

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC



June 2024

Established 1958

www.bmwmcq.org.au



MORGAN AND WACKER
BMW

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20 JUNE

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EXTENDED TEST RIDES



WHEN

FIRST & THIRD THURSDAY
OF THE MONTH



TIME

MEET UP - 10:00AM
RIDE TIME - 10:30AM

LIMITED SPOTS. BOOKINGS ESSENTIAL



Committee



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This Issue - June 2024

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| Northside Motorcycles - P.49 | TeamMoto - BACK COVER |
| Munich Motorcycles - P.50 | |

On The Cover

The RIDE TO ZERO ride-out included a wonderful loop over Clear Mountain where Huw Samuel's bike was snapped.



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

As Eliza Doolittle said: The rain in Bris Bane stays mainly in the plain. And where's that blasted plain? In Bris Bane! In Bris Bane! In my reasonably long history of riding to work every day, the 2023 - 2024 summer and autumn has been my most traumatic with rain, the threat of rain, and sneak-up-and-surprise rain almost a constant. But only once I've pulled over to put the wet weather gear on, and of course the rain immediately tagged out and the gushing sweat came into the plastic pants in a pincer movement to finish the job. So the number of times I've arrived at work or got back home with the thighs and the fuel tank having created a micro Somerset Dam has broken all previous records. Surely it is over now, and it better be with the ride card absolutely chokkas.

The major renovations have started at home with 10 football fields of rainforest cleared from the back and the rare and endangered species trapped and sold to overseas buyers to make way for the new Motorcycle Sustainability Facility, i.e. shed. This will take our total motorcycle parking capacity up from the current 4 to 12, just in case Richard Maher needs overflow for his huge collection of borrowed and loaned bikes, because I still only want one. But who knows what will happen in the future.

This month's focus is training, with the Ride to Zero kicked off on the 18th May in a shopping centre I'd never heard of out in Mitchelton; Brookside. It is beside Kedron Brook hence the name, fortunately unlike the Toombul shopping centre which became Underkedronbrook in 2022. I bang on about training to anyone who wants to listen and to those who I have trapped and have no choice. Besides the value in learning new skills, un-learning bad behaviours, and getting out into the field and giving it all a go, it is always excellent fun meeting new people and having a few laughs while coming away hopefully less likely to crash. The Ride to Zero is a fantastic opportunity at Gubmint expense, I'm very glad to have made the most of it.

Besides that we have the very welcome return of a couple of superstars to the Journal pages, Chris Robertson finally gets it going after only 10a instalments. The story of getting Tutankharmun snuggled into his tomb took 11b instalments in Valley of the Kings Monthly, but he was a lot more placid than Chris' fantastic creation and didn't complain when a bit of force was required. Us mere mortals are amazed at Chris' levels of capability and problem solving. Liezel Samuel's stories are the joyous combo of dry wit mixed with bizarre things happening with taps, and we are very glad she is back.

Naturally we just take Jane and Tony Gray for granted, like air being 21% oxygen, as they continue to contribute beyond what seems possible while on the road heading to the Isle of Man.

See you at an event,

Duncan

Submissions for the next Journal close 25th-ish June



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

NEXT MEETING: Thursday 6 June





Cindy Bennett

President's Report

The month of May has seen some great Club events including our first Ride to Zero training session by Smart Rider Academy. We had 13 attend the first one and would like to exceed this number in the others that are scheduled for this year. It is a wonderful refresher for all rider levels, and just a great social event to boot.

I attended the Distinguished Gentleman's Ride on 19th May which several of our Club enjoy supporting every year. Sadly this year the Brisbane ride was postponed a week, but the Caloundra ride was a great alternative and a definite must visit for 2025.

Due to not being in the paid workforce currently, I have got back into volunteering for Bloodbikes. It is a wonderful charity supporting our stretched healthcare system, and a chance to go riding while doing some good. If you are interested, just go to the Bloodbikes Australia website or Facebook page - more volunteers very welcome!

Finally, our 100th Anniversary of Motorrad publication is at the printers and it should only be a couple of weeks until we have these available for members to purchase. Stay tuned on the finer details, but they will be at the General Meetings to purchase or able to be posted to our more remote members.

Until next month, get out and ride!

Cindy.



The R1200C adding to the dapper flavour of the Distinguished Gentleman's Ride!



BMWMCQ Club Events for **JUNE 2024**

Date	Start	Event	Details	Contact
Sat 1 June	9:30am	Club Service Day	61-63 St Jude Circuit Jimboomba (note some GPS require Glenlogan as suburb)	Tools Officer
Thur 6 June	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 9 June	8:00am	Monthly Club Led Ride	Meet at BP Northbound Morayfield for ride to Kilkivan for lunch	Ride Leader - Richard de Groot
Wed 12 June	9:00am	Mid Week Ride	Heifer Creek Picnic Grounds, meet BP Blacksoil 8:30am	Events Coordinator
Sat 15 June	9:00am	Monthly Coffee Morning	Pelican Cafe, 293 Esplande Redland Bay	Events Coordinator
Sun 16 June	9:00am	Ride to Zero	Register via link on Facebook or Club website - cost only \$50	Training Rep - Julian Davis
Wed 26 June	6.00 pm	Southside German Dinner	Bavarian Blue, 387 Main St Wellington Point	Events Coordinator
Sun 30 June	12:00pm	Monthly Lunch Ride	Billabong Village Cafe, Kooralbyn	Events Coordinator



We missed this amazing photo in the May Journal and apologise profusely, but here is our own Charlie Brown (of the Millmerran Chapter of the BMWMCQ) at Villers-Bretonneux Anzac Day Dawn Service braving the -2°C temperatures. Charlie was also sporting the Club patch on his jacket, bringing regalia to the Western Front.

BMWMCQ Club Events for JULY 2024

Date	Start	Event	Details	Contact
Thur 4 July	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 6 July	6:00pm	Christmas in July	O'Mara's Hotel, Stanthorpe	Organiser - Richard Price
Sat 13 July	9:00am	Monthly Coffee Morning	TBA	Events Coordinator
Wed 17 July	9:00am	Mid Week Ride	TBA	Events Coordinator
Fri 19 July	9:00am	Ride to Zero	Register via link on Facebook or Club website - cost only \$50	Training Rep - Julian Davis
Sat 27 to Sun 28 July	8:00am	Frigid Digit	Mystery Weekender - camping Meet at GX+4M2 (google maps) Mt Coot-tha	Events Coordinator
Wed 31 July	6:00pm	Northside German Dinner	Stay tuned for more details.....	Events Coordinator

UPCOMING EVENTS TO PUT IN YOUR CALENDAR

Date	Event	Location	Contact
Sun 11 August	Maggies Famous Biscuit Ride	Jubilee Park, Tenterfield	Peter Todd - organiser
Fri 20 to Sun 22 September	16th Far Cairn Rally	Tottenham Racecourse	BMW Touring Club of NSW



Those who regularly attend the monthly German Club Dinner at Woolloongabba (Jurgen and Merrin here) bemoan the fact that parking has been getting a lot worse in recent times and attendee numbers have dropped considerably.

Therefore, a new concept will trialled from June, with a Southside and a Northside German Dinner events being alternated monthly.

The first one is on 26 June at Bavarian Blue, in Wellington Point. Northside venue to be announced for July!

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

Hi all,

We are well and truly into 2024 and I have to say I'm very happy with the way things are progressing.

Mid-week rides have been adventurous, with 1 down to Woodenbong and another up to Lake Borumba as well as the weekend rides, also the coffee meet ups have had nice turn outs and for this it makes my role as Events Coordinator very easy and pleasant.

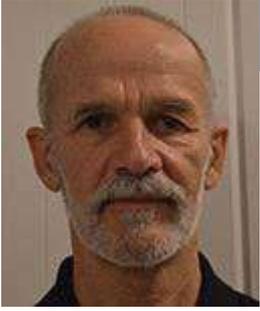
Up-coming is Christmas in July which my wife and I will be attending for the first time, we are really looking forward to this event. The Frigid Digit is coming along very nicely as well as it is my first attempt at organising said event with the help from the Master himself Gary Bennett. His approval will mean a lot to me as this will acknowledge my ability to organise such a great event. This month will be short and sweet, I do hope this finds everyone in good health and even better spirits (Not the liquid one either LOL).

Till next month please be safe and keep it upright!!!! (not like my last mid-week ride which I led) whomever was on the ride will know what I mean. Hehehehehehe.

Regards, Ben.



Ben and Daryl in Albany WA.



Tony Gray

Vice President's Report

The VP has been very much MIA during the past month as Jane and I have been on a 'Trains, Planes & Automobiles' journey across the World - sadly no 'Gray Ghost' with us this time. At time of writing we are in Manchester having just flown in from Madrid en route to the Isle of Man for the TT. As I mentioned in a FB post on the Club site we should (everything going to plan) be in Parliament Square at Ramsey on Saturday watching the Sidecar & Supersport Races. That Saturday the Club holds its Service Day at Rob's Place. For me the Service Days are an integral part of the Club's DNA. One of the Club's 'Reason for Being' was to assist members in maintaining their BMW. The electronic wizardry on a 2024 Beemer is a far cry from the R50 & R60 boxers of the 1950's that our club founders rode. Nevertheless, the opportunity to come together in a relaxed environment to offer advice, ask questions, discuss issues and yes even get your hands dirty, has not changed in the intervening years. Thanks as always to Rob for his generosity in opening his premises to the club and to Chris who has embraced the Tools Officer role and organises these days.

Travelling offers an unrivaled opportunity to observe cultural differences across countries and races and my eyes and ears have been open to the motorcycling world. There is no question that electric vehicles are making a big move in the transport stakes in the major cities we have visited - Singapore, London, Paris, Barcelona, Lisbon, Madrid - two wheeled electric vehicles are to be found in abundance. While many are more electric bicycle than bike or scooter they are out there in big numbers. I spoke to a BMW salesman in Paris where they had several different sized electric scooters on display and he said they were a big seller. Refreshingly he said the R1250GS (they did not have a 1300) was still their best selling big bike.

I know Richard Maher is a big scooter fan and the size, range & performance of scooters should not be ignored. A 650cc scooter with 15 inch wheels is a practical touring machine and we have seen quite a few on the open road in touring mode. Australia with its wide open spaces will always be a market for big-bore touring bikes but don't close your eyes to other forms of two wheelers that offer a different experience. Trends in Europe with their market size will always have more influence on the factories than will Australia which is a comparatively small market.

Winter in Queensland is a great time to be out on your bike so get out and enjoy: some of our members are unable to do that at present for various reasons and I know how much that hurts. Like the old Nike advert said - Just Do It. We certainly will be as soon as we get home at the end of June.



