

Edition No.606



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BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.



BMW Motorcycle Club of Queensland



Committee



President - Cindy Bennett
Ph: 0401 610 671
president@bmwmcq.org.au
R1200C



Vice President - Tony Gray
Ph: 0409 493 605
vpres@bmwmcq.org.au
R1200GS (The Grey Ghost)
R60/6



Secretary - Geoff Hodge
Ph: 0413 180 101
secretary@bmwmcq.org.au
R1200RS; R75/5, R51/3



Treasurer - Darryl Gowlett
Ph: 0438 083 996
treasurer@bmwmcq.org.au
R80GS; K100RS4V; K1300R



Events - Ben Nazzari
Ph: 0448 594 833
events@bmwmcq.org.au
R1200 RT, R100GS



Editor - Duncan Bennett
Ph: 0458 293 569
editor@bmwmcq.org.au
Triumph Tiger 900 Rally Pro



Records - Greg Gaffney
Ph: 0411424 219
records@bmwmcq.org.au
R1200RT



Tools/Service - Chris Bramwell
Ph: 0427 480 811
tools@bmwmcq.org.au
K1200GT



Regalia - Mario Grossi
Ph: 0422 133 131
regalia@bmwmcq.org.au
R1200RT



Dealer Liaison - Don Grimes
Ph: 0411 601 372
R1200GS; K1300R

Sub-Committee Roles

Clubs Australia - Paul Hughes

Training Representative - Julian Davis

This Issue - October 2024

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On The Cover

The Editor's hired F850GS Triple Black at the Australian 3rd Division memorial, Sailly-le-Sec, France.



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 weeks on the road and I'm gunna make it home tonight. That's a reasonable summary of the feeling on the 24th September coming from Dubai, having left our cool-ish shores on the 13th August for the 5 country tour (we did spend one night in the UK at Gibraltar). But firstly though a huge thanks to Paul Hughes for stepping up once again into the Editor's role while we were away. The sum total of our assistance to Paul was to read his texts when we checked them in the morning in our French chambre à coucher, viz; "I can't figure out how to....", and 10 minutes later the routine follow-up text; "I've done it, don't worry". A perfect way to start the days.

The new shed was finished the day before we left, and somehow in 6 weeks the motorcycle collection doubled - we've currently got 6, only 4 are BMW's though. Might need another shed.

Back into it, the plan is to finish up the minor changes and formatting to the BMWMCQ Constitution and put the draft into the Journal, hopefully by November, for all to read before the March 2025 AGM. The Associations Incorporation Act-driven additions regarding membership records privacy and the grievance procedure have been included "verbatim" in the draft, obviously we don't have to vote on these as they are already law and so effectively already in the Constitution.

The grievance procedure is important, previously all we had was a "you're out" rule, which involved possible public humiliation at a GM for those who wanted to fight it. Australians don't respond well to public humiliation so it wasn't a good mechanism for resolving differences, we do that better face-to-face, and in private. Confronting the members who turn up to meetings, some of whom may be attending their first ever BMWMCQ event, with the requirement to pass judgement on someone they don't know should be a last resort after mediation has failed, and the grievance procedure we must abide by since July 2024 provides for this.

Cheers

Duncan

The President carving up the endless twisties on the N222 in Portugal - considered by some as one of the best motorcycling roads in the world with its combination of incredible scenery and winding roads above the Douro River. We aren't disputing the claim.



Submissions for the next Journal close 25th-ish October



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

NEXT MEETING: Thursday 3rd October





Cindy Bennett

President's Report

Well the Editor and I have now returned from our 6 weeks away riding in Europe and Morocco. I would like to thank Vice Prez Tony Gray for stepping most ably into the "Oval Office" for this time.

Our trip away seemed longer than the 6 weeks and about 10,000km was covered in total on the F750GS for me and 850GS for the Editor – both Triple Black editions.

There will definitely be more written up about this trip, but a highlight was sharing the 3 week Compass Spain, Portugal & Morocco tour with 8 other club members - Huw, Liezel and Gareth; Mark M; Nic & Margreth; William Lottering and Ray Cranston. Along with former member David Mifsud, who many will remember. It was a social and friendly group, 16 bikes in total pared down by 1 in the first day by a drop of the bike and subsequent shoulder problems with Brenda the pillion. Two support vehicles ferried our luggage, a spare bike and the picnic lunch supplies and we were lucky to have a former GS Trophy rider Julia Maguire as our Ride Leader. She is an inspiration and was a very encouraging and positive person to have in charge of the group.

But back to business - what does the rest of the year look like for our Club? We have several exciting events coming up including the "Back to Basix" Camping weekend as well as the Christmas Party at the end of November – if you are thinking of attending please book in using the link in the advert in this Journal. The more the merrier, and Hervey Bay is a top venue for a night away. We also have another Ride to Zero session on Saturday 23 November, I can highly recommend this session for any level of rider. You WILL get something out of it!

Ride safe,
Cindy.

The pick-up of the 750 & 850 GS Triple Blacks in mid August from MotoXplorers Lisbon.



Below: A happy group of riders including a lot of BMWMCQ members, after leaving Morocco and in front of the Rock of Gibraltar



BMWMCQ Club Events for

OCTOBER 2024

Date	Start	Event	Details	Contact
Thur 3 October	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 12 October	9:00am	Monthly Coffee Morning	Carport Cafe Wynnum	Events Coordinator
Sat 12/13 October	9:00am	Back to Basics Camping Weekend	Gordon Country Camping Goomburra <i>(see ad in this journal)</i>	Gary Bennett
Wed 16 October	9:00am	Mid Week Ride	Linville Hotel	David Harvey
Sun 27 October	12:30pm	Monthly Club Lunch Ride	Crows Nest Hotel	Events Coordinator

NOVEMBER 2024

Date	Start	Event	Details	Contact
Thur 7 Nov.	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 9 Nov.	9:00am	Service Day	61-63 St Jude Cir Glenlogan	Tools Officer
Sun 10 Nov.	9:00am	Club Led Ride	Leyburn	Tony Gray Ride Leader
Wed 13 Nov.	8:30am	<u>Mid Week Ride</u>	<u>TBA</u>	Events Coordinator
Sat 16 Nov.	<u>9:00am</u>	<u>Coffee Morning</u>	<u>Little Tree Bake & Brew Samford</u>	Events Coordinator
Sat 23 Nov.	9:00am	Ride To Zero	Ride Smart Mitchelton	Julian Davis
Sat 30 Nov.	6:00pm	Christmas Party	Hervey Bay Boat Club <i>(see ad in this journal)</i>	Events Coordinator

UPCOMING EVENTS TO PUT IN YOUR CALENDAR

Date	Event	Location	Contact
7 to 9 Feb 2025	Karuah River Rally	Karuah	BMW Touring Club NSW



Following on from the very successful Cullendore Camping weekend last year, our annual camping weekend, this year will be at “Gordon Country Camping” in the Goomburra Valley with the Main Range National Park as our backdrop. This is a 4,000-acre campground with many different areas to camp in. The area we will be camping in is called “Retreat”, it has a camp kitchen with an electric kettle, toaster, 6 burner BBQ and three eight-seater tables and chairs under cover for our use. There are also 3 flushing toilets and 3 showers.

The cost of the weekend is **\$22pp + \$10 per bike** (the \$10 per bike/car is for them to maintain the many roads within their camp grounds). Payment must be paid by visiting their website prior to the camping weekend.

On the camping weekend you must check-in at reception, then proceed down the dirt road for approx. 5km to the “Retreat” camping area, where our Club Banner will be displayed at the entry to the camping area.

This road is in poor condition as it is the responsibility of the Council to be maintained to give access to the National Park at the end of the road, but this is not happening. It has a hard surface, but there are some large potholes and travelling at slower speeds would be advised.

To make a booking, go to gordoncountry.com.au/camping/ scroll down to “Retreat Camping” then click on “Make a Booking”, then click on the “Date” window and select from the calendar **“Saturday 12 October 2024 and depart 13 October 2024”**. Scroll down to “Campground – The Retreat” and to the right of it select “1 night” from the dropdown box, then 1 or 2 adults, then Click on “Book Now”. It will then take you to the payment screen and it is essential that you mention in the comments section that you are with the **BMW Motorcycle Club Qld**.



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

Here is a preview of what is coming up in December as it is a busy time of the year - provided by the stand-in Events Officer, Paul Hughes. If anyone is keen to lead a Club Led Ride on Sunday 8 December, please contact Paul or Ben to express your interest - otherwise there won't be one in December.

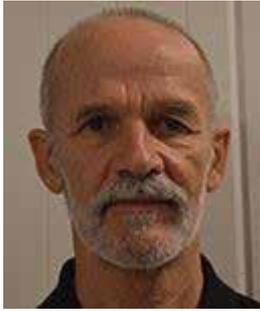
DECEMBER 2024

Date	Start	Event	Details	Contact
Thur 5 Dec.	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 14 Dec.	8:00am	Sunny Coast Christmas Breakfast	Coffee Club, Rumba Resort Caloundra	Richard de Groot
Sun 15 Dec.	12:30pm	Club Lunch Ride	Pit Stop Cafe, Mt Mee	Events Coordinator

MERRY CHRISTMAS FROM THE BMWMCQ COMMITTEE - RIDE SAFE OVER THE SILLY SEASON!



Remember, no General Meeting or Journal in January!

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

This past month I have been engaging life back in the Presidential Suite while Cindy has been enjoying life on the road in exotic places along with Duncan and several other club members. This is obviously the time to travel as at time of writing we have club members touring North Africa, throughout Europe, Western Australia, Tasmania and central NSW. Riding a bike is great anytime but packing up the panniers and heading off to distant places is something very special.

Back on the home front there have been plenty of club rides to keep the wheels rolling and catch up socially with other club members. Jane & I got away to Evans Head on the overnight run organised by Don & Kate but we ended up riding down solo missing a rendezvous due to a mishap within the main group. The Lions Road was good fun but included a very long dirty detour to get around bridge works on the Kyogle side. Give it a miss if you don't like getting your pride & joy dirty.

While in Evans Head I was able to catch up with Paul Rooney who would be well known to the airhead community within the club. A very talented and interesting man. Read a bit about Paul's life in a story I have compiled for this journal.

Sadly I report that much loved club member Craig Brennan has had 'an off' on his recently restored R75 and yes, the gorgeous Heinrich Tank took a bruising. On the fortunate side both Craig & the R75 are repairable so we look forward to seeing Craig back up and riding in the not too distant future. The R75 may take a little longer. Craig's accident is a reminder for all of us to be vigilant on the road as there are many traps about that can catch any of us out at any time. We have been promoting the 'Ride to Zero' road safety courses this year sponsored by the State Government and conducted by Smart Rider Academy. Unfortunately the take-up of positions on the courses allocated to the BMWMCQ has fallen well short of expectations. I have been advised that our situation is not unique but experienced by other clubs. Look out for a new range of dates which will be shared among all clubs & riders to hopefully stimulate more interest. This Government promotion is a 'one off' and due to expire early in 2025 so don't miss your chance to improve your riding skills largely at Government expense.

It is hard to believe but 23 September marked 12 months since the Clubs celebration of 100 years of BMW Motorrad bike display in Reddycliff Place. What an event that was and it still brings goosebumps with so many happy memories from a week of celebration that included the dinner, rides and show day at M&W. If you somehow missed getting your copy of the Centenary Book then Cindy will be happy to relieve you of \$10 for a true collectors item to add to your library.

The club website has a fresh new look thanks to Greg Gaffney who has put in many hours of work to facilitate the changes. This is still a work in progress with more to be added as time permits. Thanks Greg.



