



# READY TO CHALLENGE

Adrenaline packed  
and ready to push the  
limits, the M 1000 R  
coming soon...





# 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, R1200GS



**Editor** - Duncan Bennett  
Ph: 0458 293 569  
editor@bmwmcq.org.au  
R1250GS, 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 - November 2024

### Contents:-

EDITORIAL . . . . .	4	SPORTUGAL . . . . .	30
PRESIDENT'S REPORT . . . . .	5	BMWCCWA 50TH . . . . .	38
BMWMCQ EVENTS CALENDAR . . . . .	6	LIFEBLOOD UPDATE . . . . .	41
COMMITTEE REPORTS . . . . .	8	LUNCH PHOTOS . . . . .	42
CHRISTMAS PARTY . . . . .	16	RFDS UPDATE . . . . .	43
REGALIA . . . . .	17	FAR CAIRN HELL . . . . .	44
FROM THE PEN OF JANE . . . . .	20	MILEAGE AWARDS . . . . .	52
MEAT PIE RIDE . . . . .	21	RIDE TO ZERO . . . . .	53
CAMPING WEEKEND . . . . .	22	CLUB TRAINING SUBSIDY . . . . .	54
PHOTO GALLERY . . . . .	24	LAST WORD . . . . .	60
POWER OF SIX . . . . .	26	CONSTITUTION UPDATES . . . . .	62

### Advertisers

TeamMoto - M&W INSIDE COVER  
Caloundra Motorcycles - P.56  
Northside Motorcycles - P.57  
Munich Motorcycles - P.58

Good Wool Store - P.58  
TeamMoto P.56  
TeamMoto - BACK COVER

## On The Cover

**A preview of next months article - Huw and Liezel Samuel on their R1300GS through the stark Todra Gorge in Morocco.**



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](http://www.bmwmcq.org.au)



## Duncan Bennett

## Editor's Report

**S**o this month is all about slowing down, and yet speeding up. The social calendar speeds up which is just brilliant, but the pace of rides tends to slow and become less demanding as the heat builds. The Christmas party in Hervey Bay has built up in numbers - looking like a return to the good ol' days when Xmas was all about the big gathering after some big rides and lots of club stars walked the red carpet.

We did some blinders in October, of note the Gordon Country Camping weekend organised by Gary Bennett, whatever he touches we all expect to turn to gold and even if we get drowned or shot-blasted by hail it somehow does. The coffee morning in Wynnum and the lunch at Crows Nest likewise, the club is about having social events and we have some truly talented raconteurs in the mix. An hour with Joe talking about Border Force boats or Cam talking about his notable experiences driving buses really gives some perspective on my issues - they are pathetic compared with what our members do. I did have a leaking tap though.

A challenge of getting home from a trip like Spain, Portugal, and Morocco, apart from de-stinking the helmet and the riding inners, is starting the bikes. I'm not saying Triumphs are harder to start than BMWs after a few weeks, but the evidence forces me to admit it. We currently have four BMWs and two Triumphs on the premises so the data is convincing.

The review of the Constitution, and the "update" including the Special Resolution received in July is down the back, and has had some advantages - we can benchmark ourselves (and Queensland law) against other BMW motorcycle clubs. Noticably, we are all pretty much doing the same things, especially with regard to putting on social events and rides for the enjoyment of members and helping people out both to take some load off them, and rallying the troops in more difficult situations. Like when they've obviously selected the wrong colour bucket hat and need to be told. As I'm sure we all agree, that is the point of the BMWMCQ and our fellow motorcycle clubs. Maybe not the bucket hat bit, that just comes naturally.

**Cheers**

**Duncan**

**PS: Next Journal is the last for the year. Based on what I see on Facebook when it is thrust in front of me, there are plenty of great photos we should be sharing with the non-FB oppressed minorities, so send them in. And what is it with our legend travellers? Is the packing so tightly controlled that they can't fit a razor in? I won't name names, let's just call them by fictional character names I just made up - Jon Reid and Michael Ahlberg.**

**Submissions for the next Journal close 25th-ish November**



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

**NEXT MEETING: Thursday 7 November**





## Cindy Bennett

## President's Report

A highlight of October was being welcomed to the milestone event for our Western Australian sister club to celebrate their 50th anniversary.

