down on it. Wrapping copious lengths of electrical tape around the valve didn't achieve anything, and neither did carrying on to Cindy like a pork chop. I must hold the world record for sleeping on deflated self-inflating air mats; 4 times out of 5 camping nights in Africa, 3 times out of 4 camping nights on our Cape York ride in 2021. This time I folded it lengthwise, then sideways to create a thin plank. Not as good as the dog's blanket in Sudan but good enough for two hours of broken sleep. Way better than flying in economy or anywhere on Jetstar.

Cramp has been a feature of my camping experience in our old tents. Getting up in the night from a sleeping position untested since a brief sojourn in a Turkish prison in '86, the trying not to disturb starts by rolling onto one's front for the knees up and push up. That's when the classic groinal thigh cramping starts. Hovering on the edge of the screaming abyss, with clenched teeth on the verge of shattering, the only thing allowing you to keep quiet through the pain is the thought of waking your precious partner who is far more touchy than kindly Turkish prison guards.

The TP-6 holds no such problems. Standing up is easy unless you are over 2.50m tall, and you

can even stretch the glutes and quads out in a pole dancing routine. This is the prime advantage of the TP-6; no more putting underpants on like you are trapped under a collapsed house, slowly wriggling into your smalls like a butterfly who has realised they left their car keys back in the cocoon.

Stage 5 was already challenging enough due to the lack of anything resembling a mattress, but at around 3am the challenges went up a notch with rain starting. Out to close the windows, including the one situated back in the ferns, and back in to lie on the tiny plank until dawn arrived, about 6 hours late in my opinion. A look outside into the mists wasn't reassuring, the rain was relentless. A positive was that the TP-6 insides were bone dry, so if it wasn't for the fact that we'd left all the breakfast stuff outside I could have enjoyed a coffee and croissant while reclining on the tiny plank with my pet leech who'd bonded while I was closing windows.

Out and rapidly move the operations over to the undercover area, we breakfasted and packed the bikes. The tent was last, and it luckily packed up quickly and OK, tent instructions are normally very strong on assembly and very light on the most important thing - getting it back into the bag. The octagonal shape of the TP-6 makes it a bit more forgiving on the first folding.

The road out back to Kyogle was interesting, especially for those of us with street tyres and an interest in riding into the only red clay bit and then trying to change direction to get out of it while apply a bit of throttle. The near 180° did mean it was lying in the right orientation for an easy pick-up though, and all was made good with a Kyogle coffee.

All in all a very demanding tent test, which the TP-6 Tepee passed with flying colours, score was a 10 out of 10. Onto the Toad where it will get lots of attention from all the B-grade movie stars.



Harsh conditions getting home from the tent testing grounds



BMWMCQ TRAINING COURSE SUBSIDY

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

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy February 2022 re-eligible February 2025.
3. Subsidy provided in the form of a \$50 reimbursement after course has been completed and invoice presented to the Treasurer.
4. The applicant must present details and receive approval for the intended training course from the Club Secretary prior to the course being undertaken.

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

The Training Course Subsidy can be used to offset the mandatory \$50 cost of the upcoming Smart Rider training, with the QLD Govt funding the rest - simples!



Building a Richthofen 750 or the creation of a Franken R75/6 Part 9. Are we there yet?

By Christopher Robertson, Member #243

Firstly a big apology for missing February's edition. But read on and you will find out why. It was the big steps time: - paint, exhaust and getting the brakes finished. Accomplishing these took a fair bit of running around.

Now first up if you remember back in Part 1, I stated I wanted the bike to look like a period classic racer, that had not so much been a works bike, but the creation of what an amateur racer of the time would have built. And believe me there are none more amateur than me. Yet it does take a lot of work to reach this point.

Now often you come across trades people and professionals who you regard as genius at their given crafts. Fortunately through word of mouth I came across two of these people.

The first is Brett Picard who is a whizz with paint and panel repairs. (Hopper's Custom Paint PH: 0460 040 111) I gave him my fibreglass bits and tank and he did his magic on them. Please have look at the photos. FYI he is at Lawnton. (Refer photo 1 for paint and bits yet to be fitted).