Flashback to the fabulous 100th Anniversary Display

**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes – 5 September 2024****Venue: Geebung RSL**

Meeting Opened:	7:30 pm
Apologies:	Cindy & Duncan Bennett, Darryl Gowlett, Ben Nazarri, Paul Hughes, Julian Davis, Jane Gray, Bill Luyten, Richard Maher, Michael & Ann Ahlberg, Gary Bennett, Graham Healey.
Minutes of Previous General Meeting:	Accepted: Mario Grossi Seconded: Jay Webb
Number of Attendees:	32
New Members (Name & MC):	Brian F850 GS 2024
Visitors:	Nil
Returning Members:	Nil
Treasurer Report:	Apology. Report in Journal.
Editor Report:	Apology. Paul Hughes is receiving any contributions for October Journal while Duncan is overseas.
Tools Report:	Another Service Day planned for later in year. Date TBA - details will be in Events calendar. Let Chris know in advance if you want to book a slot on the service lift. It was fully occupied at last service day. Chris asked for members to advise him of any recommended suppliers & service/repair technicians so as to provide a register for the benefit of members. Les Fitzpatrick has offered to donate an 'inspection camera' with flexible shaft for Club service days to save the club purchasing one.
Regalia Report:	Stickers & Shirts available at General Meetings for purchase or via web site. Not all sizes or colours available but a sample of options available.
Records Report:	Currently 282 financial members with 3 new members in past month. Website is down for at least a few days for a required upgrade.
Events Report:	Apology. Club led ride 8 Sept, B2B 7/8 Sept, Mid week ride 25 Sept. Details in Events calendar.

Secretary Report:	Had an unfortunate fire on bike when soft bag dropped onto exhaust. Some mail destroyed including a membership form. If anyone has submitted and did not get a reply please contact the Records Officer.
Dealer Liaison Report:	BMW R1250 and R18 models discounts being offered. B2B this weekend with overnight at Evans Head with dinner Saturday night at the Services Club. Don to lead ride from Beaudesert at 9am.
Clubs Australia Report:	Apology.
Vice Presidents Report:	As posted in Sept Journal. Vacancies for upcoming Ride2Zero Road Safety Courses on 14 Sept and 23 November. Club members have been very slow to respond to this initiative. Heavily sponsored by the State Government. Please consider attending to refresh your skills.
President Report:	Apology touring overseas.



A memory from 3 years ago when Geoff had his treasures out of the Garage!

**General Business:**

Ross Layther going to Far Cairn Rally and taking Club Banner.

Charlie Brown mentioned that Care Flight had saved his life with the care they gave him after his accident. Consider donating to Care Flight as well as RFDS. Details of how Care Flight are funded to be looked into and then considered by Committee.

David Lord (DL) started to read from a prepared script stating he is a businessman as well as an entertainer criticising the current club website and the cost of the website. He said that he had been 'shut down' at the August meeting and wanted his say*. The Chairman intervened advising the meeting that DL had presented a commercial proposition to the Treasurer as a business for a website managed by him. The Treasurer had forwarded this proposal to the Committee and that will be discussed at the next Committee Meeting. As such the Chairman ruled that it was inappropriate to discuss the matter further in an open meeting. DL demanded that the General Meeting have the opportunity to hear him out. The Chairman called for a show of hands and an overwhelming majority voted to close down the conversation.

* As recorded in the August Meeting Minutes: "Dave Lord has an issue with Cane Toad website, directed to discuss with relevant parties instead of in public forum".

Ian Forsyth questioned the openness of the Committee and their deliberations. Chairman explained that each committee member reports on their portfolio in the monthly journal and then is able to field questions and talk to that report at the ensuing GM. The Secretary stated that the minutes of the committee meetings are recorded in the same book as are the general meeting minutes. The secretary has the book available at general meetings for anyone who is interested.

Closed:

20:20 hours, next meeting 3 October 2024



The French language contains a lot of subtlety lacking in English. For example, this Bar name "Le Bouff'tard" beautifully combines two insults - The Boofhead and The Retard - into one melodic word.



Darryl Gowlett

Treasurer's Report

G'day Everyone,

Another month gone, and Christmas is just around the corner. I found out the 'Shand stripper pol' was actually regalia, so that value has been taken off the 'Sundry' income and allocated to Mario's burgeoning 'Regalia' tally.

And we currently have 22 partygoers lined up for Hervey Bay in November. Brief this month.

Ciao,

Darryl

Trading statement as at: September 27, 2024

BoQ Balance as at:		August 23, 2024	\$ 52,694.63	Year to date		\$ 33,548.00
Income:	Membership	\$ 1,750.00		\$ 10,370.00		
	Advertising	\$ -		\$ 1,525.00		
	Regalia	\$ 499.00		\$ 2,239.14		
	Tools	\$ -		\$ -		
	Events Xmas	\$ 80.00		\$ 8,884.27		
	Interest	\$ 6.46		\$ 42.21		
	Sundry RFDS from D Gowlett	\$ 480.00	\$ 2,815.46	\$ 18,008.23	\$ 41,068.85	
			\$ 55,510.09		\$ 74,616.85	
Expenses:	Administration	\$ 149.00		\$ 1,551.76		
	Website	\$ 770.00		\$ 3,855.34		
	Paypal	\$ 26.85		\$ 122.13		
	Regalia	\$ 498.00		\$ 5,729.05		
	Tools	\$ -		\$ -		
	Events Xmas party PayPal	\$ 2.68		\$ 3,361.01		
		\$ -				
	Sundry RFDS from D Gowlett	\$ 500.00				
	Insurance	\$ 1,125.00	\$ 3,071.53	\$ 7,559.00	\$ 22,178.29	
Balance			\$ 52,438.56		\$ 52,438.56	
BoQ balance at:	September 27, 2024		\$ 52,438.56		\$ 52,438.56	
Term deposit:		\$ 21,776.37		\$ 20,876.23		
Interest		\$ -	\$ 21,776.37	\$ 900.14	\$ 21,776.37	
Available:			\$ 74,214.93		\$ 74,214.93	
RFDS donations	Darryl Gowlett Pudding		\$50.00		\$550.00	





Greg Gaffney

Records Officer's Report

We had a major update of our website in September. This was a required update which was forced upon us. The website now has a very different and modern look. There are some features still to be incorporated in the new version and will be continuously integrated over the next few months.

Greg

Welcome to New Members:

Sean Riordan, KANGAROO POINT, **K100RS**, **R90/6**

Benjamin Hammerich, MORAYFIELD

David Carey, MOSSMAN, **R1250GSA**, **Harley Davidson Ultra Limited**

Graham Rawlings, CABOOLTURE, **K1**

Toby Meadows, CAPALABA, **R100RS**

Klaus and Kerry Zillner on their Darwin to Melbourne ride. They have shared some top pics on our Club Facebook page and we wait with baited breath for more details from this intrepid duo!





Chris Bramwell

Tools Officer's Report

Phone: 0427480811

Email: spares@bmwmcq.org.au

Service Day

The next Service Day will be held on the 9th November 2024 the last for the year.

Bill Luyten has completed all the updates for the GS-911 to carry out diagnostics check on your bike. The unit is available to all members and the test takes about 20 minutes.

I have commenced a database and shortly all members will receive an email with an attachment to the list of who you have dealt with so I will need all members' help that will include the following. Please include all Australian and overseas contacts.

The club owns 1 hoist and is in demand on service days so to help with its use if you wish to use it, please advise me prior to the next service day and what you intend to do so I can have the correct tools for you to use.

If there is more demand for the hoist, then the club can investigate purchasing another hoist.

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

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

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

Repair Manuals

Three new manuals are now available to borrow:
 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

R1200 DOHC Twins 2010-2012

Tools for loan

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

Special Tools

- 34mm socket for rotating crankshaft
- LambdaKing Mk II - Air Fuel Ratio Tuning Meter
- Sniff Stick for use with the LambdaKing Mk II
- SynchroKing - Carburetor & Throttle Body Balancer
- 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
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool
- 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.



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

G'day all,

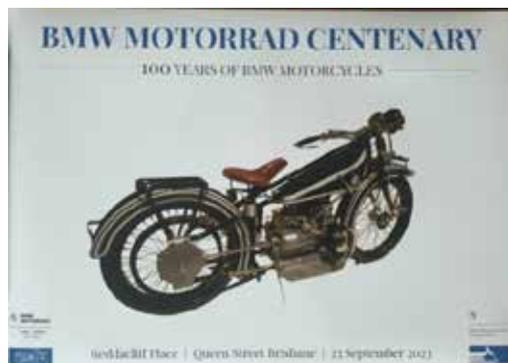
Thank you once again for your continued support of the club through your purchases of Regalia.

We currently have a stock of 100-year regalia available for those interested. In the upcoming months, we will be clearing out our centennial stock, but hurry, as quantities are rapidly decreasing. Visit us at Geebung RSL General Meeting or catch me at the next Service Day. You can also reach out via email at regalia@bmwmcq.org.au.

128mm x 100mm **\$2**60mm Diameter **\$1**

Have you got a blank space on your wall that's perfect for one of these stunning posters? Or maybe in your man cave? Hurry and grab one for the unbeatable price of \$3 each.

Need to safeguard or transport them? We've got you covered with durable tubes for just \$5, poster included, of course.



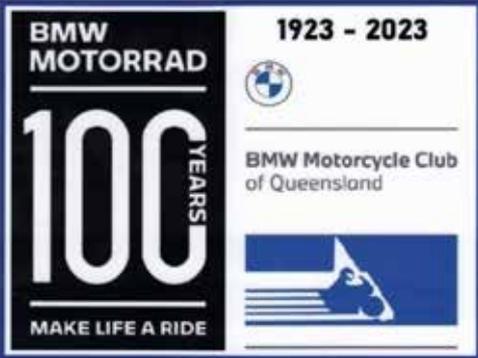
600mm x 420mm Poster

\$3 loose or \$5 in a cylinder

Which leaves me with the best to last, Stubby Cooler, or more formally, a drink cooler, is a stylish accessory to have. Whether you're sporting it with your favorite Sprite, Coke, Pepsi, or non-alcoholic beer, it's a cool addition. And with a BMWMCQ camouflage design, it's your little secret what's inside.

Ride safely and enjoy the journey **Mario.**

**\$7.50 Each**

 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
	Long Helmet 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 Helmet 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!



[T10022](#) - \$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!



[T10012](#) - \$28.50
Cotton
The new one is on its way!

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.



[3JLV1](#) \$57.00
Ladies Vests



[3JLV](#) \$57.00
Mens Vests



[1201 Metro Sling](#) - black/charcoal or black/
royal - \$25.50



[SD804 Swiss](#) - \$40.50



Still seeking an
alternative.....



[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:



Please contact your Regalia Officer for more help with options of ordering methods via email regalia@bmwmcq.org.au as Mario is standing by waiting for your call 24/7 on 0422 133 131 as long as he's not fishing, golfing or sleeping.





CYBER-TRAVEL

JEGSept2024

Quite often social media gets a bad rap
It can be addictive & therefore entrap
Although there are times it can be a great app
Especially with friends touring on the world map

In the past postcards were the way to go
And usually mail services were ever so slow
Now amazingly, within minutes, friends can know
We're sharing their adventures & places they go

Travel & touring could never be a bore
Inspiring many others, that's for sure
An informative post with photos galore
Leaves us all wanting & begging for more

Oh what a feast we've been given of late
Different countries & cultures, it's been great
Interesting stories to anticipate
Beautiful photos to captivate

CHRISTMAS PARTY

OCTOBER 2024



BMW Motorcycle Club
of Queensland

21

BE THERE OR BE SQUARE!!! This year we are heading North to Hervey Bay for the always popular Christmas Party!