Tony



**Geoff Hodge****Secretary's Report****BMWMCQ April General Meeting Minutes 4 April 2024****Venue: Geebung RSL**

Meeting Opened:	7:30pm
Apologies:	Paul Hughes, Bill Luyten, Gary Bennett, Matt Leitch, Tony & Jane Gray, Steve & Rosi Johnson, Michael & Ann Ahlberg.
Minutes of Previous General Meeting:	Accepted: Julian Davis Seconded: Lindy Midgley
Number of Attendees:	38
New Members (Name & MC):	Norbert & Merrin Trewin, R1200GS
Visitors:	Michael T120 Bonneville / Penny F650GS
Returning Members:	Nil
Treasurer Report:	As posted in the May Journal
Editor Report:	Appreciated reports and stories from rallies. Preview of May club ride to Boonah Bowls.
Secretary Report:	Nothing to report
Records Report:	288 Members. Have business cards to give to BMW riders.
Events Report:	CTR was Ben's first. Loved it. 300 attendees. Frigid Digit coffee van required, this year's is camping only.
Training Report:	Ride to Zero still 88 spaces available, first is 18 May.
Regalia Report:	Plan for Club regalia to be rolled out.
Dealer Liaison:	Sales of R1300GS are doing well but overall sales have slowed. Service of bikes that have service history over ten years old can still be serviced at M&W - TeamMoto.
Tools Report:	1 June 2024 at Rob Wynne's. Thanks Rob!
Vice President Report:	Nil
President Report:	Thanks to Darryl/Gary and others for CTR. 100,000 km award presented to John Eacott and his K1600.
General Meeting Business:	CTR report by Darryl: the locals give good support for the CTR, funds raised go to RFDS, locals & Council charges. Members required to assist next year. Keep this in mind. Richard Maher has many parts for R1200 and R1150's.
Meeting Closed:	8:30pm



Darryl Gowlett

Treasurer's Report

G'day Everyone,

I've been nowhere man. The numbers for the month are below. The regalia fee was a 50% deposit for the superlative items Murray is going to present, and the book commemorating our fantastic celebration of the 100 year anniversary of the manufacture of BMW motorcycles is now at the printers and will be available soon.

The rider training courses have commenced where 13 of our Members participated, and there should be a glowing report elsewhere in the Journal. Two members opted to use their \$50 subsidy for rider training, so it cost them nothing but time and a bit of fuel. We have 87 more places to fill, of which I reckon that the majority can also utilise the training subsidy, so what are you waiting for. Apart from probably learning something, you'll have a hoot of a day with fellow members, most of whom you probably don't know. Minimal embarrassment!

Queries can be answered via email or telephone or at the General Meeting.

Ciao, Darryl

Trading statement as at: **May 25, 2024**

				Year to date	
BoQ Balance as at:	April 29, 2024		\$ 51,535.93		\$ 33,548.00
Income:					
Membership		\$ 1,375.00		\$ 5,445.00	
Advertising		\$ -		\$ -	
Regalia		\$ -		\$ 93.60	
Tools		\$ -		\$ -	
Events		\$ 7,859.50		\$ 7,899.27	
Interest		\$ 6.29		\$ 16.66	
Sundry		\$ -	\$ 9,240.79	\$ 17,508.23	\$ 30,962.76
			\$ 60,776.72		\$ 64,510.76
Expenses:					
Administration		\$ -		\$ 909.67	
Website		\$ 385.00		\$ 2,315.34	
Paypal		\$ 17.30		\$ 76.68	
Regalia		\$ 720.00		\$ 1,220.00	
Tools		\$ -		\$ -	
Events	100yr book	\$ 1,140.00		\$ 1,450.63	
	CTR prizes & consum	\$ 259.98			
Sundry	Rider Training	\$ 2,375.00	\$ 4,897.28	\$ 2,659.00	\$ 8,631.32
Balance			\$ 55,879.44		\$ 55,879.44
BoQ balance at:	May 25, 2024		\$ 55,879.44		\$ 55,879.44
Term deposit:		\$ 21,776.37		\$ 20,876.23	
Interest		\$ -	\$ 21,776.37	\$ 900.14	\$ 21,776.37
Available:			\$ 77,655.81		\$ 77,655.81
	RFDS donations		\$0.00		\$0.00





Greg Gaffney

Records Officer's Report

I need a new front tyre for my R1200RT and unfortunately Tyres for Bikes at Eagle Farm are currently out of stock for my preferred Michelin Road 5 GT tyre. I may have to go elsewhere. Service Day 1st June which I never miss however unfortunately we may get some rain as forecasted.

Cheers, Greg

Welcome to New Members:

Stuart King, SALISBURY, **R100GS, R1150GS**

Norbert & Merrin Trewin, SHAILER PARK, **R1200GS**

Boden Matthews, YEERONGPILLY, **K1600GT, CE-04**

Mike Pascoe, EDGE HILL, **R65**

Humphrey & Tamieka Caspersz, MOUNT MEE, **G310GS, R1250GSA**

Christopher Schneider, CEDAR CREEK, **R100GSPD, R1250GSA**



May coffee morning at the Birds & Bees Coffee Shop in Everton Hills. Assume that the substantial birds and the bees knowledge of those present added some demonstrably practical validation of the theory.



Chris Bramwell

Tools Officer's Report

The Club Service Day will be held at Rob Wynne's place at Jimboomba on 1st June and let's hope the rain holds off. Members attending can do bike servicing and with Bill Luyten's help you can use the GS-911 to carry out diagnostics check on your bike. The test takes about 20 minutes.

Sausage sizzle and drinks will be sold to raise funds for the RFDS (Royal Flying Doctors). So dig deep and bring your appetite.

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/>



Don't forget about the club's new tools:



- LambdaKing Mk II - Air Fuel Ratio Tuning Meter



- Sniff Stick for use with the LambdaKing Mk II

- SynchroKing - Carburetor & Throttle Body Balancer

Repair Manuals

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

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

F800 - Complete coverage of BMW F650, F700 & F800 Twins (06 - 16)



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

Various other repair manuals are available to borrow, mainly for older bikes.

Tools for loan

There are special tools available including the GS-911WiFi and 3 pin diagnostic tools.

Special Tools:

- 34mm socket for rotating crankshaft
- Twinmax electronic carburetor balancer (Twin BMW engines)
- Vacuumate (electronic synchronization of throttle valves up to 4 cylinders)
- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

Club Tool Loan:

\$50 deposit (refundable) for GS911. Tools and spares can be picked up or brought along to the next meeting or Club ride.

tools@bmwmcq.org.au

or

spares@bmwmcq.org.au

Chris Bramwell 0427 480 811



**Mario Grossi**
regalia@bmwmcq.org.au
Regalia Report

G'day All,

This month you may notice a slightly different format with the ordering process of Regalia making it easier and hoping to keep costs down by us maintaining a more cost effective bulk ordering method.

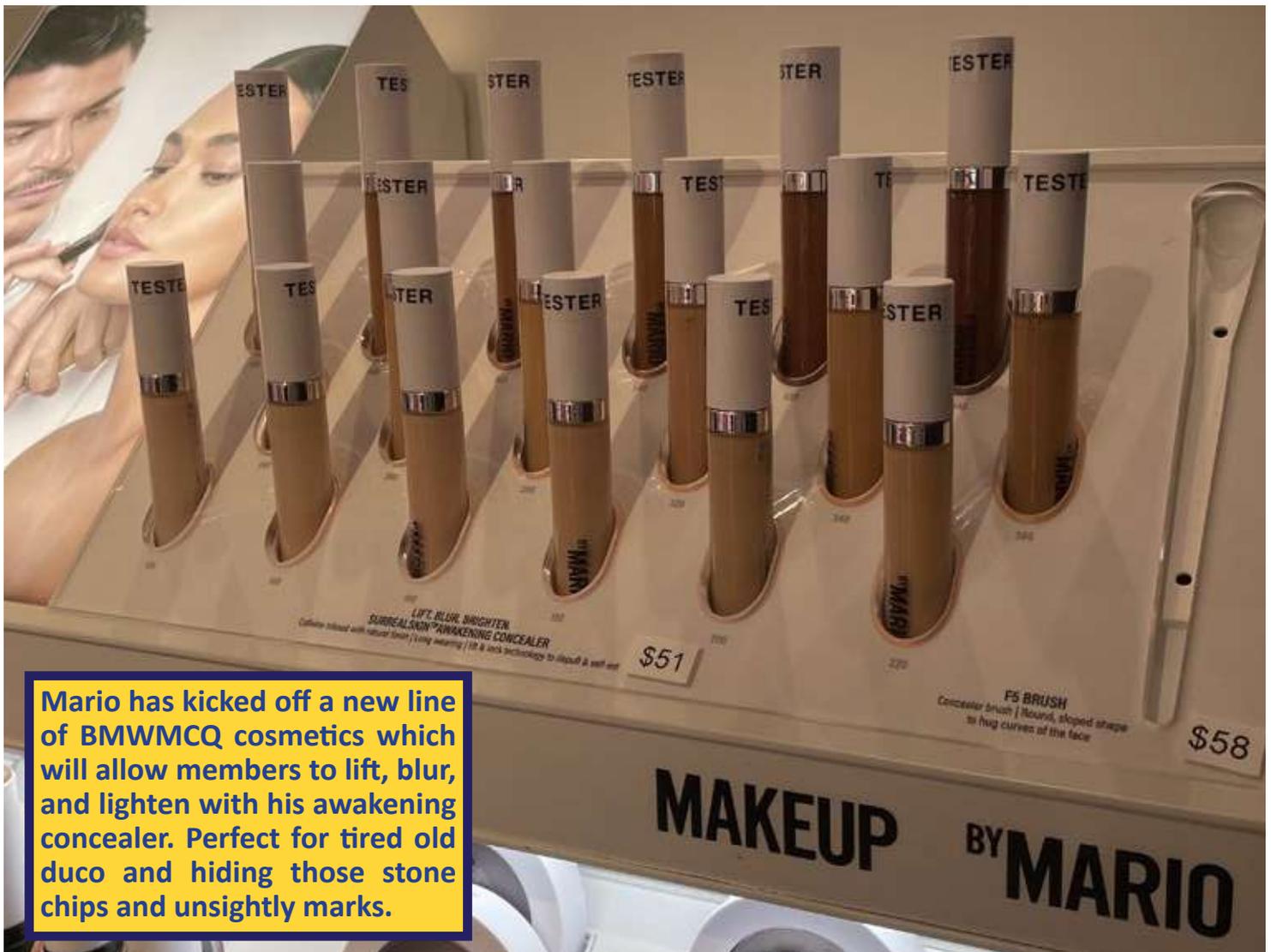
We haven't been immune though from the rising costs from our suppliers which adds to the unfortunate task of passing on those slight price increases.

A shame we weren't able to fulfill our order from our suppliers for the June meeting however, at the Geebung RSL for our July meeting we will have our full range of Regalia in stock. Best part is you'll be able to look, feel, touch and buy direct from the floor or place your order with some shirts and vest available for you to try on for size. You can also accessorise with our range of Beanies, Caps, Bucket Hats and Bags.