Duncan has a write up further on in the Journal, but a top night held at Gloucester Park racing complex with plenty of room outside for an impressive display of bikes, mainly covering the 5 decades of the BMWCCWA. There were over 170 attendees, as well as a special guest being The Pudding! The tale of the pudding was recounted and a re-enactment was done of the 2020 Covid necessary roll of the pudding across the WA/SA Border with Bailey Gifford receiving it for SA.

We took some BMWMCQ Regalia to offer up as prizes – stubby coolers with a sticker, cloth badge and a keyring were given to the organisers and were presented on the night to those WA members who have ridden to QLD!

I did have an opportunity to meet a previous BMWMCQ President, Dave Ward (1978 – 1979) who I believe is making a return visit to QLD next month. There were some Black Duck Rally stickers from 1995 and 1997 for the taking (with a donation to RFDS). I grabbed a few and will bring along to the November meeting if anyone wants one – for a small donation to our RFDS tin.

You will notice the proposed updates to our BMWMCQ Constitution in this Journal which has bumped it up to 75 pages. This is important as the Act has changed which we are obliged to adhere to and the opportunity for more “plain English” wording has been taken. Please review if you have a chance as these changes will be voted on at the AGM in March - so plenty of time to digest these! If you have feedback please direct this to any member of the Committee.

Ride safe,

Cindy.



*A well travelled outfit was a highlight of the bike display.*



*Two Presidents! With WA Prez Graeme Cooke (Cookie)*

# BMWMCQ Club Events for

## NOVEMBER 2024

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

## DECEMBER 2024

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



***Remember, no  
Journal in January!***

## UPCOMING EVENTS TO PUT IN YOUR CALENDAR

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

## CLUB SERVICE DAY 9th November

Have you been to a Service Day yet? If the answer is no, then come along on the 9th November to the fabulous set-up of Rob Wynne's shed. There is a bike hoist, the GS-911 diagnostic tool and a brains trust of knowledge from the members present! The fun starts from 9:00am at 61-61 St Jude Circuit Glenlogan (Jimboomba).

If that hasn't got you keen, then the sausage sizzle and cold drinks are an added bonus! All for a donation to our charity of choice, the very worthy RFDS.

Here are some photos from previous Service Days to get you in the mood.





## Ben Nazzari/Paul Hughes

## Events Officer's Report

Well October was a great riding month. I (Ed: Paul, helping Ben at the moment by sneaking into his photo spot. I thought fusion cuisine was good until I saw that) managed 1,650km with various events and also trips to Brisbane and the Coast as well as some long mid week wanders on my lonesome.

The coffee morning at Wynnum was very well attended and everyone seemed to enjoy themselves. Food was plentiful serves and great quality as well as very good service. The alfresco ambience at The Carport Cafe will ensure this venue appears regularly on the calendar.

The Back to Basics annual Camping weekend was a great hit. I am told the campground was fabulous and apart from a little rain on the way in, was a great location with plenty of chat and imbibing of liquids. Well done Gary Bennett.

The October Mid Week ride to the Brisbane Valley Roasters and then Linville, attending members had a great time. Food and service was very good at the Old favourite in Crows Nest was very well attended. Great weather and lots of fun. As always Linville Pub was a great venue and the new roastery in Esk has great food and excellent coffee. I have been back already for further delights.

The Club Lunch Ride was as not as well attended as we would have liked, election day with competing Democracy Sausages and very threatening weather perhaps, but 7 members rode out and had a great meal and some fun conversations. The ride to Crows Nest is always entertaining, especially past the dams.