Photo 1: Paint at a glance. Unfortunately the flaring did not come with brackets. That is on my list to do.

The second Gandalf type trades-person was Peter who owns Meerkat Mufflers at Gympie (07 5482 7553). He custom made my exhaust pipes. I spoke to a couple of exhaust people recommended to me, but it was you can have 38mm or 40mm and that's your lot - definitely not in Stainless Steel - like it or lump it. What's that old saying, "Up yours Batman."

To be honest, I doubt if anyone else could have done the job more brilliantly than Peter did - even BMW at the time. The head ports on the new cylinder heads had been worked to o/s - around 44mm. (Got to get rid of those gases as quickly as possible - my new politically incorrect motto - "Proudly powered by fossil fuels - Leave a decent carbon footprint.")

Peter told me he turned up the end point to fit into the heads on the lathe and then made the stainless pipes to fit. (If these pipes were not needed on the bike I would put them in the china cabinet in the lounge room). What a bloody damn good job! Each pipe is integral to its own system as were the old style pipes. He even fitted the sports straight though mufflers I got from Flat Racer and these are recommended "Not for road use." (Awesome!) New revised motto? - "Proudly and noisily powered by fossil fuels - Leave a decent carbon footprint." Refer to photos 2 and 3.



Photo 2: An almost seamless join. Perfectly fabricated exhaust system.



Photo 3: Could almost be a centrefold in Penthouse....

Three further points need to be briefly acknowledged. Due to the fact the Memsaab reads this I will not put down in writing how much these works cost (ask me verbally sometime - but make sure there is a defibrillator handy!). The second point is a "pause for thought" moment. Neither Brett nor Peter (and me for that matter) are young. I have concern (and have had for sometime as I have noticed with my historic race car) what will happen when we need such works to be undertaken in the future in another 10-20 years? Please start training younger tradespeople!



Photo 4: Cards of the Whizzes.

The final point regards paint. Initially I had toyed with the idea of using a spray and wrap. (i.e spray of the colour of your choice and then remove as a wrap). I called the firm (<https://www.ozwraps.com/brisbane.html>), but at that stage they had not developed a gloss to the

standard they wanted, they only had flat and matte. (They have since sorted out the gloss they tell me).

I said, "I did not want the bike to look like a rap singer's Range Rover." They laughed - I actually hate the current fashion of matte and flat paint - especially black. I might do my race car though (in gloss). Now they have offered to do a tour and show the BM club the product. They are down the Gold Coast. Please remind me to raise this with the new Committee for a day /morning (?) trip latter on so we can examine this product.

Build progress wise - the upshot of this work is that I lost a few weeks moving the bike and bits around. All good though and expected.

Now we come to the start of an assembly intersection: last of the engine parts (top cover, front cover, oil cooler and so on) - this was done with no real issue; mounting the carbs and fixing the brakes; and the wiring.

There is a very good reason reason I have linked the carb and brakes (along with the clutch level mechanism) together and that these come two together essentially on the handle bars. Overall resolving these issues cost me far more than I had anticipated - closer to \$2k than away from it. I gave a heads up to this in Part 8. However, I underplayed just how much work was involved. In part (a big part), as per below, I relied on the knowledge of others to help with this.

Now the carb kit, including carbs and cables came from Flat Racer and were for a R75/6, which the bike is. Now as noted in an earlier Part the R75/6 were the first BMW bikes with a disc brake (single) and a starter, along with an optional kick start (which I have removed for safety purposes - they stick out too far on the bike).

In dealing with the brakes first. As noted above the R75/6s placed the master cylinder under the tank - not a great idea - actual pain in the butt when they leak and for filling. Now in the UK I got a hold of a second hand R80 handlebar master cylinder, that would work well with the additional front disc. Problem solved I thought - yeah right - what is that old saying... "famous



last bloody words.”