For those who can't make the meetings, live afar or if you'd like to send a gift to a BMW motorcycle enthusiast, we can organise postage.

In the meantime you can contact me via email or give me a call for any questions about the ordering process, placing an order or postage costs.

Ride safely and enjoy the journey.



Mario has kicked off a new line of BMWMCQ cosmetics which will allow members to lift, blur, and lighten with his awakening concealer. Perfect for tired old duco and hiding those stone chips and unsightly marks.





BMWMCQ REGALIA COLLECTION



Display of Item	Description	Size L x H	Unit Price
	Key Ring Rubber (Front and Back)	38mm Diameter	\$5.00
	Large Badge (Iron On)	56mm Diameter	\$8.00
	Small Badge (Iron On)	47mm Diameter	\$8.00
	Small Round Sticker	60mm Diameter	\$1.00
BMW Motorcycle Club of Queensland	Long Sticker	175mm x 15mm	\$2.00
	100th Large Sticker	128mm x 100mm	\$2.00
	Regalia Collection Set of 61 x Large Patch, 1 x Small Patch, 1 x Key Ring, 1 x Small Round Sticker, 1 x Long Sticker and 1 x 100th Large Sticker		\$26.00



Lady Shirts



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



[2LCP](#) - \$35.50
65% polyester
35% cotton
*Comfort and
fashion!*



[7LPI](#) - \$38
100% polyester
Perfect for Polo!



[ICE Tee](#) - \$28.50
Cotton
Tee up!

Bloke Shirts



[P9000](#) - \$43
96% cotton
4% elastane



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



[7PIP](#) - \$38
100% polyester
Get one onya!



[ICE Tee](#) - \$28.50
Cotton
The new one is on its way!

**Note Prices are Increasing!
You need to buy now!**

Gender Neutral Hats & Bags



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



[AH715](#) - \$18
Bucket Hat.
Not all that
gender neutral.



[AH230](#) - \$18
Cotton Cap.
Cooler than
a beanie.



[Ladies](#) Vests
\$56.50



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



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



[Swiss](#) - \$40.50



100% Wool
Beanie - TBA as
AH742 gone



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



BMW Motorcycle Club of Queensland



Regalia Ordering Methods

Regalia is ordered through:

regalia@bmwmcq.org.au

or call Mario on: **0422 133 131**

Method 1: Bling Your Own Wardrobe

You can get a BMWMCQ logo embroidered on your own shirt (or underwear, no-one but Mario needs to know). Purchase the item, call/email Mario, and drop it off at a General Meeting or contact Mario for the best way of getting the item transferred.

Method 2: Use the Inta Net

Click on the links on the previous page, or if you want something different, go to linked website (link below), and note supplier, item number and size and colour and send details to Mario via email or contact number.

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 Badge

Buy a big or small 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 suppliers - check out the websites at [goldstarembroidery](http://goldstarembroidery.com), and go for Mario!





ESPAÑA & PORTUGAL

JEGMay2024

A visit to Paris to refresh memories

One of our favourite cities overseas

From here it was different, we got on a train

The TGV fast train heading to Spain

6 hours relaxing with a beer or two

Before we knew it we had bid France "adieu"

Gaudi's masterpiece, La Sagrada Familia

A definite must-see when in Barcelona

The tree lined avenue known as La Rambla

And the Gothic Quarter with all of its grandeur

Then we headed south in our little hire car

And stopped in Valencia which wasn't too far

The City of Arts & Sciences, how it amazed

Stunning architecture in so many ways

A cousin's kind offer of her holiday home

From Los Urrutias, Mar Menor, we did roam

Relaxing walks & a drive to La Manga

Plus a railmotor ride into Cartagena

Conquered through millenia again & again

This ancient city was once capital of Spain

Next onto Ronda with its spectacular arched bridge

We walked its streets with its rich heritage

Down to Gibraltar, a UK naval base

We walked across the border from our Spanish parking space

Queueing for hours for Customs & The Rock

A cable car ride with queues around the block

The views from The Rock were splendid indeed

So many cheeky monkeys looking for a feed

We walked down The Rock & across the airstrip

And back across the border to continue our trip

The narrow streets of Cadiz were a nightmare to drive

But we loved it anyway, it had a great vibe

Flamenco in Sevilla was fantastic to see

Feeling all the passion and energy

We walked all over this beautiful town

Tapas, beer & sangria each time we sat down

Crossing into Portugal we lunched in Faro

Then cruised by the sea caves in Portimao

The Algarve Moto GP circuit was on Tony's bucket list

By only 3 weeks the race we did miss!

Lagos & Vila Nova de Milfontes too

Pretty little towns with great coastal views

In 2 days in Lisboa so much we did cram

We saw its Seven Hills by boat, bus & tram

So much to take in both old & new

With Christ the King statue looking over you

Driving all day to Madrid was quite far

It was here we returned our little hire car

Our Iberian adventure wasn't over just yet

We still had some days in Madrid, don't forget

9.30 sunsets meant the city played late

Millions of people but the atmosphere was great

Leafy green parks & grand buildings abound

Such a wonderful city to walk all around

Espana & Portugal, let there be no confusion

But some things these countries both have in profusion

Tapas & sangria & bright jacarandas

Vineyards & olives & roadside oleanders

Smoking & roundabouts & scooters galore

Idyllic Spring weather left us begging for more



BMW Motorcycle Club of Western Australia



The BMW Motorcycle Club of Western Australia is celebrating 50 years 1974 – 2024.

- **Time:** 6pm until 10pm.
- **Date:** Saturday the 19th October 2024.
- **Location:** Golden Nugget room at Gloucester Park, East Perth, Western Australia.
- **Capacity:** Function room is licensed for 300 seated patrons, an outdoor balcony adjoins the function room, where members can take in views of the Swan River, Matagarup Bridge and Optus Stadium, the adjacent car park will be reserved specifically for our use – accommodating 200 motorcycles or 65 cars, plus overflow parking in an adjacent parking lot.
- **Meals and refreshments:** The Golden Nugget Room, share platters. Full selection of refreshments are available from the bar located within the function room.
- **Media:** Screen for slideshow, PA system for speeches, option to have a DJ / background music.
- **Social:** Wooden Dance floor.
- **Accommodation:** Perth City offers a wide array of accommodation options ranging from 2 to 5 star luxury within 5 minutes of the venue, many are within walking distance.
- **Tourist:** Perth offers a wide array of tourist opportunities, many within walking distance or a short commute.
- **Cost:** \$40 per head includes entry, light meal (Share platters) and soft drinks / fruit juice.

All BMW enthusiasts, partners and friends are welcome, register here <https://www.bmwccwa.asn.au/event-5681908> to secure your ticket, come along and catch up with old friends and make new ones in a relaxed setting overlooking the Swan River and Matagarup Bridge towards Optus Stadium.

Enquiries to Graeme Cooke 0408302377 president@bmwmccwa.asn.au



SAVE THE DATE!!! The details for the 2024 BMWMCQ Christmas Party have been set, and we are heading North to Hervey Bay this year!

Date: Saturday 30 November

Time: 6:00pm to 11:30pm

Venue: Fraser Room, Hervey Bay Boat Club - Buccaneer Drive, Urangan

Menu: Christmas themed buffet \$40 per head for 2 courses

To book: Stay tuned for a booking link on our website coming shortly...

Accomm. nearby: Ramada by Wyndham

Boat Harbour Studio Apartments & Villas

Break Free Great Sandy Straits Resort



PHOTO GALLERY



Here are some photos of the May Club Led Ride to Boonah Bowls Club via some scenic roads including the recently reopened Queen Mary Falls road. Thanks to Kym-Marie Bush for her wonderful photography.



By Tony Gray, Member #3905

Traveling opens our eyes to new ideas, treats us to a free history lesson and gives us the opportunity to meet and learn from other people - OK there is also the eating & drinking but for the purpose of this exercise let's just stick to the cultural stuff.

Motorcycles & their owners in Australia could broadly be broken into several categories IMHO. These are the commuter, the poser, the rider, the Adventure Warrior, RTW traveler and the collector. It is the humble commuter bike that is the subject of this lesson.



In Australia our major cities suffer from urban sprawl so a city worker is likely to have a longer commute. Commuter bikes therefore tend to be larger capacity and may involve cross-fertilization between the genres viz a poser biker being used to commute. Larger capacity scooters have taken a strong foothold in the commuter space while small capacity scooters are largely left to the desperate eking out a living with a mobile phone on the handlebars and a Pizza Box on the pillion seat. To this point Aussies have shunned the electric option available from several manufacturers, BMW included. These commuter bikes are daytime warriors returning to a suburban home before nightfall, often neglected (have a look at the drive chains & tyres on bikes in a commuter carpark) but normally kept undercover off the street.

In big European cities there is a whole category of motorcycle/scooter that spend their whole life on the streets. These poor waifs can be seen chained and clustered around street lights late

at night, sometimes with a cover but most times exposed to the elements. Town planners in the middle ages did not foresee the need for underground carparks so a life on the streets is their destiny in these old city environments.



Pollution levels in these cities has also bought down the heavy hand of bureaucracy where older (pre-emission level) vehicles are banned from the city centres - Paris was one of the first to adopt such rules. I find this quite ironic given that half the population still smoke and are allowed to do so in popular alfresco dining areas and over children.



Australia is decades in front on this score. I prefer the smell of Castrol R to a B&H, neither is good for your health but the former still brings a smile to the dial.





The commuter bike in these cities is morphing into something different - the small to medium size scooter with lap blanket and handlebar muffs is still the dominant foot soldier but electric scooters are increasingly prominent - aided by the presence of bike only charging points. Where the big change is happening is the alternate vehicle category. We adopted the European model of rental electric bikes & scooters and these are still common on their streets but the range and volume of owner/operator mobile devices is impressive.



The beauty of these smaller mobile devices is that they are small enough to be transported indoors for cover & security, but still fast enough to handle congested city traffic. Will the ubiquitous Vespa & it's ilk eventually disappear from the urban landscape replaced by electric scoots and a myriad of alternate mobile devices?

Don't bet against it happening.





By Cameron Coles, Member #4051

Here is the 8th 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 from Fish River Canyon to Burgsdorf Goat Farm:
https://www.youtube.com/watch?v=0_YNO2_EJu8&t=181s





By Duncan Bennett, Member #4171

A feature of the May Ride to Zero on-road training was that our trainer Darryn demanded that a “volunteer” member of the group lead the ride to the next stopping point. It seemed oddly coincidental that he was from the Gold Coast, rarely came to the north side, had a paper map with tiny writing - Brisbane was marked in 1 pt font - and that he seemed to put most of the heat on those sporting an obvious GPS. When on a training course one expects the trainer to tell you what they want you to do, but not to take over in a leadership, nay absolute dictator of all they choose to see in their rear view mirror, role.