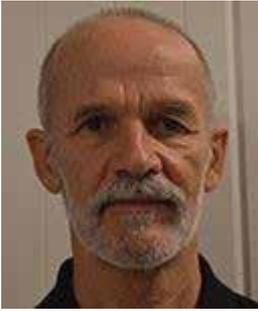
November calendar is pretty full, with highlights of the next Club Service day, The VP's led ride to Leyburn (third attempt to get there because of weather), the Mid Week Ride by Gary Bennett to the Gus Beutel Lookout and The Ride to Zero full day course for members. The Christmas Party at Hervey Bay rounds off November. It promises to be a great event and numbers are building up towards 50. So if you haven't booked yet, there is still time. Come and join us.

Cheers

Acting Paul



*A couple of coffee morning pics, including Boden's CE 04.*



## Tony Gray

## Vice President's Report

This past month has been a very quiet one on the riding front with Jane and I spending a fair bit of time helping out the family with child minding duties. I am keeping a close eye on the next generation for indications of mechanical prowess or two wheeled obsessions - it has to have migrated into someone's genes?

Time spent in the workshop is always time well spent and I am happy to report that the restoration of the R1100GS (Big Red) is now complete and he (definitely a male, this one) is just awaiting registration before legally being taken on the road. The second table lift is now occupied by the Ducati which has been undergoing a full restoration over way too many years. Nice to see it back to a rolling chassis and looking like a bike again. The Duke is a 1977 model and one of only four bikes that I purchased new. The other new bike purchase that I still have is Rex the Kawasaki who just turned 20 earlier this year.

Speaking of older bikes we have had a recent flurry of interest from club members and prospective members in Special Interest Vehicle Registration (SIV). If you have a bike built 30 or more years ago that isn't your daily ride then there are big rego savings to be made if the SIV restrictions work for you. Club membership is a mandatory requirement of the scheme so a potential source of new members if you know someone that may be interested - the bike does not have to be a BMW. I have written 22 letters in support of SIV applications in the past few years with three being for other makes.

Still on the subject of things that are old we were cleaning up some boxes of artifacts after Jane's Mother passed away earlier this year. The newspaper packing provided an insight into a past life - how is this story from NSW: "Important measures to reduce road accidents have been approved by the Transport Minister including a speed limit of 40mph outside built-up areas for motor cyclists with pillion passengers" (open road speed limit was 60mph). The story continued "Opposition to motorcyclists carrying pillion passengers was expressed in Brisbane by Professor E.S.Meyers, Dean of the Faculty of Medicine at the University - if motorcyclists wanted to carry a passenger they should have a sidecar". The year was 1951. Perhaps Dr Meyers had acquired a post-war batch of R75/Zundapp/Ural outfits on which he wanted to turn a profit?

Finally another plug for the Ride to Zero rider training courses sponsored by the State Government. Cindy has published a list of dates of upcoming courses so don't miss this opportunity - we have just had a change of State Government so there is certainly no guarantee that this or any other scheme will be offered in the future after the timeline of this one expires.