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: https://bmwmcq.org.au/bmw/index.php?option=com_gridbox&view=page&id=12&Itemid=1581

Accomm. nearby: Ramada by Wyndham
Boat Harbour Studio Apartments & Villas





Visits to Munich and BMW experiences

By Trevor Dean and Matthias Neuer

Munich is the home of BMW with many BMW facilities for BMW club members and enthusiasts to visit.

BMW Museum (Tuesday – Sunday)

The BMW Museum is located next to the iconic 4 cylinder building. It displays the history of BMW from the beginning and exhibits the journey of the marque through design, prototypes, racing and historic models.

Please book your entrance ticket in advance. BMW club members receive a discount (Book a reduced ticket cost). Please have your membership card ready.



BMW Welt (Open all week)

This is BMW World which showcases a range of the latest models of BMW Group Brands: BMW, BMW Motorrad, Rolls-Royce Motor Cars and MINI. There is also a big BMW Lifestyle shop for merchandise.

Admission to BMW Welt is free.

<https://www.bmw-welt.com/en/index.html>

Guided tours

Both the BMW Museum and BMW Welt offer guided tours. The guided tour of the BMW Museum features 125 exhibits and is approximately one hour in duration.

Similarly, the guided tour of BMW Welt takes

approximately one hour. It allows access to restricted and exclusive areas with the tour guide.

Check the day, as some tours are in English and on other days in German.

Here is the link for admission and guided tours.

https://tkts.bmw-welt.com/en/date?type=museum_admission

BMW Group Classic



The BMW Classic historic building in Moosacher Strasse, 66 is the home of BMW Club and Community Management. They have an extensive collection of BMW Group cars and motorcycles.

It is not open to the public, but BCCM will sometimes be able to offer a tour of the BMW collection for BMW club members, depending upon their work or travel commitments.

The workshop areas where BMW Classic undertakes extensive restoration of can be viewed through the glass doors.

Please make contact at least one week in advance:

<https://www.bmwgroup-classic.com/en/bmw-clubs/international-council.html>

BMW Classic also offers a group tour which is approximately one hour long. Here is the link:

<https://www.bmwgroup-classic.com/en/building/fuehrungen.html>



BMW Plant Tours



The BMW plant tour in Munich is approximately 2 hours duration. The tours are fascinating and comprehensive. They show the manufacturing of a BMW car from the initial rolls of steel, stamping into parts, robotic welding of the chassis, painting, installation of motors/E-engines, drive train and interiors to the final product being test driven.

BCCM keeps a slot for a Group Guided Tour every Friday. Do not hesitate to contact BCCM. It makes sense to book at least 6 weeks ahead your visit.

To book a plant tour you need to contact: infowelt@bmw-welt.com

Information on the BMW Plant Tour Munich can be found here:

<https://www.bmwgroup-werke.com/muenchen/en/our-plant/plant-tours.html>

View this link for information about factory tours in Munich, Berlin, Leipzig and Oxford:

<https://www.bmwgroup-werke.com/en/general/information-plant-tours.html>

BMW Car Rental

CARVIA is the proud partner of BMW Welt. You can easily rent a new BMW directly there or online.

Drive your favourite BMW at BMW Welt. Rent a BMW from 1 hour up to 7 days:

<https://www.carvia.com/bmw-welt-x-carvia-driven-by-freude/>

If you need a fleet of cars, please get in touch with BCCM.

BMW M Driving Experiences



BMW M Driving Experience offers a variety of options in various countries.

Experience the thrill on the closed BMW Driving Experiences track in Maisach.

Ready for a driving adventure?

Visit the following link:

<https://www.bmw-m.com/en/fastlane/driving-experience/bmw-m-driving-experience.html>

Deutsches Museum

The Deutsches Museum is the world's largest museum of science and technology. It features 20 exhibitions ranging from aviation to chemistry and robotics. There are huge industrial engines, historical trams, trains and airplanes, with many hands on stations.

It is well worth a visit. See: <https://www.deutsches-museum.de/en>

There are BMW displays including one of the few BMW 507's built (below) and a BMW E38 750hL Hydrogen.





VISITING MUNICH?





Deutsches Museum Flugwerft Schleissheim

There is also a separate aircraft museum called Deutsches Museum Flugwerft Schleissheim which has 70 flying exhibits as well as engines and models to tell the history of aviation in huge aircraft hangers. See the BMW 803 Radial aircraft engine.

<https://www.deutsches-museum.de/flugwerft-schleissheim>

Motorworld München

It is located in the restored locomotive hall of the Deutsche Bahn repair shops. There are restaurants, conference rooms, a hotel and displays of more than 30 exclusive vehicle brands including 120 glass parking boxes for very special motor cars.

There is a small BMW Studio with an exhibition in Motorworld.

<https://motorworld.de/en/muenchen/>

Attention: If you drive into Germany with your car or your rental, you need a green sticker to drive into inner city areas.

BMW Umbrellas and BCCM are able to assist BMW club members who visit the above BMW facilities.

PAUL ROONEY - A MAN OF MANY TALENTS

By Tony Gray, Member #3905

There are still plenty of the classic airhead BMW Boxer Twins owned by club members. This model range started with the /5 series of bikes in 1969, powered by the type 246 boxer engine that continued production until 1996. As early models are now over 50 years old most owners are either mechanically proficient or know a competent technician who can care for their bike. The simple design of these bikes has also led to a lot of modifications over the years - some good, others ghastly. Beauty is in the eye of the beholder. The passing of much-loved club member Mark Morrissey last November left a big gap in the knowledge base on airhead BMWs around SEQ and much further afield. There are other capable technicians about but one name that kept coming onto my radar was Paul Rooney who I had never met.

I was aware of Paul's talent & ability through word of mouth and club member Graham Eyre has a beautiful R80GS based Rooney Special which is spectacular. The club ride down to Evans Head in September gave me the opportunity to catch up with Paul for a yarn.



My meeting with Paul all came about as a consequence of two totally separate events - the disastrous 2022 floods in SEQ & northern NSW and a touring holiday in NZ in 2023. Jane and I had met and spent some time in NZ with Evans Head residents and Triumph Tiger mounted Grahame & Gloria. We caught up again after returning home and Grahame asked if I would have a look at a BMW owned by a friend & neighbour that had been flooded the previous year and remained unrestored. I was happy to oblige and went to a farm property where I was presented with what had been before the flood, a near-pristine very low mileage R80 GSPD Gaston Rahier signature bike. I took a lot of pictures which I discussed with Mark Morrissey and then submitted a range of options to the owner of various ways to move forward with the bike with potential costs. Grahame subsequently purchased the bike and set about the restoration. The engine & gearbox went to Woodburn local Paul Rooney. Replacement barrels were required as was a new 5th gear. The bike is now fully restored and a credit to both Paul & Grahame's talents and attention to detail. I doubt you would find a better example of the model outside of a Museum. Paul extended an offer to show me through his workshop and I jumped at the opportunity.



Paul's workshop is on the banks of the Richmond River outside of Woodburn where he suffered a similar fate to that of Mark's MMM Boxerworks at Windsor in the 2022 floods. The floodwaters around Woodburn however were more caustic with a component of salted seawater and

possibly farm chemicals contributing to the material damage. Paul's workshop is contained under his house in very simple surrounds with a large boatshed/store external to the house. His boat is moored virtually at his doorstep - idyllic on the bright sunny day we visited.

Paul had started his working life as a boat builder, a profession that continued until a 10m fall from scaffolding at the side of a boat convinced him it was time to weigh anchor and stick to motorbikes. He hasn't lost his love or interest in boats but has donated all of his caulking tools to the 'Wooden Boat Centre' in Franklin, Tasmania where they continue to practice & teach the artisan skills of wooden boat building. <https://www.woodenboatcentre.com/>. In the 1960's Paul and wife Diane traveled around on a BMW R60/2 - it was their sole means of transport. He started Paul Rooney Motorcycles in late 1974. In 1978 with an R60/5 as a donor bike Paul set about building his first 'special' to fit in with the riding the couple were doing. It was suited for long distance travel in Australia and subsequently was sold to an Austrian lady who was going to ride it around Australia. Whether she succeeded or not is unknown as Paul never saw her again and does not even have a photo of that first Rooney Special.

Three more Specials were built during 1980 and word within the Airhead Community kept a steady flow of enquiry coming through the door. The theme of long travel suspension, big fuel tanks and a simple finely tuned engine was an attractive formula. No advertising was necessary.

Paul had developed a love of 2 stroke engines and in 1975 took on the Husqvarna dealership in Lismore where he purchased a Dyno and experimented with 2 stroke porting. He was obviously very successful as he can claim 15 Australian Titles, one 125cc AMA Title and a Spanish Title with machines he prepared be they motorcycles, karts or jetskis. In 1981 he took a 125cc Husqvarna to compete in the International Six Day Enduro (ISDE) in Italy. 1981 was the first year that the event was called the ISDE having changed from the original ISDT (Trial) event title. In 1982 he went to Sweden and helped prepare

the 22 bikes for the Australian ISDE Team as well as competing in that years event staged within the Russian Federation (Iron Curtain Days). In 1988 he worked on the 500cc Motocross GP circuit mainly on suspension but with some engine work. He worked at the Ohlins Factory for a short time as well as having studied in Sydney on a course conducted by a top Ohlins Design Engineer.

The ISDE was conducted in Cessnock NSW in 1992 and Paul prepared the Husqvarna bikes. The event was again held in Australia in 1998. In one year in Australia Paul covered 38 Motocross events with bike preparation. Somehow he has also found time to race himself on both dirt and tarmac. He played around with a 500cc Husky motor in a Suzuki frame for road racing and put another 500cc motor in a TZ Yamaha Road Race frame that went on to pull 196kph in the Finke Desert Race. Trial & error experiments with brazed frames on the road race frame produced fractures below the brazing lip.

With his earlier history with BMW Paul continued to experiment and play with different configurations always following the ethos "Go as fast as possible but keep as simple as a brick". That ethos may have led him to have a dabble with BMW's own K series flying brick. Paul successfully raced a K100 from 1990 to 1992. He preferred the 3 cylinder K75 as the shorter block allowed for the adoption of a larger 21" front wheel. Five of these were built as Adventure bikes.



Another variation was the box frame made of chrome moly steel where the frame doubled as

the airbox. This freed up space for the large fuel tank. The picture is taken from Paul's archives to show the detail in the frame. The box frame has both race and touring variants. Bikes with this frame have been successfully raced in the Australian Safari as well as overseas. Seven of these were built. Other variants that he has built include R1150 oilhead motor mounted in a tube frame and fitted with carburetors for simplicity. His own design of an exhaust collector/muffler box is fabricated locally from 2mm stainless steel. It may be heavy but is very solid so does not require any other form of protective cover and replaces the standard heavy silencer setup. It meets Australian ADR noise regulations.



Weight saving is another pursuit in these builds and Paul has built 650cc engined bikes fitted with 850cc engine kits that weigh 173kg in road trim. A further 10kg can come off this strictly for off-road use. Rear suspension has many options available whether using monolever or paralever swingarms. The longer paralever swingarm from the R1100 has many advantages and can be modified with a swingarm mounted monoshock and an adapter flange to marry with



an air-cooled engine gearbox.

Paul runs a pretty simple workshop under his house. He has separate engine/gearbox workbench with self-draining oil capture and a suspension work bench.