I’ve led a reasonable number of rides and I actually enjoy it because as I mention in the Ride to Zero report; all life’s problems are behind me. Mechanical breakdown or flat tyre? Someone heading off-piste? I don’t care, that’s Tail End Charlie’s problem. Besides, I can go where I want, at the speed I want, and no-one can pass

me if they want to stay on the ride.

But ride leading can be a daunting concept. First time I remember being very nervous, but besides leaving someone on a corner because someone else decided to take a shortcut, no-one got hurt and it was a good ride. Plus it finished close to home, because I was the ride leader.

Some common reasons for not wanting to are:

- I’m too slow, everyone else in the club is Marc Marquez.
- I can’t navigate, I haven’t got a GPS, or I do but don’t know how to use it.
- What if I get lost? Everyone will hate me!
- What if something goes wrong and people get hurt?
- I’ve only lived in Queensland for 2 years so don’t know any good roads.
- I don’t understand the corner marking system.

Today’s ride is from Exodus 14:1-2.

The Lord then said to Moses, “Tell the Israelites to do a U-turn and re-group, because you’ve gone the wrong way”.



- I don't have time to plan and do reconnoitre rides.
- I'm terrified of public speaking so can't do briefings.



Led rides can be very, very exciting for the led

All valid concerns. Except it ain't that difficult. I've never had anyone say: they hated the ride, the corner I missed ruined their financial year, the coffee at the stop tasted like burnt homeless man's sock, or that my route destroyed all koala habitat and they are now extinct.

Firstly, you are joining a small elite group. There are very, very few of us who lead BMWMCQ rides. Like the Navy Seals, we aren't going to leave one of our own hanging out in the breeze, you will get all the support you could ever want. Small "rider" there - I've never been a Navy Seal or in any elite force, besides a BMWMCQ Ride Leader, but I assume having watched lots of movies on the plane that they never leave a man behind. Unless he's over in the coffee line at the Dayboro Bakery and doesn't acknowledge our waving 'coz if we don't get to CJ's Woodford in 40 minutes we'll miss our booking.

Secondly, no-one is judging you. As human beings we think they must be, but they are just cruising along enjoying and worrying about things in their own space. Ride leader? I'm worrying about the numpty car driver whose gotten into our line and seems to have accelerator Parkinson's. Lots of led rides I've been on I've never even seen the leader.



Greg Gaffney on a seriously off-piste led ride

Besides the personal touch on leading rides, the BMWMCQ actually has a ride policy and instructions and forms on leading rides and corner marking; the result of hard work fixing some monumental cluster-lovemaking in BC (Before Covid). As a club we are very good at it now.

Recognition of prior learning is a good concept for tertiary institutions and the BMWMCQ. Anyone new turning up for a ride gets to quietly share their experiences, and it is rare to get someone with none. But even so, none is fine and we know about none, learning about riding in led rides has to start somewhere.

So none of the fears about leading rides are really that scary. And it is like crystal meth, it is highly addictive. Another small "rider" there, you should not ride camels while scared. And why are my arms so itchy? Lead on MacDuff.



Sometimes a leader goes where none should follow

So what did we pick up from Darryn on leading rides?

He does executive and dignitary transport involving some big names whose assassination would be “difficult” to explain. Managing 3 or 4 cars makes leading 20 motorcycles, none of whose riders are important enough for a JFK-style shooting, seem easy.

A big one for suburban led riding - “stale” lights and “fresh” lights. A stale light is one you haven’t seen change, for example it is green but may have been green for a long time, you can only estimate how likely it is to change by the line of cars waiting at the red. A stale green is a threat - you are in a long line of motorcycles and don’t know how many will get through. Stopping on a green is dangerous for obvious reasons. Worst case it changes just as the leaders get 2 metres from the intersection and can’t stop, but hopefully they wait somewhere on the other side. That isn’t always possible and the group can become more and more separated, especially if one red is a long one.



Stale (aged?) and fresh reds on the other hand are an opportunity for re-grouping and a blessing for the ride leader. Darryn articulated all of this - and I’ve led enough rides through the urban maul to realise that with some bad experiences losing everyone I now try to “read the room” with lights.

My best effort was from the meeting point Mitchelton servo on Samford Road. We left the servo and immediately turned right up Osborne Road. By the time I got 800m away to Pullen Road through 3 sets of lights I was on my own. For a disturbingly long time. Where on earth was everyone? Even though I said up front that I don’t care what is going on behind, as a leader finding oneself alone and without followers is emotionally challenging.



Another first for ride leading happened that day - I knew Tail End Charlie Paul had his helmet communicator, so I asked Siri to call him. He answered. Where are you all I asked, while poised to turn around and head back to where there must surely be a major pile-up or other mega disaster with bikes lying everywhere. Just got stuck at all the lights, we’ll be there in a jiffy. So since then I always make sure I can communicate with TEC either by intercom or at least telephone.



As ride leader you’ll soon have them all fully trained and riding in sync like I achieved with this group of amateur lady riders during our Alaska led ride.

It is a lot of fun, it isn’t hard, you’ll get a lot of help, and I highly recommend giving it a try.

It isn’t that you might like it, you will like it.

And if you’re not convinced, try volunteering for TEC first. But you might have to clean up my uncaring mess.

By Liezel Samuel, Member #4412

On the (longer) road again.

Back in the unpredictable 2021, we started out on our 3-month Lap around Australia. First up, we encountered the dreaded 3-day COVID-induced border crossing delay at Camooweal. And as if that wasn't enough, Western Australia decided to play hard to get, insisting we spend a leisurely two weeks in the Northern Territory before gracing them with our presence. But we did not let these setbacks dampen our spirits. We embraced the interruptions with gusto, turning those unexpected delays into opportunities for even greater adventures and sightseeing.

Closed COVID borders to Victoria and NSW in 2021 also meant we had some unfinished travels. Fast forward 2½ years and we were back in the saddle, ready to pick up where we left off to finally complete our lap.

Packing this time around was a breeze, thanks to our trusty updated packing list – a good thing, otherwise we would have overpacked (again). The overall weight of our panniers were a few kilograms less. My beloved laptop stayed put at home, enjoying a well-deserved rest of its own. As for our Huw-designed, Liezel-made pannier bags with all the camping gear? Let's just say we decided to simplify Plan B this time: find the nearest town with a comfy bed and a hot shower! Who needs camping gear when you've got luxury accommodations waiting just around the corner?

Our original start day was 1 February, but local flood chaos on 30 January upended an already unexpected crazy January workload for me. Train delays, bus detours, and soggy waits on platforms led to a 4¼-hour commute to the office. As our only booked commitment was a cabin on the Spirit of Tasmania overnight ferry on Thursday 8 February, Huw suggested we postpone our plans

by a day. We would just spend one day less in Canberra. When I mentioned this to colleagues, their reaction: you don't need more than a day in Canberra anyway!

Narangba to Port Macquarie

We left home on 2 February at 5:45am with the temperature at a cool 22°C. The short panic session caused by my (temporary lack of) phone access to our bank account delayed our departure a bit. Thankfully, our daughter Cath saved the sanity of her panic-stricken mum.

Once Huw navigated us around Brisbane, the temperature started rising rapidly and all too soon reached 36°C.

I have previously written that we cover long distances on the GS without stopping by standing up for 10kms about every 80kms. On day one of this trip, we both had a bit of a scare when during one of our stand-up-rest-on-the-go sessions my right foot slipped off the foot peg. Luckily, I had a firm grip on Huw and managed to regain composure with only a bruised shin to show for the scary incident.

The Scenic Rim was beautiful and green, the roads unexpectedly quiet and the GS fuel consumption at one stage was 4.2l/100km. There were noticeably more potholes from when we were on these roads early December 2023, no doubt due to the heavy rains in the previous few weeks.



Macauleys Beach near Coffs Harbour



We reached the motel in Port Macquarie just before 4pm and spent a lovely late afternoon at the waterfront watching dogs lead their owners up and down the beach (and into the water), followed by fish and chips at the waterfront.

Port Macquarie to Canberra, via Kandos

With our plans postponed by one day, Bathurst beckoned for a Saturday night stay, only to reveal a mysterious case of price inflation. We questioned the skyrocketing rates, as there was no event on that weekend. Result: Kandos Fairways Motel became our overnight destination, where the beds may be humble, but at least they didn't break the bank.

As we left Port Macquarie, the start of the Oxley Highway presented lots of fog and the first of many roadwork traffic control points for the day. Two parts on the highway had single share lane sections but no traffic control setup! Not for the faint hearted – you had to merrily ride along and thank your lucky stars no vehicle came from the front while you were in the single lane.



Oxley Highway

Just as we thought we were in the clear, we entered another section of heavy fog, causing low visibility on sharp slippery bends. The winding road brought back memories of the Gillies Highway near Atherton, only here on the Oxley, the temperature dropped to 17.5°C. By the time we reached Tamworth, the temperature had soared to 39.5°C!

FINISHING OUR LAP - PART 1

After a quick stop at Muswellbrook to rest our ears from our earplugs, on we went to one of the best (my opinion) roads for motorcyclists - Bylong Valley Way Road with its long bends and almost no other road users between Denman and Rylstone.

Dinner was a shared outback style pizza at the local pub, a short walk from the motel.

On our way out of Kandos we made a quick stop to take photos of the lovely flowers on the main street. Then it was off to Bathurst where we did three laps (why not) of the Mount Panorama track. The Gundaroo Road was quiet and made for pleasant riding before we entered a very hot Canberra on the congested A23. We were happy to swim a few laps in the hotel pool before dinner.

Canberra

In contrast to the heat the day before, a cool and wet Canberra greeted us on Monday morning. We went round to the key touristy spots, but the persistent rain killed all enthusiasm to get off the GS. Short easing of rain did allow time for a snapshot of Capital Hill down Anzac Parade from Mount Ainslie, and Huw and the GS in front of Parliament House (before being hurried on by the AFP).



Parliament House

We came to understand why my colleagues recommended only one day in Canberra, which in our view, presented a poor image of a first

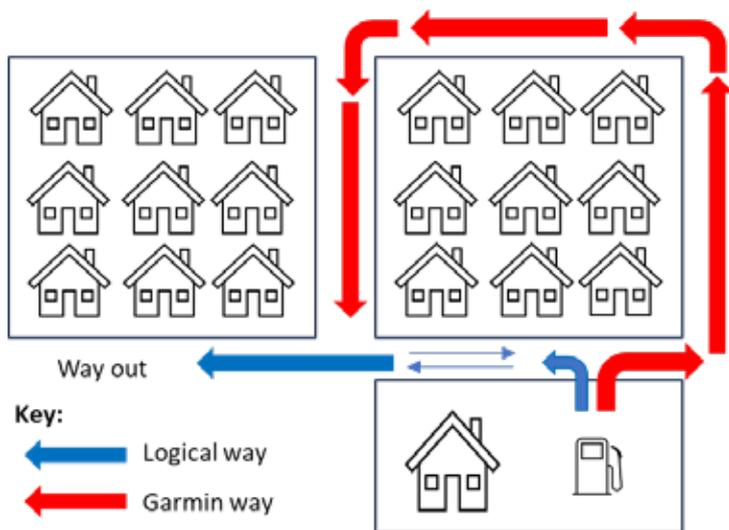
world nation's Capital. Everywhere we looked we witnessed neglect – from un-mowed road verges and parks to paint-peeling street names. Could it be that they were planning to re-name the streets after the Voice referendum – and gave up on the idea (and maintenance) after its failure?