To recap now I had got a second hand front fork that accommodated a second calliper and made up steel lines that ran the brake hydraulic callipers in series, fed by a single brake pipe from the master cylinder in series. Damn! I just could not get the brakes to bleed. Like a politician at election time the (hot) air would just not leave the system.

Time for Plan B. I removed the steel lines and had two flexible steel lines made up. I got Sean English at Aussie Automotive Services (Ph: 07 3285 2777) to make them up. Sean is another great guy from the old world motor repairs and motorsport lineage. He races a Mustang on and off.

Sean did it on the spot for me. Cost around \$180 - but the lines were nearly 900mm long. He allowed me to take them home to line up the fitting, heads were then clamped on them after I marked their position. The reason you use the flexible steel lines is they withstanding greater heat, are more durable and protect the inner hose from flying debris etc.



Photo 5: Front brake and handle bars.

As per Photo 5 the callipers are then fed directly from the master cylinder. I then pressure bled these lines, ensuring the bleed nipple was on the lower side. After a few goes this system bled

wonderfully. While the feel of the brake arm is still softer than I am used to, the brakes are there.

Update. I swear they were even better. I trailered the bike up to Gympie and back for the exhaust - perhaps the bouncing allowed the air to finally escape, but this fact could also be my imagination.

I then removed the old disc and fitted a new disc I got from Munich Motorcycles. (I had got a near new second hand disc in the UK previously). Also I had previously overhauled the front forks, callipers and fitted new brake pads prior to this. I will again fit new pads after I have run it.

Now the carbs - new Dellorto 38mm (sorry damn spell check keeps want to put in Dolores - that was the pig in Footrot Flats was it not? Might be something in that). **Ed: Actually Dolores Monrovia Godwit "Aunt Dolly" Footrot - Wal's aunt.** Would have gone to the larger 40mm but as this is only 750cc I thought it might be overkill at this stage. Also, why the racer's choice seems to be Amal carbs (cost and tuning wise) I preferred to not only fit something that was tried and made for BMW bikes (R90S), but also was more original looking. While the carbs with the bell mouths were a tight fit, they did go on.

Mental note - it is only during assembly you realise how tight space is on these machines when you modify them. Refer to photos 6 and 7. The raised motor gets close to the top bar and there is a tight fit around the gearbox.

The issue with the carbs really came about with the cables and the link to the throttle body on the handle bars. Now an R75 uses two linked cables directly to the throttle body. Now the kit I got from Flat Racer presumes that this system is continuing. As I am using an R80 handle bar hand set they employ a single cable linked from the twin cables from each respective carb.

To add to my woes, I had previously purchased a few parts to overhaul the handlebar throttle mechanism and to match the handle bar clutch cable mechanism, which I had also just purchased from Munich Motorcycles. MM do a lovely set that removes the choke operating

lever. And tidies it all up nicely.