On my visit there were a variety of bikes on the hydraulic bike lifts including an outfit rolling chassis and a conventional R100GS receiving engine repair work. To one side there is a well used Hafco lathe that has been a bit cantankerous since the floods.

Another table houses the start of PR Special number 74 or is it 75. Paul isn't certain. None of his specials have carried a stamp or number





to designate where it sits in the production run. The donor bike for this one is an R100R which will be fitted with the longer R1100 paralever swingarm and gusseted frame suitable for 2 up adventure travel. The preferred front telescopic forks are taken from the DRZ 400 Suzuki. Suspension travel front & rear will be 250mm.



We wander across the yard to the very large boat building shed. Paul had a boat in a cradle here during the flood. It floated off its cradle and pressed up against the roof until the water receded wherein it fortunately settled back into its cradle relatively undamaged. There is no boat here now but quite a few bikes of interest. My eye is attracted to one of the box frame specials - this is an off-road race example still wearing a decal from the 2018 Sunraysia Safari.

Next is another example with a decal of a different kind - a towing notice. This one has a very interesting story. Paul built two almost identical bikes for a couple to ride around the



world. This model was for the shorter female with a raised mount on the monolever swingarm for the monoshock unit to lower the seat height. The bikes had R65 donor engines. Unfortunately the world trip only lasted about 5,000km before the couple split and went their separate ways. This bike was resold locally then had a collision with a car in Ballina and is now back with Paul for front end repair.

Listening to Paul was utterly enthralling, I could have stayed for several more hours. He has a questioning, enquiring mind and isn't afraid to try something new. He admits to getting bored if projects keep repeating - he needs a challenge. Such is his production rate the only unanswered question I had was - when do you sleep?

Paul also has several racks of surplus parts - mainly plastic body parts for airheads and oilheads so if you are in need of something then drop Paul an email - he might just be able to help you out. prooney125500@gmail.com





By Duncan Bennett, Member #4171

All rides must have a theme. A theme-less ride is a random ride; why don't we just ride to Perth like we would have when we were teenagers but Western Australia hadn't been discovered?!? Quickly becomes we're riding 2km to Maccas because we realised the cat and the goldfish were unlikely to survive the 4 week food hiatus, with strong betting on the cat surviving longer.

So what was the theme for our first European ride, pre our Compass Expeditions Spain Portugal and Morocco tour starting 2 weeks later? Sacrifice. Not by us obviously, the provincial rosé being $\pm 0.5^\circ\text{C}$ off perfect should and did bring on full nuclear Karen, but we definitely should acknowledge the earlier generation's trips to Europe, dressed in uniform.

Starting from near the bottom, we lobbed into Lisbon. 'West is Best' as they say in the long haul flight business, and we pretty much nailed it with zero-ish jet-lag. OK I nearly fell asleep at the lunchtime Portugal wine tasting experience, but that was due to some heavy whites rather than being 9 hours behind my physiological locked-in aperitif time.

Up surprisingly fresh the next morning, we wandered down the street for breakfast. Spanish and Portuguese timing is always a concern – everything is shut when we want it open, and open when we don't need it. At 7:30am it was utterly deserted, anyone doing peak hour in Brisbane would understand that an apocalypse must have occurred, and used the opportunity to get to work earlier. A man was spotted readying chairs; "Obrigato?" used as it is literally our only Portuguese word. Luckily the breakfast menu was in English so we were away.

Back to the hotel, dressed in full moto regalia, we Uber Xed out to the bike pick-up at MotoXplorers. Moments later Ricardo arrived and the bikes were wheeled out – a BMW F850GS for me and a BMW F750GS for Cindy, both Triple Blacks. Steve Maney's Navigator VI GPS was plugged onto the mount. OMG I've forgotten to download any of the pre-tour

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routes and accommodation. Expletive overload, then OK, we'll put in the address to the first night in Salamanca and sort the rest when we get there.



Ready for take-off



What was in Basecamp but unfortunately not on the GPS

We are highly experienced at riding on the wrong side of the road, so no dramas especially as peak hour in these countries happens well after 9am. 8:30am and it's like a zombie apocalypse, you know the ones where the zombies are like teens and can't cope with sunlight, traffic is non-existent.

Day 1 was a big day, 468km. A big first day is a bit risky in case something goes wrong, like forgetting to load your planned route onto the GPS, but this was a commute so the finish in Salamanca was all we needed. The BMW's were checked out, both were Triple Blacks but in terms of the installed options this is meaningless. Heading to the BMW National Rally in April Cindy had one that didn't have heated grips, probably the first BMW since the R32 not to have them, and this time she didn't get cruise control which is just peachy on the freeways. I had everything of course, BMW's seem made with the gentleman in mind.

One thing I didn't have was the ability to start the bike in gear. We'd reached our destination of Salamanca and there were lots of lights. I stalled at one set, then couldn't find neutral, and the pressure mounts when a bus starts tooting and eventually backs up and goes around you. I didn't care that the effing light was effing red when I got the effing bike effing started, I just effen went. Extraordinary care was then taken not to stall, but moving off gradually from stopped wasn't easy with the engine red-lining at 9000rpm. Some research was required via google, Ricardo back at MotoXplorers, and the technical legends back at the BMWMCQ. The clutch switch! Oh no said Ricardo, I just had the clutch lever replaced! I had no tools, so couldn't attack the clutch switch as the general consensus seemed to suggest. Man up and just don't stall was the answer, until I accidentally discovered that putting the lever out to its maximum - barely within reach - allowed the clutch switch to activate. Problem solved.

Another thing to whinge about became apparent on day 2 after a fabulous evening and night in Salamanca – we were in the height of Portuguese, Spanish, and French holidays. As Australians we give little thought to beaches

– sure we enjoy a nice one and will happily park the van next to one, but every beach in Europe is like Bondi. With 1 decent beach per 35,000,000 people, it was a swarm in the beach resort towns.



Going to the beach with everyone else

Day 2 plan was San Sebastian via a small Zamora detour to keep off the freeways. Well not actually San Sebastian due to the €1,000 per night hotel rooms – see above regarding beaches – but Astigarraga, a bit away from the action.



Service station with a volcano in the background not noticed previously

Coming into Astigarraga was interesting. We seemed to be in a light industrial area with the zombies up here definitely frightened of sunlight, and then the GPS said “you're here!” outside a BMW dealership. Really GPS? Is your



clueless default a closed BMW dealership? Then Cindy said “I think that might be it over there”. So around the block we went. We arrived, but I still couldn’t see it. A Soviet era building with cars that had been parked there in 1972 and not needed since didn’t inspire confidence. Cindy decided to go into the ‘facility’ while I waited outside with the bikes.



Looking toward the good end of the hotel/facility

How long should a hotel check-in take? Probably less than 10 minutes. So alarm bells were going off at 20 minutes, not calmed by a used nappy near the 750GS which had extraordinary powers to focus the bleakness into that one spot. Cindy was obviously being “processed” rather than checked in, with animal testing illegal but maybe foreign tourist testing is still okay. The bikes could look after themselves I decided, but I did leave the 850 in an advanced state of readiness just in case. Over to the lift. Very industrial and spartan and easily sluiced out, practically custom made for testing. The door opened, surprisingly into a normal reception area where

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a bored Cindy was waiting her turn to get to the desk. Turned out the receptionist was just over-helpful, and gave so much information to guests that the check-in time blew out. Our turn came and we were still very traumatised, so were on the verge of pulling out. But the receptionist brought us around – yes it looks like a home for the criminally insane, yes it is awful, but let me show you the room options and then you can decide. Oh, there is secure parking so the zombies won’t be touching your bikes. Calmed, we decided on a good room but only for one night rather than the planned two, we’d move on in the morning.



Walking to the bus stop

Part of the induction was how to get into San Sebastian. Go to this spot, and catch a No.12 or No.13 bus, just give the driver the money. So we did that, walking past more run-down light industrial paraphernalia. But the bus did arrive quickly, and in a short time we were jammed in with the crowds in the extremely touristy spot. The beach was Bondi – seething with bodies and totally off-limits as far as we were concerned. A long walk and then an excellent tapas meal where we pointed at what we wanted, and it was back out to the facility.

We were quite comfortable that we’d done everything we wanted to do in San Sebastian, so the decision to leave a day early was a good one. But where to next? Biarritz on the French side was likely just the same, but Bayonne might be okay, and only about 75km away. Out came Basecamp, surely there are some reasonable non-highway roads through the Pyrenees.

Turned out there are, so the most winding were waypoints, and off we went on Day 3. Having commuted on freeways for the best part of two days, the road into the hills from Oiartzun was so joyous as to be beyond joyous – no traffic, gorgeous scenery, quant little villages – everything was right in the motorcycling world. A stop for coffee in Lesaka, and down over the border for lunch, then the miracle that all great days seem to throw up, an early check-in.



Yes we all enjoyed this

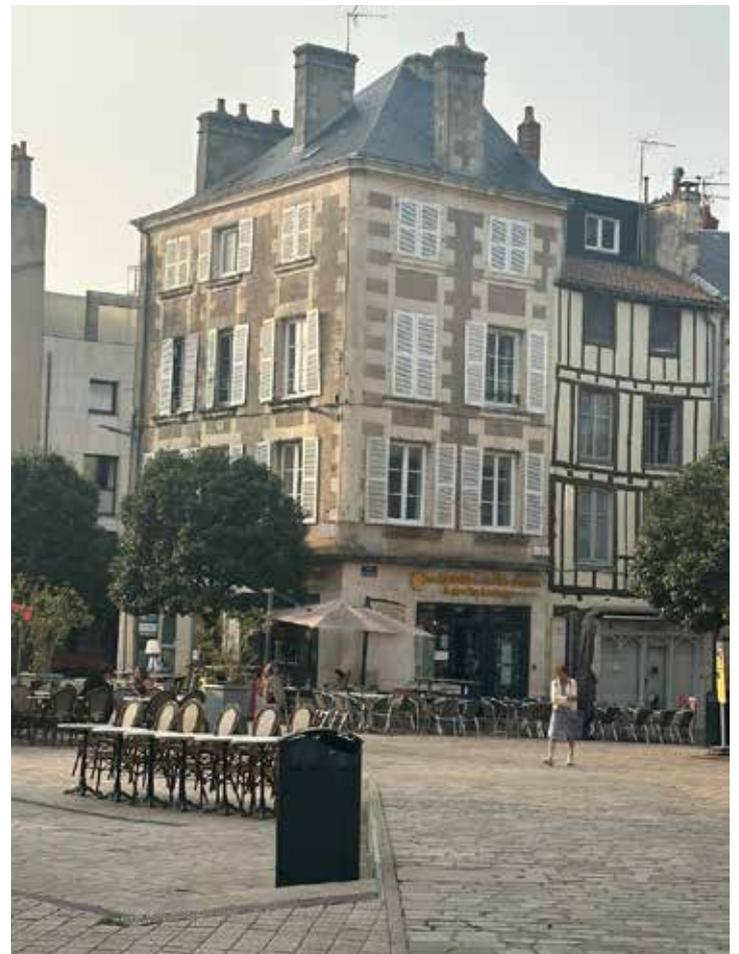
Bayonne was a great spot. Yes a little packed with tourists, but also some quiet areas including an Irish pub that wasn't entirely on board with normal French opening hours. These are admittedly slightly better than Spanish opening hours which are dinner from 8pm, the French take it back a notch to 7pm. Pensioners accustomed to the RSL specials are still dying in droves, but not in such big droves. Bayonne was also the home of the Musee du Jambon. The museum of ham.