The highlight of the day was the delightful visit to Cockington Green Gardens with its miniature buildings and landscaped gardens where we spent most of the afternoon - virtually alone due to the wet weather. Highly recommended!

Canberra to Eden

We left Canberra at 8:14am, temperature 21°C. Forecast for Eden was 22°C, so we expected the journey to be just a touch over 21°C most of the way. Boy, were we in for a surprise. About 40 minutes after leaving the hotel, just as I took the first photo of the day, it started to rain. The temperature dropped to 17°C by the time we reached Cooma.

I was happy with my new Klim gear, as it kept me dry, although I noticed that the top front pocket where I kept my phone for easy access, was not waterproof. Note to self: Put phone in inner pocket when it rains. More about our Klim gear (and rain) to follow...



Garmin Logic

The Garmin worked well, up to the point when it

decided it was navigating for Duncan, not Huw. It started to direct us onto dirt roads, and when we refused (thanks to google maps), it insisted for the following 40 kms that we make a U-turn. We filled up in a one-horse town, and checked the Garmin settings: yes, they were correct – not on maximum dirt roads. Obviously, the Garmin had a gripe with us, so it navigated as indicated in the diagram – all logic out the window, or is it off the visor?

It just kept on getting colder, and on the Alpine Way to Murray Gorge the temperature was down to 11.5°C. The low visibility eerily made me wonder when Harry Potter's dementors were going to descend on us.

In the areas without fog, the roads were wonderfully quiet with lovely bends. I managed to snap some pretty buildings in Thredbo and one of the (summer) green slopes near the Kosciuszko ski lift.

The roads to Eden were beautiful and when we reached Eden at 5:30pm it was indeed a bit warmer at 21°C and the coastal walk to our dinner destination provided beautiful views of the coastline.



Eden coastline

Eden to Rosebud

The Princess Highway provided and uneventful ride until we got close to Melbourne. A white sedan decided to take a non-existent gap in traffic, and if Huw was not so alert and already had two of his fingers on the brakes, we would

have been wiped out. Luckily, I was looking in the other direction and did not see it coming, so I was saved the stress of the near miss.

On our pre-dinner walk along the Rosebud beach, Huw spotted the shipping vessel 'Evergreen' just off the coast, and wondered if this was the same vessel that blocked the Suez Canal for six days in 2021. Google informed us it was the 'Ever Given'. Close, but not quite.

Rosebud to Devonport

An early morning walk on the Rye Pier rewarded us with witnessing a fisherman catching two fish in one go and seagulls gliding past close by. We had lovely pastries and coffee in Sorrento before boarding the ferry from Sorrento to Geelong.

Many motorcycles lined up to board the Spirit of Tasmania and one of our fellow travellers introduced us to BBR, an application linked to <https://www.bestbikingroads.com/>, providing 12,348 motorbiking routes around the world. The app lists routes near your current location (or any chosen destination in 92 countries) and provides the length, road type and star rating for road surface, visibility, scenery, corners, straights, hazards and police presence. You can view the route on a map in the app or on the website, download the GPX file and post a comment. I downloaded the app and we referred to it a few times during the trip.

Launceston and surroundings

We rolled off the Spirit of Tasmania just before 6am and soon realised that despite our thermal underwear, we had underestimated the early morning temperature of 7.5°C, so a sunrise stop on Frankford road was needed to change to winter gloves.

We soon realised Tasmania runs on a different time schedule from the mainland. At Beauty Point you can't get coffee at 7:45 am, so on the advice of a friendly local we went to Beaconsfield for coffee and a bite to eat. After

FINISHING OUR LAP - PART 1

a visit to George Town, we went back to the Batman Bridge (I wanted a photo – which soon joined the list of culled photos on my phone) and then to the Cataract Gorge in Launceston.



Glove change on Frankford Road

The walk at Cataract Gorge tested my determination for sightseeing. Apart from being way too hot for my thermals, the huge map on the information board provided colour-coded routes. Cool, we (incorrectly) assumed the signposts for the different routes would resemble the same colour coding as on the map. Not so. Our chosen route soon ended with a "closed" sign, and the alternative route indicators were all but clear, so the pleasant afternoon walk soon turned into a sweaty 'where are we?' and 'is this part of the loop trail or part of the 13km trail we do not want to do?' Thanks to Huw we made it back to the gorge.

Back at the car park we bought two bags of the most delicious cherries. A ride on Deviot Road provided good scenery and a place to polish off our cherries.

Our accommodation in Hotel Launceston was pleasant – except for the ridiculously small basin in the newly renovated bathroom which created a few challenges when brushing your teeth. You had the following choices:

- (a) Bump your head on the wall.
- (b) Dribble toothpaste spit on your feet.

- (c) Involuntary do (b) after you involuntary chose option (a).
- (d) All the above PLUS get completely soaked head to waist when you open the faucet and the spout pops off (see photo).

Using the tap in the bath/shower combo was not an option. A glass splash panel prevented you from reaching the taps while outside the bath, so it was only feasible if you also wanted to wash your feet while cleaning your teeth.

Set aside the cleaning of face/teeth, the day rides from Launceston provided pleasant, quiet roads which included the Ben Lomond National Park and then a round trip via Blessington to Bridport where only stumps are left of the burnt-out jetty. The Little Blue Lake on Gladstone Road, the impressive giant fish painted on the rocks near Derby, Scottsdale, and views of the Mount Maurice Forest Reserve from the Sideling lookout followed before returning to Launceston on the winding Tasman Highway.



Try brushing your teeth in this basin



I was intrigued by this road in Upper Blessington where it seems you can go faster (80 as opposed to 70) if you keep to the left side of the road.

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!



A 100,000 km mileage award was presented to John Eacott at the May General Meeting, for attaining over 100k on his K1600GT.



John is the Gold Coast Coordinator for Bloodbikes and has notched up 20,000 volunteer kilometres on 3 of his K1600GT's!

In addition John undertakes moto marshalling work, which he has done for the last 12 years. This is for cycling and triathlon events across QLD, NSW and VIC.

John has also participated in all but the first 2 Wall to Wall rides and organised the original Black Dog Ride in Melbourne.

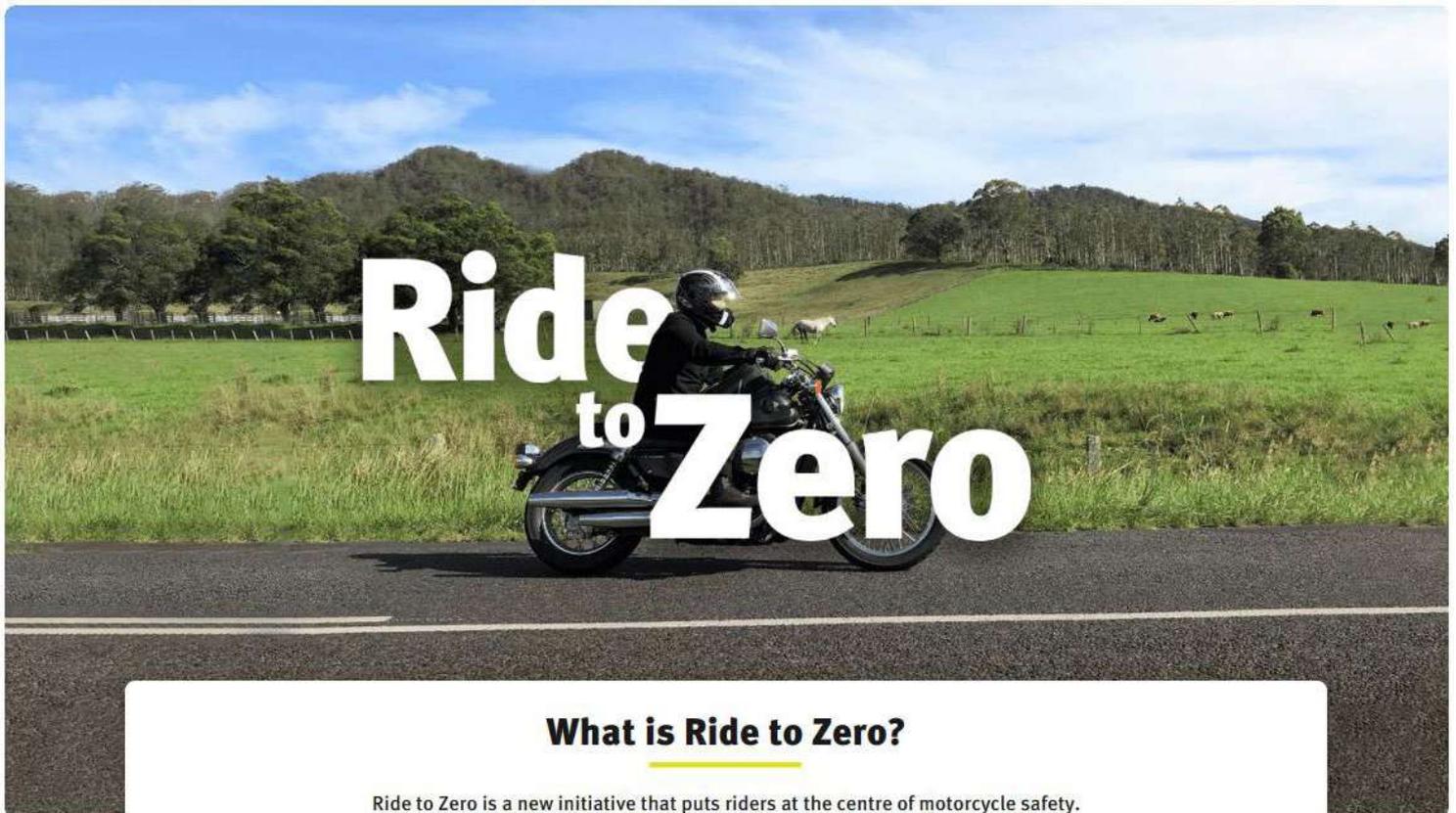
Cudos to John and his K1600's!





RIDE TO ZERO

- The BMWMCQ and our partner organisation (SMART Rider Academy) have received a subsidy of **\$17,500** for training!
- First training courses started 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.
- Register via the link on the Club Facebook page or website.



What is Ride to Zero?

Ride to Zero is a new initiative that puts riders at the centre of motorcycle safety.

We will bring together the knowledge and experience of everyday motorcycle riders to mentor, upskill and support the riding community.