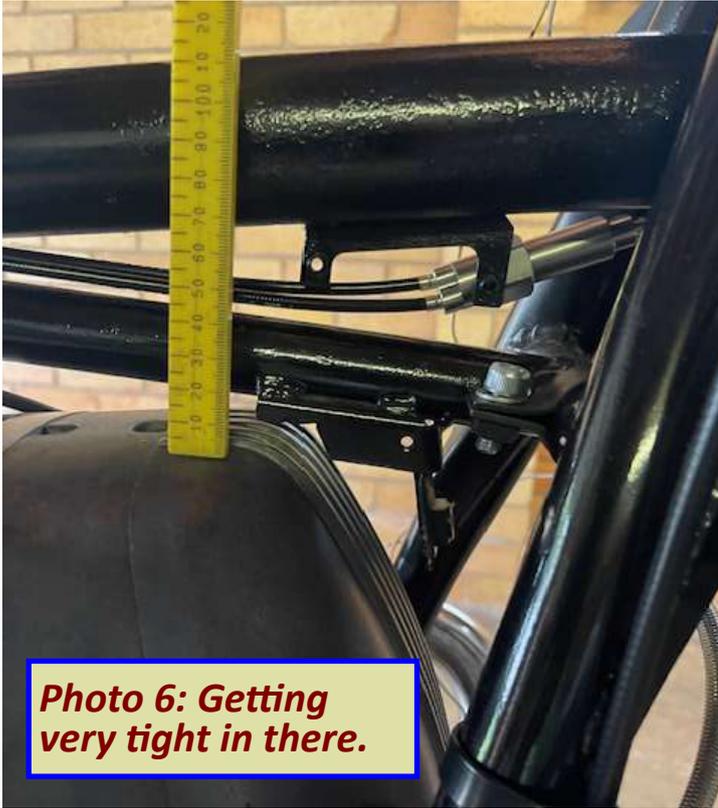


Photo 6: Getting very tight in there.



Photo 7: Dellortos with the bell mouths come very close to the gearbox.

As the throttle body it is connected to the brake master cylinder, and as I want to keep the new brake master cylinder, I am forced to go with what I have. It operates off one linking cable - essentially two into one do not go. Never has and never will. I thought about matters for awhile and thought surely in this big wide world

of ours someone has come across this problem and solved it.

I contacted Edgar from Flat Racer and he came back within the hour. He said some of the others had come across the problem and they solved it by using the smaller R90 cable and 2 into one connector. I ordered these from Munich Motorcycles and they have made a really high quality reducing link (refer photo 8). I also had to fine hand file the end of the new R90 cable down to fit neatly into the cable link.



Photo 8: Two into one cable reduction - well made from Munich Motorcycles.

And while the carb's individual cables are longer than I would like (I can live with it for now) the throttles work perfectly. To sum up: a lot of fiddling around, but now, like the brakes, hopefully sorted. (Every now and again I go down and open the throttle up full-boar - nice sensation).

We now come to the next big matter - the bloody wiring. Now upfront I have to say I sort of made the wiring task a little hard on myself in four ways: I have put on an R100 tank; I am putting additional race electrical components I feel are needed (bearing in mind this is a direct-loss power system (i.e no alternator - you charge for each race - like my race car); the motor has been raised and there is limited space between

the centre frame bars and the motor; and finally, but not lastly, I wanted to retain the R75/6 cover, with the badging, over the motor.

With the above in mind, and acknowledging at times I have spent days contemplating getting around problems, like all good task approaches, I divided wiring into three elements: the battery area; dash/instruments; and of course the bike (frame) itself including the electronic ignition. A couple of points here (yeah I know not another bloody list). Firstly, for some time I have been acquiring and assembling, and reconfiguring the instruments and controls and importantly how they fit on the bike. I finally believe I have finished this task - at least for now - no wait spoke too soon. It appears I am still refining as we go to print). Secondly, while I purchased some wiring (ie large battery cable) I decided I would get a used wiring harness from a car and strip it. For this I visited my brother's workshop, Suzisport, Lawnton, and "acquired" a Suzuki Swift harness from a wrecked car. Importantly, it has varying gauges of wiring, that was important for the electronic gauges I have selected. Beside technically plastic coated wiring has no use by date it is all based upon condition. God, have I now wandered into the world of building a sustainable motorcycle?

As per photo 9 I have installed the battery, with the Anderson clip connection and battery cutoff switch made into a unit. I then ran wires to the starter, coil, electronic ignition and so on. Next stage is run wiring back from the engine sensors and hooking all this up to the dash panel.

Now I have started making a finish short list. Very quickly it has turned into a long list. I still have much to do.

Now apologies in advance. Part 10 (final?) will have to wait another month or so (June edition). I have a race meeting (car) late April and I have yet to do the preparation. But I will be doing little bits on and off to the bike. Yep we are getting there.