Those dead, black eyes mean it will eat you if you don't eat it first

Yes we went in there. But not for dinner, this was down on the waterfront where we each had a meal in the top 10, maybe even 5, of personal bests. Cindy had the confit duck pancakes, I had the moules. OMG the French can cook stuff.

Day 4 was Poitiers, truly a commute day. This was a slog, avoiding Bordeaux is tough but it sucks you in like a French trou noir (black hole for those without access to google translate), and we ended up in there regardless. It is hard to stay together in this sort of mess and tensions were high, especially on the freeways. But we made it, to a budget motel on the edge of town, next to a Maccas. Amazingly one of the best restaurants in town was 200m away according to the receptionist, who had been telling everyone this for 3 months and was very upset to be told by us it was shut on Sundays. Never mind, Uber to the rescue and off we went into town proper where it was happening with a capital H, i.e. Happening. By Happening I mean dinner and drinks were available.



Ballistic is the only word I could think of for the scene in Poitiers

Day 5 was off to Normandy to see our friend Nicolas, one of the objectives of the trip into France. Nicolas has ridden and travelled all over the world including down Africa where we met him, is hysterically funny, and these days walks through Europe although he still has a BMW 1200GS for trips into town. A very pleasant day and a half was spent with Nicolas at his country estate.



Nicolas' country estate with our BMWs

Day 6 was to Bayeux. A mere 1 hour and 40 minutes, all of which seemed to be in the towelling rain. Rain needs preparation, but we'd assumed it wasn't gunna. So there was a bit of wicking happening, especially the exposed bottom of the T-shirt sucking up the water that was sluicing into Tween Thigh Dam. Into the hotel, hang everything wet up in a minimalist room where Scandinavian styling means nothing to hang anything on, and head to the tapestry. Like a lot of these sorts of things - thinking the pyramids, Empire State Building, Great Australian Bight cliffs, the Grand Canyon - the feeling can be that I've seen it a million times on the telly, it is packed with tourists, surely overblown. And then you actually see it, and it is incredible. The tapestry is like this, we queued up for about 45 minutes, luckily with an English riding couple in front of us to keep the time relatively very short. We then got a mobile phone-like device, and this "knew" where we were on the 70m long tapestry, so we just walked along while the phone told us about what was happening. A feature of the tapestry

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is that it is so easily understandable even to we modern people - 70m of very detailed pictures is worth a vast number of words.



Tapestries always make us hungry

Another feature of Bayeux is its proximity to Omaha Beach. This year had been huge as it was the 80th anniversary of the 6th of June 1944 landings, so big that even the German Chancellor Olaf Scholz turned up, and they lost.



Just one of the areas of the cemetery

We had to go out for a look at the American Cemetery which is on the beach, and has thousands of crosses and stars of David with the name, rank, unit, state, and date of death. As always there are the unknown soldiers which always bring some emotion thinking about the loved ones back home who never knew what happened to their son/husband/brother. The information is also impressive, with maps and progress by unit for both D Day and the expansion of the bridgehead, and the overall European theatre.

We then had a visit to the D Day museum just near the cemetery. This was very impressive and had a lot of US and German and British equipment from throughout the war. No surprises seeing the old BMW R75 workhorse, but a Triumph Germany bike caused one visitor to black out and faint. Only the 3 litres/100km and nearly 400km range brought them back, how Germany couldn't win with that sort of technological advantage is a mystery.



As usual a BMW R75 was on display



This can't have happened!

The target for the day was 300km east in Villers-Bretonneux, so we had to cut the D Day visits short and make a move as it was already lunchtime. We'd learned by this time – avoid toll roads. The ability to stay together on the freeways and avoid Cindy's nemesis – the toll booth – made this important. Toll booth disaster was almost inevitable. We'd seen Cindy drop her purse with about €50 in change spreading over the area of a football field and the attendant having to leave the booth to pick everything up, we'd seen Cindy's toll ticket not accepted and the 15 car queue behind her giving limited sympathy messaging, and we'd seen her cards just not working. We'd also been behind car drivers who dropped their ticket, but then couldn't retrieve it because they were too close to the toll machine to open the door. The best Catch-22 in action ever.



Before the queue gathered

So off via the secondary toll roads. More winding, more fun, but in France locals say they want to you to do freeway because they have reduced the speed limits to 80kmh and put lots of cameras on secondary roads, and there are a lot of cameras. Some with spray paint courtesy of the less-than-impressed locals. But the little villages, farmland, and forests make for some awesome riding.

Into our B&B in Villers-Bretonneux. Our host was incredibly welcoming as an Australian can expect in the town whose motto is "Never forget Australia". Surprisingly, he spoke barely a word of Australian, but we muddled by after he gave us beer. Luckily Cindy has a fool-proof method for getting French pronunciation right and we used it here – just say the French words and add 'by Calvin Klein'. For example, you've

no idea what someone said, so you say “je ne comprends pas”. Without the Cindy method, you say “jay no compreen day-pass, mate”. They have no idea what you just said so a classic Catch-22 develops. But with the Cindy method you will automatically get the lips into the French position and say “zyer n’combrarpa. By Calvin Klein.” Ah, wee! I will make wild gestures!



Les motos sont en sécurité. By Calvin Klein.

Day 8 was big. Firstly, off to Vignacourt where the 20th casualty clearing station (CCS) was based from 29th March to 30th August 1918. There was a bit of excitement getting past a mowing tractor on an extremely narrow country road to the cemetery, with the extraordinary skill used to get past unfortunately not captured by the pillion. My great-great uncle (my father’s mother’s uncle) John Brown of the 43rd Infantry Battalion was taken to the CCS with multiple gunshot wounds, which sounds a bit like a machine gun. He died on the 17th May 1918, and is buried in the small Vignacourt cemetery. He was 38 years old.

The next important location from our perspective was Serre-lès-Puisieux. By Calvin Klein definitely needed for that one. This was at the very northern end of the attacking front on the opening day of the Battle of the Somme, 1 July 1916. Grandfather John Bennett from Warrnambool was at Leeds University when the war broke out and joined the Leeds Pals, the 15th (Service) Battalion West Yorkshire Regiment, very early in 1915. Like many units of Kitchener’s Army on the most costly day in British military history, the Leeds Pals basically

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ceased to exist without even getting close to their objective.



Great-great uncle John. Rest in peace.

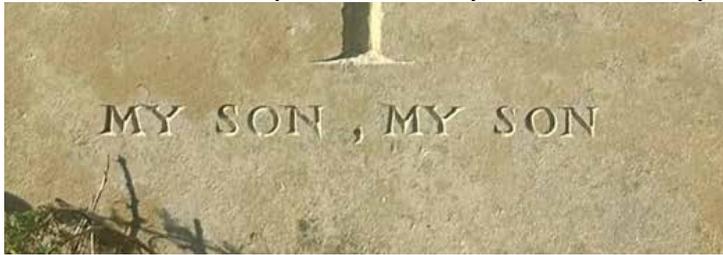
Luckily for our family, John wasn’t one of the unlucky. There are several cemeteries here which mark the positions that were about as far as the Pals battalions got.



Just over the top, toward the Serre-lès-Puisieux trees off in the distance

Then the challenge of finding lunch, when we’d been here in 2005 there were some great little cafes in Pozieres, but everything was shut. So back into Albert, nearly a Le Gros Mac, but a nice cheese toastie instead. Back to V-B via the Australian 3rd Division memorial at Sailly-le-Sec by Calvin Klein, we went to the Sir John Monash

Centre at the Australian National Memorial. This is just fantastic, and we probably didn't allow enough time. Then to the Musée Franco-Australien to complete the very emotional day.



This one sums up the feelings on the Western Front

Day 9 saw the beginning of the return. Again a fair bit of planning was required to avoid freeways and toll booths, particularly in France where all the big cities are hubs with roads extending out like spokes. The GPS wanted Paris. I said no. Then it wanted Rouen. Nuh. Past Le Mans was the plan, at Saint-Calais by Calvin Klein. Turns out Saint-Calais was the home of Alphonse Poitevin, who discovered that bichromated gelatin was light sensitive and hardened depending on the amount of light it was exposed to, and invented fixed photographs. That aside it was a great little town, the Hotel de France had huge rooms, served drinks at non-French hours, and there were good restaurants a short stumble away.



Handy reminder of which country we were in

The return continued on Day 10. The temptation of freeways was resisted, and more random town names by Calvin Klein were put into the GPS to avoid being sucked into the bigger places like Tours. Just because we were on tour didn't mean we wanted to see the place where tours first began in 1138, with Francois C. Klein waking up one morning, getting the wife and kids and French Bulldog into the wheelbarrow, and heading off for two weeks travelling around Burgundy caravan parks which were pretty basic back then. Target for the day was Angouleme, a reasonable sized place about half way between Poitiers and Bordeaux. Some cunning/lucky navigation got us into the French countryside, with a re-crossing of the Loire River in a quiet spot.



Of course the Road to Ruin starts in Angerville

Some actual adventure riding occurred trying to find the loo, the signpost was delightfully vague and we ended up on a dirt road and in a paddock. Where we found a loo, but not the loo.



OBRIGADO, GRACIAS. MERCY.



Just making sure that wasn't someone's tent near the loo



None of that feminine nonsense here chaps

We'd organised accommodation in Angouleme, with the GPS quite clear on how to get there. As per many European towns, Angouleme wasn't built with the motorcyclist or any motored transport for that matter in mind, and parking at the hotel was fairly exciting. Unfortunately it was made even more exciting when we were told that we were not at the hotel we'd booked at. Back on after some "spin on the side stand" manoeuvring and we went up into the old town on the hill. The GPS became very unclear on where we were now going, but after the tightest

roundabout with a slightly tighter diameter than BMW F750GS Triple Black full lock diameter, we got into vaguely the area we were supposed to be in. Off the bikes, Cindy found an address, but this was obviously wrong. Re-read the instructions, which were extremely unhelpful. Google maps to the rescue, but every place it took us to was clearly not accommodation. The instructions said park across from the school, there is a 3 minute parking spot so you can unload. We parked across from the school, and looked over the cliff hoping that some accommodation would miraculously appear. Marching around the town for an hour in increasingly sweaty riding gear with the blue Google maps dot always jumping to somewhere else, and not able to get clear instructions, we gave up. Made a booking at a real hotel very nearby, and a minute later walked in with no dramas. Didn't get our money back from the Hotel Chimera though, but that is the cost of doing fake business.



Cindy standing in the room we'd booked

Again a pleasant evening with drinks and French food, rarely disappointing, and we were in bed

early for a big day 11 getting back to Spain. This was our most challenging navigation day, Bordeaux was not allowing anyone to bypass it via pleasant country roads, threatening to take children hostage unless we headed that way. Started out okay, we could at first pretend we were going to Bordeaux, but as we refused to deviate from south rather than south-west, it got more angry than Angers, Angerville, and Angervilliers combined. I would put a town on the quiet route in the GPS, but as soon as we reached it, Bordeaux would try it on again. We ended up circling around in a town by Calvin Klein while the battle went on, and probably did 100 extra kilometres, but we won.

that made the experience even less safe – our table was on the other side of the road and it was bar service for drinks.