By Duncan Bennett, Member #4171

May 18th was the first in the Ride to Zero training days, with a good roll-up of BMWMCQ members to kick things off. Participant experience ranged from “started on a 2-stroke screamer during the Cretaceous” to about 3 years in the saddle. One of the great things was the ability to share stories and have meaningful discussion about motorcycling and its impact on our daily lives, both positive and negative, starting with what we did to get a motorcycle licence? If you want an opening topic that is a great ice-breaker, that’s it. During the Cretaceous many of us just rocked up on the machine we were getting a licence for, may have had to take a spin up the road in view of the cop shop, but things are fortunately a bit less trial and die these days.

So what did the course cover? After the ice was broken, we talked about the risks and consequences of the activity we love. Out came the accident stats, and therein lie a few no-brainers but a surprising number of surprises. You won’t be getting any spoiler alerts though, you’ll just have to sign up to find out for yourself.

Then into the road craft, particularly braking techniques. If like me you’ve been trained to keep two fingers on the brakes at all times - standard adventure riding practice - then sit up the back and keep quiet. They were very convincing

though and I’ll be practicing on the street. Then into position on the road, scanning technique, making oneself visible and sources of hazards, group riding and then the big one - cornering. Something we do unless we live on the Nullabor and commute to Eucla, so fairly important. This was a highlight for me, and combined with braking the learning was good.

The smartly dressed Smart Rider trainers; Steven, Allen, Julian, John, and Darryn



Darryn explaining the cornering techniques required to get to the Brookside Dan Murphys



No matter your level of experience, you will always learn something new on a training day, and often it will be something that will save your life. We learned where the Brookside Shopping Centre Sushi Train was, and avoided a potentially-life-ending-but-awesome-kebab.

After lunch it was putting practice into theory, stuffing it up, suddenly remembering the right theory, and putting it into practice. U-turns are always a big one, especially on club rides, so practicing these is critical. The best riders can do a U-turn while using sign language to those behind them that they also need to do a U-turn because the bloody

Ride Leader didn’t bother to do a reconnoitre run. Slow riding was another one - keep revs up, clutch just on the engaged point, back brake for stability. Then the inevitable slalom cones, the R18 and Panamax Tanker rider’s favourite activity. If only Edward Smith the Captain of the Titanic

had done the Ride to Zero course, things may have turned out differently. Like Bart on his R18 he would have just dropped a gear, driven over the iceberg, and collected a fragment for his Moscow Mule.

After about a million laps of the enormous car park, it was time to get on the road and watch the professionals at work. And have them watch you. This was mainly about road positioning through intersections, in traffic, and in corners. What made this awesome was a bit of group riding technique training, including how to lead rides. I love leading rides - I'm going where I want to go and all my problems are behind me - but it can be daunting. How to keep the cat herd together, predicting light changes, it was all explained by Darryn who does it for real with foreign dignitaries, in cars. Huw and I had a go in unfamiliar territory without corner marking, and no-one was MIA. Amazing.

The cornering was practiced for real over Clear Mountain. Which starts a pet whinge of mine - Mount, Mt, and Mountain are all used randomly with gay abandon, and even Google demands that you choose correctly. Mt Clear turns out to be in the ACT so we dodged a bullet there, it turned out that Darryn had been given a 1: 25 000 scale paper map which is tricky for navigation except up the Stuart Highway. The corners on Clear Mountain are fabulous - how sports bike riders have missed this road is always a mystery to me - we saw one. Cornering technique was come in wide, stay wide, and exit tight. Staying wide means that a) you aren't leading with your noggin across the line in right handers, and b) either direction you have the best vision around the corner. On left handers, and everyone who has ridden early up Mt Mee knows this, taking the racing line means getting your expensive helmet jammed into a cyclist's crack or running wide. Preferably you run wide.

**Full compliment
complimenting the XR**



Darryn explaining how his 1: 25 000 scale map means he has to delegate the ride leadership to someone else.

Cindy led the ride back from Samford, the GPS behaving itself for once. Back to Brookside, Steven presented all the first Ride to Zero participants with a Rolex Submariner, unfortunately in Oystersteel rather than the preferred white gold. Cheap.

Seriously though, the practice started in earnest on the way home with scanning, road positioning in intersections, cornering, and the braking techniques. It will all become muscle memory just as soon as I get some of those.

BMWMCQ TRAINING COURSE SUBSIDY

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

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy June 2024 re-eligible June 2027.
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!



By Tony Gray, Member #3905

I read a post recently on one of our sister BMW Clubs FB site from a rider who was selling his bike and retiring after 10+ years of riding. The reason he gave was the attitude of other road users in Australia (more specifically NSW I gather) that put his life at risk. Now I have every respect for an individual's right to their own opinion and decisions but the questions raised here requires some analysis.

Our writer compared the attitude of other road users to

motorcyclists in Australia to those in Bangkok and of truck drivers attitudes in Europe. Each case displayed courtesy and consideration for the motorcyclist. Australia was very poor in comparison with drivers begrudging motorcyclists their right to lane split and going out of their way to prevent free access to space & lanes in his experience.

OK lets get back to basics - hands up those who ride a motorcycle because they perceive it to be the safest form of road transport - nobody? If safety was a primary concern then the safest way to get from A to B would not be on our road network so what about a train? Generally we use a form of private transport because it is convenient and for the most part gets you door to door, unlike the train or other forms of public transport. In the case of motorcycles we don't just ride for convenience but for the pure enjoyment of riding. If you accept that roads are inherently dangerous places and you want to mitigate that risk then drive a Volvo or a Sherman Tank, certainly

not a motorcycle. So in choosing to ride a motorcycle you accept an element of risk but adopt both primary and secondary measures to mitigate that risk (certainly wise riders do).

Back to our correspondent's comparison of Australian drivers to truck drivers in Europe and car drivers in Bangkok. I am writing this part way through a European trip where we are spending many miles driving on the roads and we have ridden tens of thousands of miles in Europe on previous trips.



There are lots of trucks on their major roads and generally speaking they keep to the slow lane so as not to obstruct faster traffic - a big tick compared to some of our drivers. Another safety feature they almost universally adopt is to activate their hazard lights when there is cause to slow down - trucks generally have a higher, clearer view of what is happening ahead. Many car drivers adopt this same procedure and this has to be a good safety measure - yes it



would be good to see this on Australian roads. Have I seen any belligerence towards motorcyclists, no. Have I seen any in Australia - with a few exceptions, no.

The sheer volume of two wheeled traffic on European and Asian roads demands that they get recognised and accommodated by car & truck drivers. You cannot ignore them as they quite rightly can legally park anywhere & everywhere. It is also my personal view that people in these countries grow up and grow old on two wheeled vehicles - they may now drive a car or truck but their children, Parents, Grand-parents are likely to ride or have been riders so they see beyond the helmet (if wearing one) to the person inside. We see many parents dropping & picking up their child on their motorcycle or scooter. Will this change in Australia - one would hope that the ongoing public education of drivers about the presence of motorcycles will have a positive effect.

Motorcyclists have the most important part to play for their own safety in their attitude, skill level and attire. Governments have a role to play in education, road design & condition and law enforcement. Drivers are responsible for their awareness and acceptance of other road users. We have seen some pretty dangerous riding in Spain & Portugal on this trip but I also see that in Australia as well - it's just that there is more of it here. The Spanish highways carried lots of billboards showing bikes coming onto a car too fast - clearly a response to that form of potential accident.

So in summary has our correspondent over-reacted in quitting riding because of the risks from other road users? That is a decision we all have to make whether we appreciate it or not. From my perspective with more decades in the saddle than I care to remember I appreciate that I do not know everything and will never stop learning. I cannot control what other road users do around me so I assume the worst. I do not take the risks I did as a 20yo but am prepared to cut a bit of slack when I see a 20yo doing something that I probably did back then - I hope they survive & learn.

Keep riding as long as you are able and as long as you enjoy the experience, there is nothing else quite like it. Oh and sign up for one of the Club's excellent 'Ride to Zero' training courses as I will be doing - you may just come out a better, safer rider.

Building a Richthofen 750 or the creation of a Franken R75/6 Part 10a

By Christopher Robertson, Member #243

"It's alive, it's alive, it's alive....." (Baron von Frankenstein - 1931 movie version)

Now the most astute of you will notice the 'a' in Part 10a. Now I knew the Richthofen 750 would be going long before I got it to the track. So Part 10b will be later in the year once (and if) it is track tested this year.

Yes on the 11th of April 2024 (my birthday actually) I fired up the beast - it went nearly first go. Yeah sure the timing was out, carbs mis-adjusted to hell, but it fired - Oh My God (that's OMG in big, big, letters) - it fired and the noise was deafening.....but soooooo bloody wonderful. (Let me know if you want a small video of it being started). Otherwise refer photos 1 and 2 for the bike near finished.

Photo 1: Bike with newly fitted seat and badges attached.

Getting there. Richthofen 750 transfers yet to be made up and attached.



Incidentally these photos show the new seat insert I had done at Archerfield Auto Upholsterers (Ph: 3274 5310). The foam was glued to the

insert and then I tried it on the bike and then we sculptured the foam it to suit my bum, before it was covered with vinyl. Yep, I needed a ridge on the edge of the seat for my sphincter valve to grip going around corners hard!



Photo 2: Rear shot. Hopefully what the opposition will see most of.

Funny thing 1. I talked to Edgar from Flat Racer parts and said, "I did not expect these megaphones to be so loud. I might have to swap them for the road going version." He responded with, "Do not bother, there is not much difference in the deadening ability between those and the ones you have - they are all loud!"

Funny thing 2. Every time I start the Richthofen my neighbour across the road, a retired engineer, comes over to listen. He says he loves the sound. However, on the negative (?) side it shows how much the noise is thrown from my garage.

Now once the Richthofen was started, as per my nature, I could not leave the thing alone. From this fiddling, as expected, new phenomena became evident in the world of this extreme rebuild. After I ran the bike several times, reset the timing by ear and while I cannot put down all the items that surfaced, a choice few will be dealt with here:

1. Slight noise from the rocker area. (See below for final outcome aggggghh).
2. While the oil light went off quickly, the electronic oil pressure gauge did not work. Bit of a worry that.
3. Fuel pick up and idle was of concern. Yeah sure the cam is ground, but not to that degree it would make its idle impossible below 1,000 rpm.
4. Items needed to finish off.

They say "Time is a thief" and never is that truer than in my case. Now having had a week to ready the race car, a weekend of car racing at Warwick, which the Tiga decided to run on 3 cylinders (rocker nut had come loose - one cylinder down - refer Photo 3 (I had someone do the tappets for me only one meeting ago - they are now reset and it is to go on the Dyno 1/6), closely followed by two weeks of a heavy dose of the flu, then for some reason a lot of professional work has come

Photo 3: Sorry to digress but a 2.0L pinto motor with around 1/2" tappet setting. Lock nut worked loose. The result being the inlet valve not opening at all. No wonder I was left for dead on the hill under the bridge at Warwick. It was effectively 3 cylinders.



my way. I desperately needed to set aside some good quality solid time for the bike. I realised I still had and have much work to do.