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

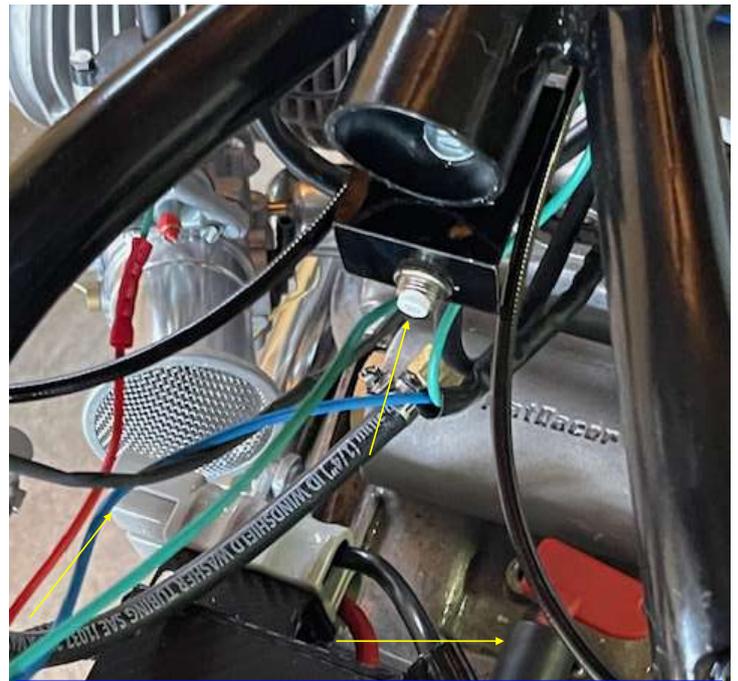


Photo 9: Half way through wiring. It looks messy, but it's not. Think of it as functional. From the left: the Anderson jump start connection; upper on the frame, the resettable 20 amp circuit breaker; bottom right battery power cutoff.

And as we know and say "...much, much more pain and enjoyment to come..."



Photo 10: "It's beginning to look a lot like Christmas..."

Yours in the saddle,

Chris

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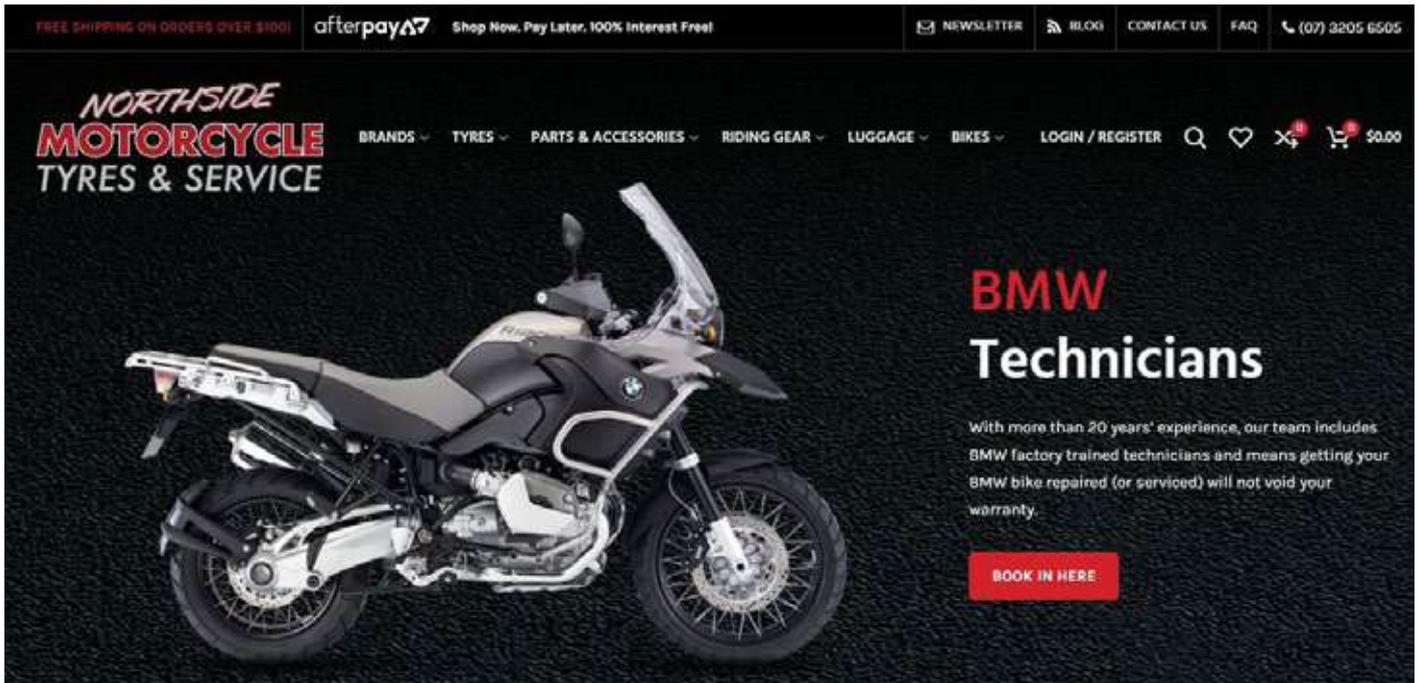
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FROM THE PEN(S) OF JANE (AND TONY)