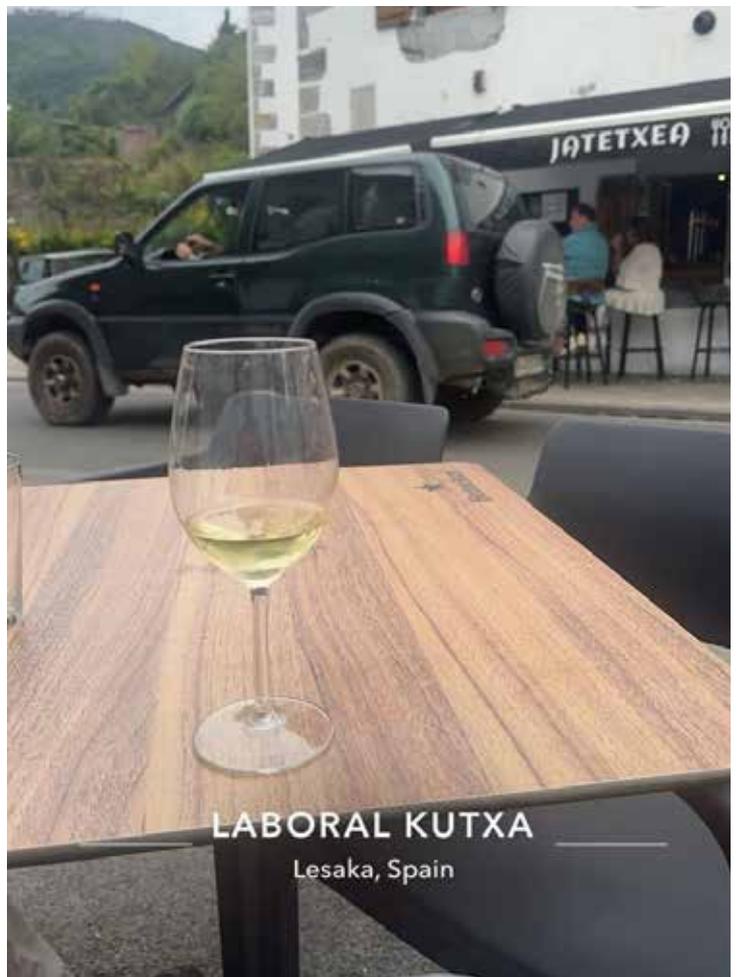
We'll worry about getting them out in the harsh light of a new day

The memorials to those struck down and killed while coming back on the fourth shout should have provided a warning, if they'd actually bothered to put up the memorials.



This way to house of unpopular bloke

A very pleasant coffee in a small village café where we got talking to an English couple who lived in both the village and England, with the wine a major attraction for them. In the village, not England. Then back into familiar territory, heading toward the border past Bayonne, but we decided by this late hour that Pyrenees was going to end in darkness, so we set up for Cindy to clog traffic at toll booths again for the final run over the line into Lesaka. Into Spain, the timing for eating moved back a bit so we were now way too early for dinner.



LABORAL KUTXA
Lesaka, Spain

Down the road for some pre-dinners, which extend for way longer than is safe due to the late dinner hour, we ended up in a bar restaurant

White wine with a hint of speeding Rav 4

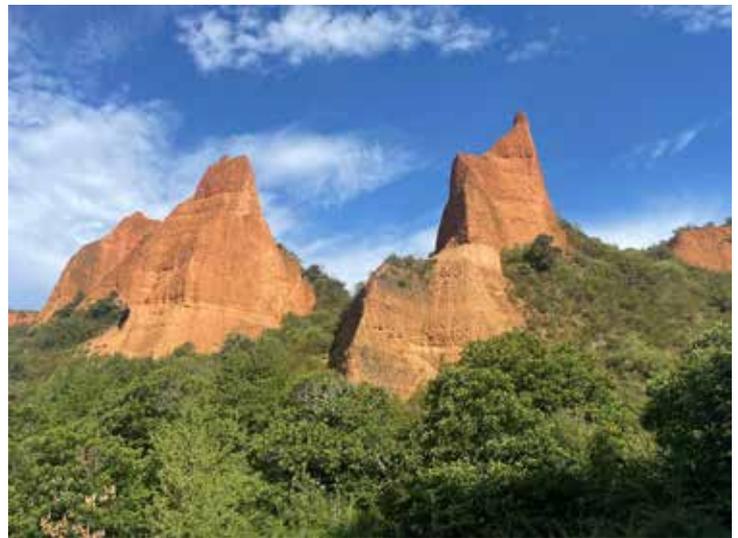


Surviving all the road crossings to the bar and managing to get the bikes out of the slippery area down the side of the hotel, we did one of the biggest of the pre-tour – 550km to Ponferrada on day 12. Seems a fairly random place for a big day to get to for the mining history disinterested persons, but it definitely isn't for those not disinterested. First things first though on sweaty arrival at the hotel in the main plaza – get a note to the police with our rego numbers so we don't get a fine for riding around in a pedestrian only zone. Then laundry, with an excellent self-serve down the road and the wait significantly reduced by a good book and a couple of tins of rose from the supermarket nearby.



When in Ponferrada, dress like a Ponferradan Knight Templar

On Day 13 the point of staying in Ponferrada is revealed to the hopefully interested, nay suspenseful reader. Just up the road is the historic gold mining site of Las Médulas, where Roman industrial scale mining recovered 1,640 tonnes, yes tonnes, of gold in 250 years from the first century AD. The process was described as the “wrecking of the mountains” by Pliny the Elder and involved running 7 long aqueducts to Las Médulas from far wetter areas in Cabreira to the south. The “mountains” of Las Médulas were basically low-grade overburden consisting of fairly unconsolidated gravels and rocks in mud and layers of fines that had been deposited from ancient mountain erosion, and sat up to 120m thick over a higher grade alluvial gold layer. To get at the higher grade material, the slave miners would dig extensive shafts and drives in the overburden to honeycomb it, then fill it all up with water. The water would soak the mud and work its way through the overburden and eventually the whole mountain would collapse, with the water then used to wash the lot minus the big rocks over riffles to recover the gold. The scale of the site is just incredible.



Some of the remnants of the Las Médulas mountains

Back into Ponferrada, we did a tour of the Los Templarios Castle, set up by the Knights Templar to protect Catholic pilgrims on the Camino de Santiago route. There are still a lot of pilgrims, but these days a bit less focussed on the religious stoicism and more on the superb wines. The Knights Templar have had to change with the

times and have opened shops selling walking poles or small coin-operated laundromats. Then we cruised the town trying to find somewhere that served food before the clock ticked over into am.



Los Templarios Castle

Day 14 plan was getting to Porto, back in Portugal. To make it interesting, Cindy suggested we do one of the best roads in Portugal or the World, I wasn't entirely clear on its bestness when including the N222 road which follows the Douro River. Over the border at Feces de Abaixo, no embarrassed English speakers on that shire council obviously, and down on the freeway to cross the mighty Douro at Peso da Regua.



Douro River

A key feature of the Douro River is the grapes for making port wine. Every bit of land, sub-vertical

included, is planted with vines. Not keeping a firm footing or being roped up on the Douro has resulted in hundreds of deaths of vineyard workers. That might not be strictly true, but when tending vines on a 50° slope surely some have had an exciting slide into a post or wall.



I thought we were appropriately on the Rota de Romantico. Close enough though.

Hundreds, nay thousands of bends and a very pleasant lunch in a "fair dinkum" Portuguese restaurant later, we called it a fantastic experience and were out of it and getting into Porto. The traffic along the river was flowing smoothly, if by flowing one thinks of smooth continental plate movement at a couple of centimetres per year. Scooters were going around the queue up the other lane and sneaking back in to avoid head-on collisions with cars coming the other way, but with panniers on this didn't seem a good idea. After a ridiculously long time we got past the blockage where police had completed taking measurements of whatever accident had occurred, and rode up onto the tram tracks to get into the hotel. Keeping an eye out for trams, we checked in.

Day 15 was a free day, the first not getting on a bike. What to do in a new city? A Hop On Hop Off bus of course. As always, finding the HOHO bus stop is like finding the Last Supper Chalice and a Penny Black stamp in the Ark of the Covenant, a tough ask. And because Porto is on the Douro River, the sides are very steep, requiring some serious calorie burning to get to Stop No.1. Gasping, on we went and off we went. We

love the HOHO bus concept because you see the city, and learn its history, and go to all the great places. The Porto HOHO allowed us to see buildings. That was it. The history recording was misaligned with where we were so it was “The building on the left is the Resplendao Simplistica, a classic 16th century example of neo-Romantic architecture designed by Diogo de Boitaca. It was built for Duarte, Duke of Guimarães to house his famous collection of mud”. We would all look to the left to see a man doing a wee on a dumpster outside a 1970s block of flats.



Table for a group of socially unself-aware patrons

The other risk with our HOHO was that it just didn't stop at any of the stops. It was early admittedly, but we definitely became concerned as we approached the “caves” district, as caves are actually cellars. Luckily, the HOHO stopped outside the 1756 Real Companhia Velha, a nice looking cave. Inside, it looked as though we'd missed the tour start but the staff were very helpful and gave us our own guide who was extremely knowledgeable. We saw the

OBRIGADO, GRACIAS. MERCY.

oldest bottle in the substantial cave, a 1790, completely undrinkable but still on display. The tour finished with a tasting, and the usual “yeah we'll grab a couple of those”.



Oldies, with some goodies

Back on the HOHO, we realised we had chewed up a substantial part of the day and needed to get back into the city to catch up with BMWMCQers who were joining us on the upcoming Compass Spain, Portugal and Morocco tour starting on 1 September. Finding them was like finding a HOHO bus stop, but after a bit of “You're at the cathedral? Which bloody cathedral? I can see 87 cathedrals and I'm not turning my head yet” we caught up with Nic, Ray and William, lunched, and headed back exhausted to the hotel.

Day 15 was the final pre-tour experience. Up, another blue with the breakfast lady about whether we'd paid, producing our fortunately retained receipt trump card to quiet that down, onto the bikes, and scarily out over the tram lines. South, we didn't have that far to go on the freeway before we turned off to the world famous town of Nazare, a Mecca for people who like to die while spectacularly surfing

mountainous waves. Amazingly getting a park right near the beach, we had to have a wander onto the beach and touch the North Atlantic.

looking for the keys and swearing about keyless bikes, the 5,000 pre-tour tour was over.



Sums up taking a stroll in Porto

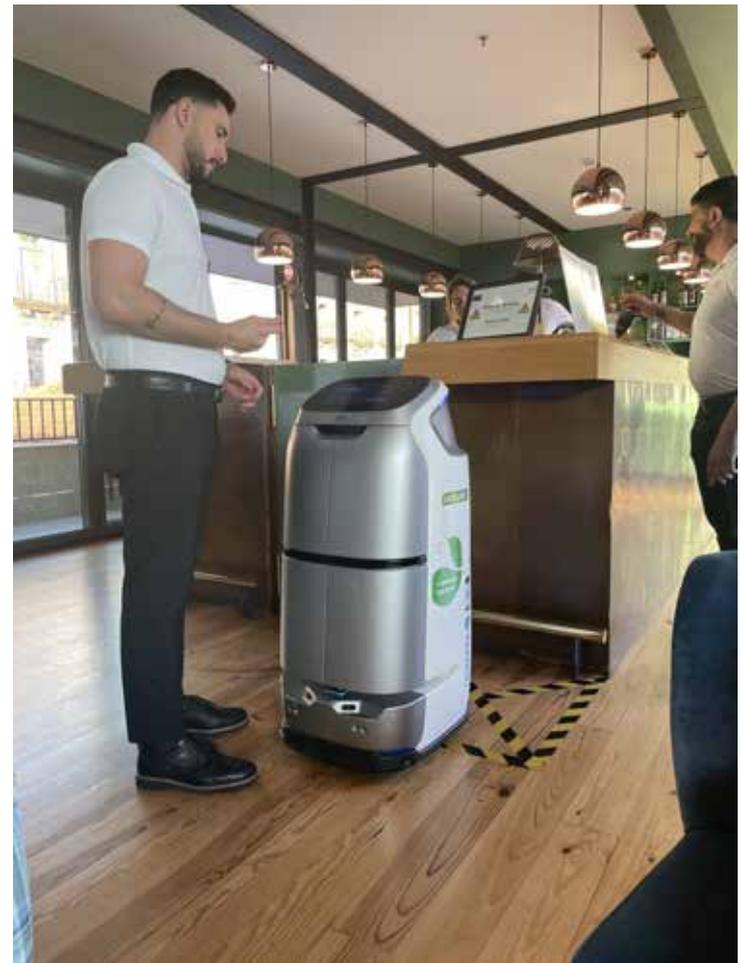


After a panicked lifeguard had thought I was going giant wave surfing in full costume



Porto Jesus going a bit early for the winter doona in our opinion

Nice beach lunch with a friendly waiter who loved that we rode motorcycles and so got the chef to start cooking early, and we set MotoXplorer Lisbon in the GPS. Amazingly the GPS didn't let us down, and we swung in to see Ricardo waiting to take the bikes back for a quick service before the start of the big tour. After spending 20 minutes and unpacking every bag



The Darlek have integrated seamlessly into Portuguese society. Leonardo buying a round at after work drinks here is an accountant with Nexia Santos Carvalho & Associados.