Problem 1. Let's begin with the tappets. Everything worked up until about 4,000rpm. With a couple of good loud rev bursts. I then looked at the ground and saw a spot of oil. "Hmm," I thought, "is the rocker cover leaking." It was indeed, but not through the gasket, but out of the rocker cover itself (Refer photo 4).

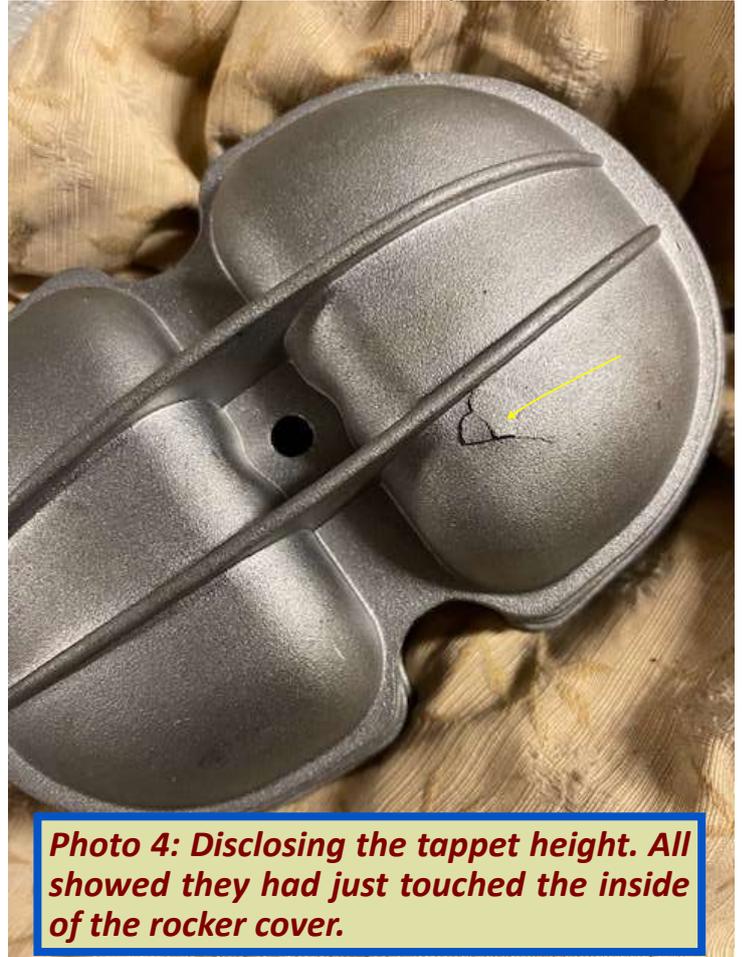


Photo 4: Disclosing the tappet height. All showed they had just touched the inside of the rocker cover.

I removed the rocker cover and the rocker had (I would say bounced) to such an extent it punched a hole in the cover. Now, if you remember when I assembled the motor at each stage I used that purple plasticine to measure the clearance - there appeared to be plenty of clearance between the rockers and the rocker covers. Evidently there was not when revved!

Solution 1. Refer photos 5 and 6 which discloses the tappet adjustment. I removed a good 5-7mm off this length. I then started it and the entire rocker area was much quieter. I have yet to recheck matters in detail. I will in time have the rocker cover repaired and use it for racing.

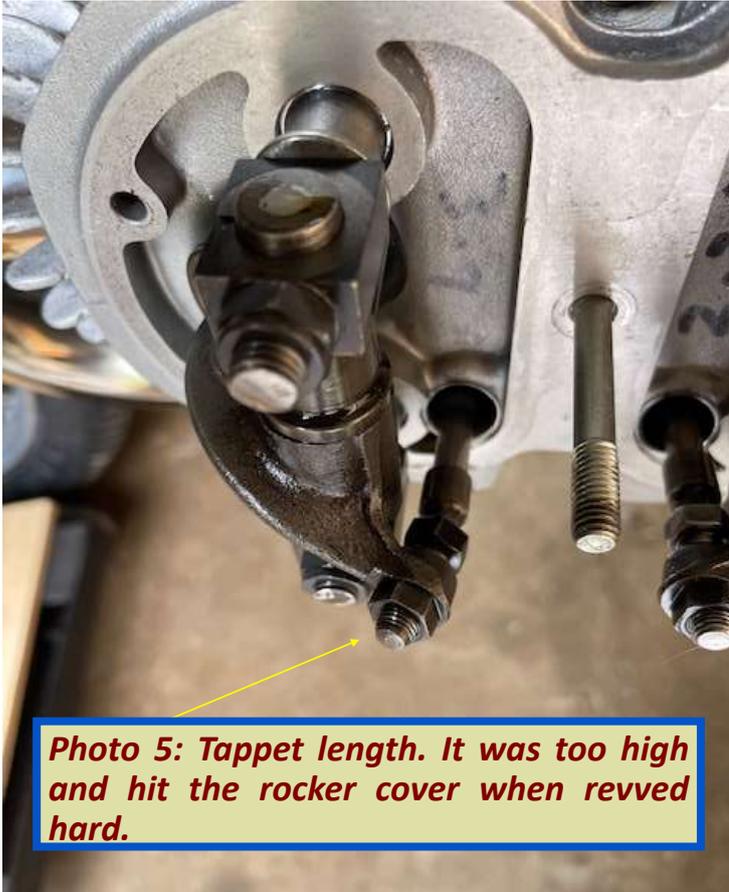


Photo 5: Tappet length. It was too high and hit the rocker cover when revved hard.

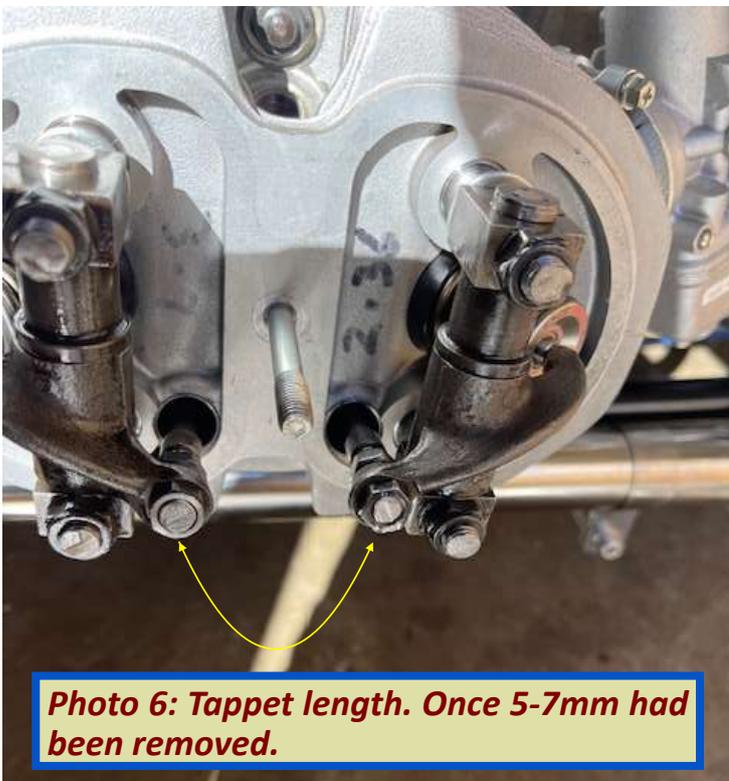


Photo 6: Tappet length. Once 5-7mm had been removed.

If you remember we had to machine the block to allow the new R80 sourced barrels to recess into the block and for the R80 cylinder heads to fit. This led to rocker gear heights and clearances being altered to being slightly higher. I will also see if I can remove the spacer under the rocker gear as well, as this will again lower the height

of the rocker arms and tappets. This action is, of course, pending that there is enough space allowable for tappet adjustment. Despite the hotter cam, tappet adjustment of .004 Inlet and .008 Exhaust has remained the same.

Problem 2. Oil pressure. In some respects, reluctantly, I regard this as another work in progress. Two issues here: the new electronic oil pressure gauge was not working; and, the oil pressure is somewhat high.

Solution 2. I decided to go back to the oil line, mechanical oil pressure type gauge. Photos 7 and 8 show the difference of the fitting required for the different types of gauges. Photo 9 shows the RPM and oil pressure now working. Splendid!

Photo 7: Electronic oil gauge sensor. As you can see this was quite large and was difficult to fit in around the cylinder barrel. I was not disappointed to have to replace it.



Photo 8: Much better fit. Oil gauge sensor and oil light sensor unit mounted with plenty of space. You will also note there is oil in the line of the gauge sensor.



Photo 9: Finally both the Rev counter and oil pressure gauge are working.



Photo 10: Sump Spacer from Motoren Israel. From memory it contained a separate oil relief valve.

paranoid!!!”, they tell me.

Ok, here is why the jury is still out in my mind. Now the new sump spacer and filter mechanism I got from Motoren Israel in Germany (refer Photo 10), I believe from memory, contains a relief valve (I will talk to them again to double check), so I checked the old oil relief valve was working before as I put the shaft back together and I left it in place as a safeguard. I could see no harm with two relief valves in place. Unless of course oil is directed in another direction in the motor from the new sump spacer, oil filter and the oil cooler I installed (all after market).

Now the factory specs disclose the oil pressure relief valve as operating at approximately 73 psi, a bit low, but still within reason for a road going flat twin of this vintage. However, I screwed in an oil pressure measuring gauge and it incidentally showed the same as the new mechanical oil gauge I installed. But, and here is the big butt, after running for 5 -10 min the oil light sensor at the motor started leaking oil (replaced for new when I assembled the engine). While it halted proceedings for the afternoon, just in time it seemed, as I was called to give an opinion on something or other to do with urban planning, its failure did and has not set my mind at ease.

While I would have thought that a sensor (like that in photo 8) would or should be able to withstand twice the oil pressure it was asked to do, it nevertheless failed. Of course I might have bumped or disturbed it when I removed it for the electronic oil sensor gauge replacement. The million dollar question is, was it the oil pressure that caused it to leak? A replacement one will determine whether it is indeed an issue! First opportunity after I prep the Tiga for QR I will run the bike with the direct oil pressure testing gauge.

Problem 3. Fuel pickup and idle.

Now I replaced the fuel tank with a near new R100 tank, but used the R75/6 fuel taps that I overhauled for the fuel outlets. Refer photos 11 and 12 which discloses the height of the pick up tubes form the tank for the full and reserve modes.

While others have argued to me all is well with the oil pressure and just give it time to run in, as I fitted new oil pump internals and everything is tight, I believe deep down I will have to re-check on the oil pressure relief valve. “Now stop being



Photo 11: It seemed to need a lot of fuel to start! Answer: the pickups were far too high.