By *Duncan Bennett, Member #4171*

To borrow shamelessly from John 1:1 - "In the beginning was the Poem, and the Poem was with Jane, and the Poem was Jane's. And then Jane sent the Poem to Dave". The first that Jane (and Tony and I) can find in a Journal is May 2016, and she has never missed one since. Many Journals (including this one) have more than one poem. The readers of the Journal stand awe-struck at such creative horsepower. Below is the first, oddly dated November 2015. Speaking for all Editors, perhaps Jane did not realise that we wanted it immediately, and like all groupies, never want her to stop.

PASSING THE TEST

JEGNov2015

*North, South East and West, would you
always pass the test?*

*Lessons learnt when very young, falling off
was half the fun*

*Backyard fences to be missed, knowing how
much throttle twist*

*Through the streets when no-one's looking,
wild adventures always cooking*

*Danger lurks when not aware, the
unexpected gives a scare*

*Eyes ahead yet everywhere, hold your line
always with care*

*Sweeping curves & tight switchbacks, open
roads or racing tracks*

*Exhilaration to the core that leaves you
wanting more and more*

*Time moves on and brings its change,
mirror reflections often strange*

*Backs and limbs don't work as well, but
riding really casts its spell*

*Some would say "Slow down, old man" but
experience gives the upper hand*

*Take good care; enjoy the thrill, so many
adventures out there still!*

Provided By Jane Gray



Unfortunately the BMWMCQ doesn't have the role of Poet Laureate. Yet somehow Jane, like Geoffrey Chaucer of *The Canterbury Tales* fame, seems to get an annual allowance of wine. Unofficial customs are always best.

Writing competence runs very deep over in that Gray area south of the river. This is my favourite piece of prose ever in a BMWMCQ Journal, and up there in the overall rankings:

The Coolamon Scenic Drive loops through the hills from near Billinudgel into and beyond Mullumbimby. We had been warned at the ride briefing to avoid inhaling too deeply through this area as it is unlikely to be Marlboro fumes in the air. The road is narrow and twisty and our conga line was getting stretched. The Gray Ghost was hanging onto the tail of the 1100 as we descended to Mullumbimby when Richard came up behind Valentino on a 50cc 2 stroke scooter complete with P plate and resplendent in shorts, T shirt and joggers. Hearing the approach of the two boxers Vale flicked a quick head turn to the rear then proceeded to screw the throttle on the screaming little stoker. He entered a tight left hander with inside leg flailing in the breeze as if it was the last turn at Mizano. I am sure we were all laughing inside our helmets.

Tony Gray, May 2019 BMWMCQ Journal, Eltham Hotel Club Ride, p14.

No resting on laureates allowed unfortunately.

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No Room for Watermelons	Ron & Lynne Fellowes
A Motorcycle Courier in the Great War	Captain W.H.L. Watson
Australia Motorcycle Atlas With 200 Top Rides (6 th Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
Adventure Bike Rider - issue #'s 44; 46; 51 and 53	
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