Time to start the real tour from Lisbon.



The Club lunch was held at Kooralbyn this month, in perfect riding weather. A big fail was forgetting to get a photo of Iain Nye's new R1300GS, in green and gold lines one of the best colours a motorcycle has been produced in for a long time, in the Editor's opinion.



Some magnificent bikes attended, including Steve Bryant's R90S, Dieter Harm's R1250 GS Trophy, and Tony Malone's R1250RT.



By Anthony Malone, Member #67

The weekend starting Saturday 7 September 2024 was another of the "Back To" rides; this time to Evans Head and led by Don Grimes with his faithful pillion Kate. The meeting point (if you chose to ride with the group) was the "Bean (not back) To" Café at Beaudesert. Due to a set of circumstances I did not have a pillion, and saddling up my R1200RT I headed off to arrive well before the quite humane 09:00hrs starting time. The day being fine and dry, the journey was most inviting.

To pause for a moment; I have been to Evans Head before, staying at the Bowlo Holiday Cabins. That trip had also been taken in a car, and so while it was truly a "back to" for me, this time the story did not need to be devilled as I was a "legitimate" participant (on a motorcycle). This time I chose to stay at the Pacific Motel, so I made my call to Fiona to organise a queen room. Back to the story...

Living around Ipswich my route to Beaudesert is via the road past the Wyaralong Dam. Riding from Amberley I take the Middle Road to Peak Crossing, and then take the Kalbar-Peak Crossing Road, turning left onto the Harrisville-Roadvale Road. A little further along another left turn gets you onto the Milbong Road, and then onto the Ipswich-Boonah Road before turning left onto the Beaudesert-Boonah Road (past the dam). Writing this it strikes me how unimaginative, though geographically accurate, were the persons who named these roads. There are many natural features from which names could be taken (e.g. rolling plains road). In any event this part of the trip was enlivened by my sighting an almost camouflaged "bush" Dalek on the side of the road. (I stopped to make a photograph, and spoke with a neighbour who saw me and offered to take my extermination picture with the sculpture. I declined, and he told me of his plan to place a blue police telephone box on his side of the road to compliment this hand-built curiosity. TARDIS being what it is, it was probably there last week).

Of note, several years ago I saw a Dalek at the front gate of a property on the New England Highway, heading South, just before Deepwater. On later trips it had disappeared. Could this have been that one? As an aside, it is sad to see them reduced to being letter boxes, so luckily electronics are taking over.

"Bean To" has become a usual meeting place for Beaudesert. Weighing things up I breakfasted before leaving, but had I planned a little more carefully I could have eaten there. The staff were friendly, wearing themed shirts reminding one of more tropical places. I ordered my flat white and took a seat. The group gathered and there were about 7 machines, four of which carried pillions. Don had intended to take the Lions Road to Kyogle, but with that road being closed at the moment for repairs, he varied somewhat intending the road to Kerry and back onto the Mt. Lindesay Highway. Our cornering marker system had been working well, and it was pleasant riding beside (and over) the Albert River. We had crossed a few pieces of unsealed roadworks before turning left towards Hillview onto the Widgee Creek Road around Hillview (and this is a nice winding road, with spectacular views). I think that I was following Don (our ride leader) when we turned left onto George Lane from Christmas Creek Road, only to find the group no longer seemed to be together as it had been. We sat and waited for a while, and I hoped that no-one had struck the bovine being driven along the road or suffered some other catastrophe. After about 5 minutes Don decided to turn around to explore, and I chose to wait. Breaking up a group is not good, but I thought that we would be together again in a relatively short time.

After about 15 minutes, with no show of my travelling companions but 2 sets of riders having passed, I decided to make the dreaded U-turn and find out what had happened. A few kilometres back I found our group, all staring forlornly at the back wheel of Mario's R1200RT. It seemed that he had a puncture, and I felt



that just looking at it was getting no-where. Mario had called RACQ and was waiting for a tow, but having my little compressor and there surely being a tubeless puncture kit somewhere amongst us (I had one if needed) we might as well try to make things a little better. I put some air into the tyre (it being completely flat) then discovering that the slight blemish found on the tread by Ian was indeed the puncture. Making sure that there was no strange entry angle to that which let the air escape we reamed it out, plugged it (glued), and inflated the tyre until my machine ran out of power at about 2.5bar. What had been demonstrated was the benefit of harnessing the collective resources of the Club.

Understandably Mario decided to wait for his tow and not take the chance of having he and Fiona stuck on the side of the road once more.

They would go home and drive down to Evans Head and surely meet us later in the day. We saddled up once more, resuming our path to the Mount Lindesay Highway, turning left at Innisplain and then right to Rathdowney. The plan was now to continue and turn left onto the Summerland Way, taking us to Kyogle for our first stop. The Don plan had been to have morning tea here, with lunch at Eltham. With the change to chronology caused by the puncture, consensus was to lunch here (it was around 12:00 Noon anyway) and to carry on from there.

All fed, we turned back to Kyogle Road, turning up towards the Ray Smith Memorial Lookout. This is a nice twisting piece of road, and one of my favourites. However, something like a Goldwing came from the other direction warning us to slow. A few corners later the reason



became clear, with a number of ambulances and a platform tow vehicle on the road, with “traffic controllers” telling us to stop and wait. Ambulances departed, leaving one and we were allowed to ride past. What I saw in the drainage ditch at the side of the road was what appeared to be a late model Ducati (maybe one of the V4s, noting its very impressive livery). I understand that Don had been told that the rider had been caught unawares by some gravel, and had come to grief. The road has many perils, and one needs to be on the lookout.

We travelled on to Cawongla, and it is only by following the map on my screen fitting into my recollections of place names that I can see the roads we followed. Don had marked a good route. We passed through Rock Valley, turning right at Blakebrook to Tuncester, and again right onto Kyogle Road. As I turned I saw that there was a merging lane, and seeing a car a reasonable way back I made my turn. The car driver thought that it was best to accelerate and try to block my path. R1200 84kw is not as good as R1250 100kw, but it is surely enough to show the driver to stop being a fool.

We then passed through Lismore, where the legacy of the floods is still most apparent. A few turns later and we were on the B62, towards Howards Grass. A right turn had us on Boatharbour Road, along Cowlong Road to Eltham Road to the Eltham Hotel. This had been Don’s chosen lunch stop, so we just called in for a drink. Having been here before, and not having taken much notice, it was interesting to read that this hotel had been built in 1902, when the town “was a bustling railway village” (per NSW.com). The hotel is very quaint, offering accommodation and live music.

The way to Evans Head was to be non-stop from here, and we passed by Alstonvale, crossing under the M1 to Pimlico Road and over and beside the Richmond River. We were soon on the Broadwater-Evans Head Road, getting closer to our destination. Don and Kate had led us on a very interesting ride, travelling by many

roads that I probably have not seen before. As a quick note, using Google Earth to be as accurate as I could with the information written above, I see that places of note are highlighted. One is the Evans Head Heritage Aviation Museum, apparently featuring the F111 display. Having some time on my hands in my transition to retirement, I need to research more as I could have had a look in there on my return journey. Get as much out of every ride/trip as you can!

I found my way to the Pacific Motel, and Richard was in the room next to mine. Not too long after we arrived Mario and Fiona turned up in some big black 4WD Ute. Reports were that the puncture repair had held, and new tyres were on the agenda. Showered and refreshed [and after me taking an (unsuccessful) afternoon walk to find the beach that we were coming back to] it was down to the RSL for some socialisation before dinner. Tony and Jane Gray had arranged to join us with a few other acquaintances of theirs, including Paul Rooney. Paul lives reasonably locally, and at about the same time as me, was a motorcycle racer. He punted a K100 much modified, when I was campaigning the Chris Hodges Racer (a 1000cc Boxer with Krauser 4 valve heads). He now creates specials, remaining an enthusiast and proving how much can be obtained using contemporary developments.

Dinner was had on a (regrettably) closed veranda. The service was good, and despite some misunderstanding I enjoyed my (delayed) burger and chips. Understandably the dining table had 2 camps, but as I was in the middle of them it was great having conversations both ways. Kate nominated the Vespa Café as the place for breakfast at 09:00hrs, and it was back to our rooms. Taking advantage of the range of television stations available I found some documentary on the Goodwood Memorial raceway in Britain. It is terrific to see the older machines being used at their competitive best.

Rising the next morning, there was enough time to find the beach. Once more, no luck, but I did





make my way to Vespas. Of note, there was an Excelsior Motorcycle parked on the street, with a Villiers engine. I am not sure of the model or engine capacity, and its fuel tank was painted green, but to show you what it looked like I found something on the Web (Facebook in fact) to demonstrate its looks. Don told us a story of how his father had helped him fit a Villiers engine to his mini-bike on the old days.

There was discussion on how everyone was getting back, and I decided to just ride by myself. I had a strategic plan to be home by mid-afternoon, with a variety of operational options. The first was to find some fuel in the next 100 kilometres and see what happened after that. I made my way back to the M1 and refuelled at Ballina. From there I retraced the general route through Lismore to Kyogle, then the Summerland Way towards Rathdowney and back through Boonah.

A great weekend “back to the beach”. When I reflect on what happened in Evans Head, in not seeing the beach (the theme of the whole show) it is most probable that I **amAlone**.

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!





There are still plenty of spaces for last few courses for the year. **The next one is being run on 23rd November**

Visit <https://smartrideracademy.com/r2z-bmwmcq/> to register for any of the upcoming courses. Each of these courses are being run out at Ride Smart in Mitchelton.

Did you also know you can invite riders that are not members of BMWMCQLD to do the Ride to Zero course?

Whilst we will always give priority to members for course positions, as a member you can follow the process below where your invited riders can also leverage the Ride to Zero grant funding.

They will only pay \$50 (non-refundable and no reimbursement from BMWMCQLD) for the course. That's **over \$175 in savings!**

If you've already done the course, you know the benefits including:

- Roadcraft awareness
- Braking and impact of speed
- Situational awareness
- Edge and lane filtering
- Improving your slow riding skills
- Group riding skills

And much more!