Photo 12: A simple cut and tuck. The lowering of these pickup tube heights, reserve and main pickup, will mean less fuel will be run in the tank in races.



Solution 3. The fuel pick up was easily solved, but the idle is yet to be finally resolved. The oil light sensor failure prematurely (mentioned above) ended the needed idle adjustments, which included another check of the timing and accelerator cable adjustments. I will have another go when I test with the oil pressure testing gauge.

Problem 4. Items to do.

Honestly, this list does get bloody longer:

4.1 The first of these items is I had hoped to run the bike this year at Carnell Raceway with the Queensland Early Motorcycle Sports Club (QEMSC) at Stanthorpe in July. But I am informed (only recently) the track is so tight Motorcycling Australia (the governing body for motorcycle racing in Australia) has limited motorcycles to only 650cc of size racing there. I will find another venue to test when ready. (Hmmm...do I see in my crystal ball an R65 being built as a race bike in the future? I think so).

4.2 The second, and perhaps a less important realisation is that work on the Richthofen, will be ongoing so long as I am alive, as is the case with most racing machines! Now the short list to do before the track work:

a. Oil filter. The oil filter (as per photo 13) is a little vulnerable to puncturing in its position. I will need make a cover for it that deflects stones that flick up from my front wheel and other bikes. I would not want to drop oil on the track.

b. Mount the flaring. The flaring came without brackets (a right pain that was). So I have started measuring and making up brackets. There is actually little room for this. However, as I selected the type and style is as per 1970s BMW racing motorcycles, so it must be able to be done. As I had the flaring painted I delayed fitting it so to avoid scratching it.

c. I keep putting this off (God knows why) PUT SOME NEW TYRES on the bike for Christ's sake! Those that are on the bike are 30 years old (brought new in 1994). Ok for wheeling it around the garage but, only hold air reluctantly.

d. I am still not happy with the engine emergency kill stop switch in three regards. I think it is and feels cheap and does not operate as I want; I am sure it is not connected correctly; and finally, it comes too close to the tank (and could dent it where it is located) when you are man (person?)-handling the bike.

e. Put the bike on a Dyno and see what BHP is delivering. L.J.K.Setright states the bike had a max power output of 50 PS. I am hoping to increase this 15-20%. Any more and I think things (like diffs and gear boxes) will be starting to break under pressure, unless they are beefed up.

f. Get made up and apply Richthofen 750 transfers.

Well that's it. Plenty still to do on top of getting the Tiga ready for July at Queensland Raceway. What was that John Lennon prophetically sang in his song, "Life is what happens, while you are making other plans."

Above all, thank you for following this story.

Writing this has been a Godsend as it has motivated me to get matters moving!

Any questions or comments or abuse only too glad to receive them (contact details below). Many thanks to those that have given me kind feedback already and support over the project, particularly Cindy, Duncan, Tony and of course the Memsaab, who wields the money.

Yours in the saddle,

Chris

PH: 0403 868 375

christopheroberston@bigpond.com

PS: One last late thought. As it's getting colder and late at night. I wonder if it's possible to get an electric blanket that runs ah la Spinal Tap, and has a setting of 11 for heat? Or should I put an 11 switch on the Richthofen 750!

Photo 13: Oil filter exposed. To be fair to other track users, ensuring no oil gets inadvertently dropped on the track, the oil filter needs a shield over it, lest a stone punctures it. However, it should be noted historic racing bikes are technically required to have a tray under the sump to prevent oil dropping. I should be able to combine a tray and oil filter guard for the bike.



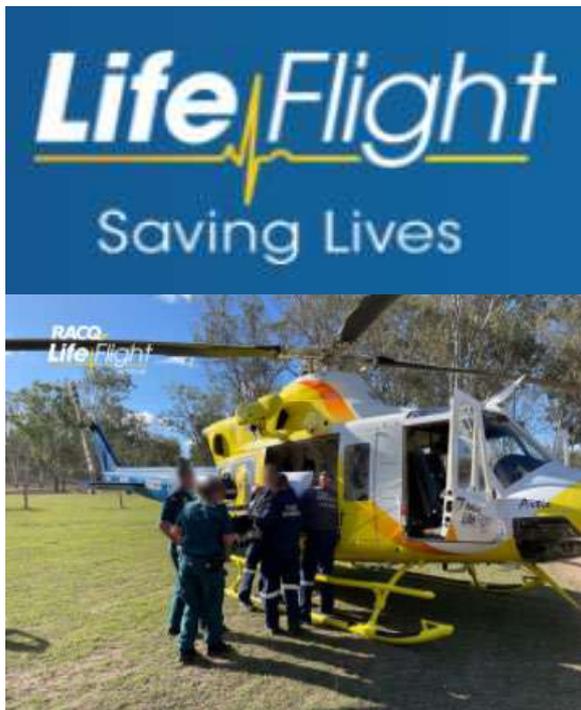


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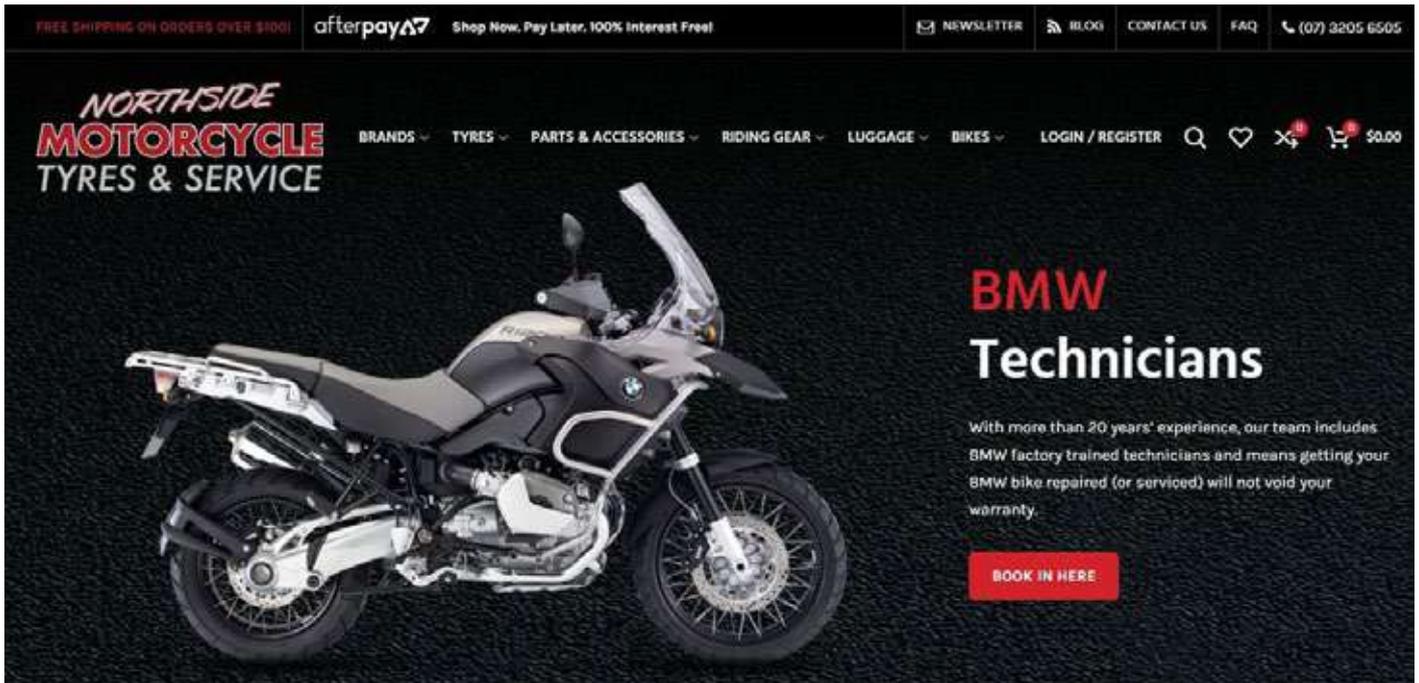
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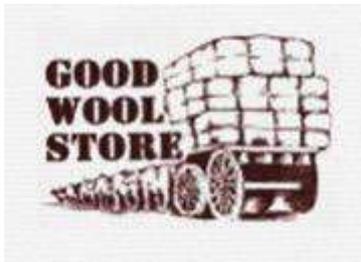
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Distinguished & Dapper! - By Cindy Bennett, Member #4170

I had first attended the Distinguished Gentleman's Ride (DGR) in 2022 – this is a worldwide ride to support men's health, predominantly cancer charities and mental health initiatives through their official charity partner Movember.

The prerequisites to register are a suitably retro/classic/vintage bike, dressing dapper and raising funds, (minimum of \$25). Being male is not a prerequisite – anyone is welcome to participate!

As we would be home for the 2024 ride on Sunday 19 May, I duly registered and joined our BMWMCQ team with about 5 others for the Brisbane ride. However, 3 days out from the ride the organisers postponed the Brisbane ride to the following Saturday. Bigger. Not doable for us as we had a Triumph Ride to attend. This was also most inconvenient to the other around 400 registered riders I am sure. An option was to transfer the registration to another event i.e. Sunshine Coast or Gold Coast. So Margreth, my fellow BMWMCQ dapper-rider suggested the Sunshine Coast ride at Caloundra. A few steps on the DGR website and Bingo we were down for this smaller ride of around 80 riders which I must admit is less daunting than a few hundred!

The day dawned bright, sunny for a change and coolish – perfect riding conditions. After meeting Margreth at the Northbound BP at Morayfield, we hightailed up the Bruce to our meeting place near the Corbould Park Racecourse on the Caloundra Road. The entry was well organised and we soon had a coffee and were wandering the well turned out retro bikes. Of note the only 2 BMW bikes were Margreth's R9T and my R1200C. Lots of Triumphs, Royal Enfields, scooters and a Laverda. Oh and one old 2 stroke Kawasaki that blanketed us in its exhaust fumes!

Leaving for the short 30km ride to lunch, we did a very scenic loop south via Pelican Waters and up through Golden Beach, Kings Beach, Shelly Beach, Dicky Beach and finishing at Your Mates Brewery at Warana (part of Kawana). This was a great venue, plenty of level parking for the 80 or so bikes and fast lunch service.

This was the first DGR held in Caloundra and the organisers outdid themselves with the commitment to a positive safe and fun ride for us all. I will definitely be back to do the Caloundra ride again, and would encourage anyone else thinking about attending to join in for such a worthwhile cause for our menfolk.





The Distinguished Gentleman's Ride Social Connections Challenge

Having strong social connections are a key protective factor for men against anxiety, depression, and suicide. The Distinguished Gentleman's Ride Social Connections Challenge is aiming to find better ways for motorcyclists to build strong connections with each other and combat the inherently isolating nature of riding. Community projects across Australia, Canada, New Zealand, the UK and the US have been awarded DGR funding to help them to develop, test and pilot their ideas.



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