If you want to invite some, simply follow the process below:

Step 1: **Email the Training Coordinator**, Julian Davis <mailto:jdavis1971@me.com> with the names of the people you'd like to invite. Include their name, license type and bike they ride.

Step 2: We will look at availability and reply with dates and links to the courses.

Step 3: Your invited riders can register and pay for the course via the website.

Step 4: They have an awesome day refining or learning more around riding safely.

THE JOYS OF MECHANICAL DEVICES

By Tony Gray, Member #3905

The pages of this robust journal are often littered with stories of members commitment to things mechanical - motorcycles mostly or things that attach to motorcycles (even sidecars!). How to fix them when things go wrong, make them perform better or just to keep them in clean pristine condition (Richard Maher excepted). Even those among our membership who have little or no ambition to lift a spanner can get something out of these stories especially if written in a humorous style - much as our esteemed editor does every time he puts pen to paper in generating this great journal.

The finest exponent of this style of humorous writing IMHO was the late great Mr Smith whose monthly page in Two Wheels Magazine was the first thing I read when opening a new edition. Mr Smith's catchphrase was "A Sharp Mind in a Blunt Body" - yes Mr Smith was somewhat rotund with a long flowing beard and open-faced helmet. I dare say he wore it to bed. Fortunately for us older readers and for possibly a new audience, some of Mr Smith's stories can be found on the Classic Two Wheels Internet page. One I read recently that I shared

with Merv Bone had us both in stitches. You see both Merv & I had owned a Honda 750/4 back in the '70s and this story described Mr Smith's attempts to perform an apparently simple oil & filter change on Rhonda the Honda - his 750/4. His retelling is hilarious and for Merv & me more so as we had both been there. Included pictures are of a young Merv with his Gold 750/4 in Gunnedah in the early 70s and me with my Blue model at the Easter Bathurst races in 1974. A link is attached here to Mr Smith's story to save you the internet search.

<https://classictwowheels.com.au/mr-smith-maintenance-its-a-cinch/>

OK have you finished reading and the tears dried from your eyes? Time to move on to other mechanical things not motorcycle related. Like all rate payers in this great city we call home, we are treated to an annual kerbside cleanup courtesy of the BCC and our ever-burgeoning rate dollars. The notice arrives in the mail and the conversation goes along these lines - what have you got to throw out? Nuthin'. Surely all that stuff that has been gathering dust for years can go out? Nope, might need it one day. What about all those mowers, how many do you need? Nope, need them for parts after everyone else has gone electric. This conversation usually goes on for a couple of weeks until the last

Sunday before cleanup. I will put out a few desultory items to appease the rubbish Gods. 2024 was proving no different with one exception.

The old Simpson Clothes Drier had given good & faithful service for more years than either of us could remember. A design weakness however was to be it's undoing with a perspex door that became heat affected and started to collapse - what genius puts perspex in a hot air dryer that isn't heat tolerant? The price of a



Bathurst 1974

new door was almost half the price of a new drier so not economically viable on a machine that had probably passed voting age. A new drier was purchased for Chateau Gray when a Lightbulb moment came up with this genius idea - surely someone in the affluent (us excepted) suburbs of Chelmer/Graceville/Sherwood will put out a Simpson Drier for kerbside collection. I only need a door and viola, a perfectly good drier for Granddaughter to dry the nappies for our first Great-Grandie.

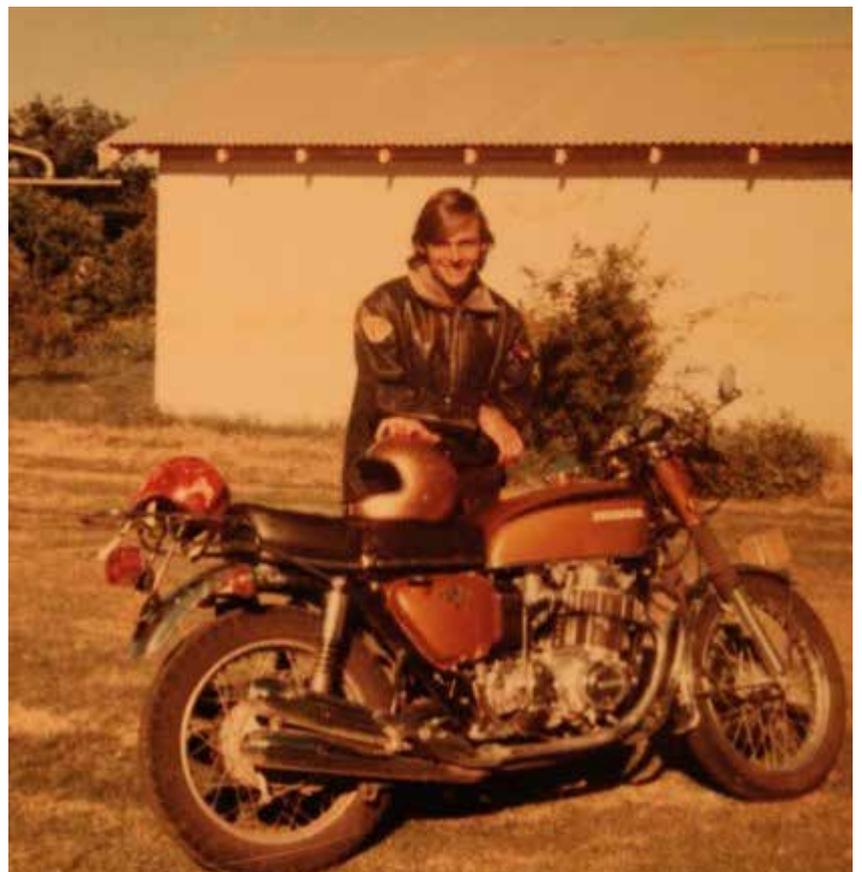
I enlisted the assistance of my running buddies to keep their eyes peeled during their regular 5am jaunts around the streets. Collection day approached and nothing had surfaced. Alas come the last Sunday and the old dryer was taken out to the footpath - but not before snipping off the power cord - have you seen the price of copper?

I jest you not, the drier was swallowed up within minutes by Steptoe & Son with their 12 foot trailer already burdened down with discarded white goods. Not 5 minutes later Jane excitedly took a phone call from mate Brian that a neighbour just put out a drier and did we want the door? Too late, ours has already gone! What you put it out? Yes, wasn't I supposed to? Back to the phone - does that one work? Well the neighbour said it did several years ago. OK stand guard over it, Jane will be around to collect. Another phone call - someone has already snipped the power cord - rotten b..tards. Can you fix it - yep, I might just have a power cord that will fit.

The 'new' drier actually looked better than our old one and had a good door. I pulled it all apart to install a new power cord which involves laying the machine face down on blocks and removing the back. Job complete, stand it up and bugger, there is an O ring on the floor under the machine. Don't you hate it when you 'finish' a job and have parts left over? Anyway it works and the O ring has been filed away for future reference. The epitaph to this story is that mate Brian in being a good Samaritan and calling & waiting for Jane inadvertently put his mobile phone down on the rubbish pile that was then subsequently picked up by another kerb crawler. Fortunately, this was an honest person who answered the phone and returned it without question.

Is there a moral to this story - well doing something yourself may not be the easiest route but there is a level of satisfaction to be had in sitting back at the end of a project and saying "I did that". And there may just be a story to be told for years down the track.

Merv Bone CB 750





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!





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- ✓ "I love riding but I get a fright too often"
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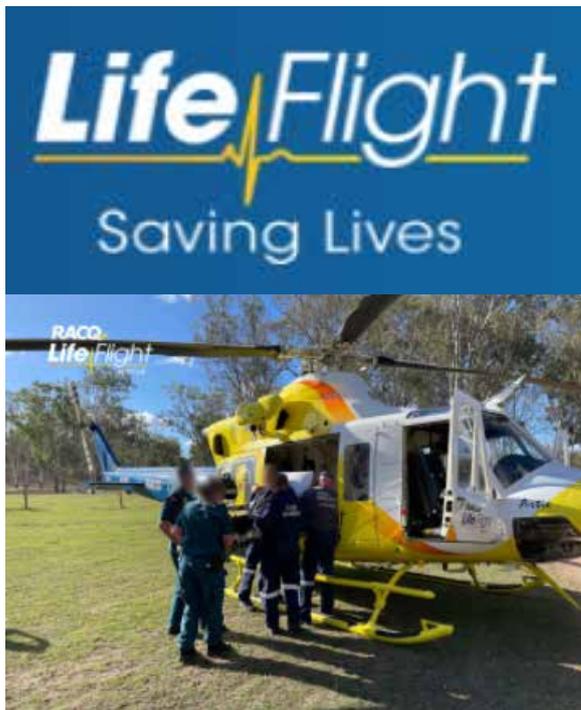


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- 1 Register an account at lifeblood.com.au (or log in if you already have one).
- 2 Go to 'Teams' and choose 'My Teams'.
- 3 Search **BMW Motorcycle Club of Queensland (BMWMCQ)** Lifeblood Team and submit.



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| FIRST REVIEW BY PETER VORST

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READ THE WHOLE REVIEW AT

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SCAN ME

Making Memories!

By Cindy Bennett, Member #4170

For many of us, recording our riding memories is an important part of a ride long or short. In early 2018 Duncan brought me a Sena 10C camera which integrated with the comms unit mounted on the helmet. Loved it and got some wonderful footage of our riding trip to NZ. It was easy to use (once I realised that moving your head too much in videos gave the viewers motion-sickness) and I liked the fact that it was not a separate piece of kit to be carried and charged each evening.

I took it on our Alaska trip in 2019 and the camera button failed – luckily near the end of the trip. Out of warranty I decided on the upgraded Sena 10C EVO model, not cheap but easy to adapt to. This unit performed well for a year or so, but then the battery life diminished so only got a couple of hours – or if it was very cold an hour at best! I still use it, but it has limited capacity.

So, fast forward to 2024 and the Spain, Portugal & Morocco (SPM) trip. I was impressed by Margreth's footage from her Insta Go 2 camera in Patagonia, so looked into this brand and went out and purchased the next generation of this camera; the Insta Go 3 action camera. The upgrade included an "action pod" mount where you can see the footage as it's being taken.

I had very good intentions of being proficient in its operation prior to the SPM, but life got in the way – oh well I will learn on the road! It took a few days before I had the mount set up correctly – I started with the small camera on my helmet visor but got footage of the tank and speedo, not exactly exciting stuff!

I then started using the camera in the action pod on the handlebar mount which improved the operation as I could see the footage being taken, although the touch screen did not work with my gloves on.



The Go 3 - a tiny 35g unit



The Go 3 mounted on the handlebars taken by the Sena 10C EVO

Other riders on the trip, Mark Mustchin included were using Go Pro's and the footage was very impressive with a feature that auto-generates a highlight reel of the day. Looking to publish a sample next month - stay tuned!

The Insta 360 Go 3 also has this feature although I only used it once for a short practice, I now have a lot of footage I can play around with to edit. Funnily enough, there was always something distracting on the tour (mainly socialising of course!) to get in the way of editing the days riding pics. Oh well I have some time now to go through and make some memories.



Margreth's Go 2 footage in Morocco from her helmet mounted unit.

And of course the old iPhone 14 Pro takes a pretty good pic too...



BMWMCQ BOOK EXCHANGE NEW BOOKS AVAILABLE!

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

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A Century of BMW

Bruce Preston
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The BMW Story - Production
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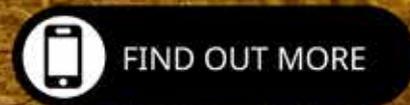
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