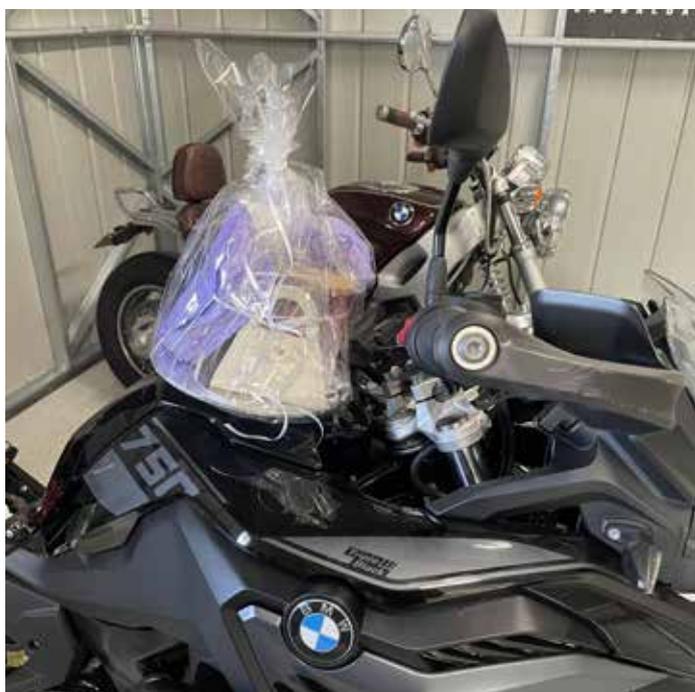


**If you have one of these beauties, you need an SIV**

**Geoff Hodge****Secretary's Report****BMWMCQ General Meeting Minutes – 3 October 2024****Venue: Geebung RSL**

<b>Meeting Opened:</b>	7:30 pm
<b>Apologies:</b>	Paul Hughes, Ben Nazzari, Steve and Rosi Johnson, Tony Malone and Julian Davis.
<b>Minutes of Previous General Meeting:</b>	<p><b>Accepted:</b> Charlie Brown</p> <p><b>Seconded:</b> Tony Gray</p> <p>* Objection by David Lord in relation to September's minutes – see below</p>
<b>Number of Attendees:</b>	<b>49</b>
<b>New Members (Name &amp; MC):</b>	<p>Graham K1 red and yellow variant</p> <p>Toby Meadows R100RS</p> <p>Ben Kerwin R1200TR/R1150 GS</p>
<b>Visitors:</b>	Tyson Hill K1200
<b>Returning Members:</b>	Nil
<b>Treasurer Report:</b>	Financials as per Journal, encouraged more to attend Ride to Zero otherwise we need to refund the Govt the funding provided.
<b>Editor Report:</b>	Thanked Tony's Gray and Malone for articles and thanks to Paul Hughes for finishing and publishing the September Journal.
<b>Tools Report:</b>	Update by Bill Luyten on the features of the GS 911. There is a video on HEX GS 911 to view. Thanks to Les Fitzpatrick for donating a investigation camera. Chris assembling a list of recommended service providers, email him.
<b>Regalia Report:</b>	Some 100 year regalia is still available. RFDS stickers and Ride to Zero flyers on regalia table at meeting.
<b>Records Report:</b>	6 new members joined plus Joe Dutton who joined 30 Sept but didn't make the list in the Journal. Website upgraded and working well.
<b>Events Report:</b>	<p>Gary Bennett gave an update on the upcoming Back to Basics Camping Weekend.</p> <p>Editor and President to attend BMWMCQWA 50<sup>th</sup> anniversary dinner.</p>

<b>Secretary Report:</b>	Only BMW NSW magazine received during the month.
<b>Dealer Liaison Report:</b>	Slow sales month was reported by dealers. R1300 Adventure due Nov/Dec, highly anticipated. All BMW Safari's are now sold out (reported by Frank Hills).
<b>Clubs Australia Report:</b>	Apology
<b>Vice Presidents Report:</b>	Only one more BMWMCQ Ride to Zero on 23 November, but members can attend any of the others scheduled for \$50. Will be a mixed group. Dates on the Smart Rider Academy website or our Face Book page.
<b>President Report:</b>	Numbers for Christmas Party in the 40's, final numbers and payment by mid November. Will be a great night.
<b>Buy, Swap &amp; Sell:</b>	Ben Kerwin is chasing an R1150 final drive.  Tony G said Paul Rooney has oilhead and airhead body parts for sale.
<b>General Business:</b>	Brisbane Planetarium has a "Dark Side of the Moon" show – highly recommended.
<b>Amendment to previous Minutes:</b>	* David Lord objected to the wording of the September General Meeting Minutes to the effect that he had submitted a commercial proposition to the committee for website services. There was an email sent to the Treasurer by David Lord outlining Mr Lord's website services. This email was subsequently forwarded to the Committee. This was understood to be a commercial proposition but is now accepted this was not intended as such. Any inference to that effect is withdrawn.
<b>Closed:</b>	20:30 hours, next meeting 7 November 2024



*Kelly has very kindly taken over the raffle while Richard is off doing whatever it is that Richard does. I was very fortunate to win her L'Occitane (L' is French for 98) Pamper package at the last GM.*

*I leave it on each BMW in turn and the essential oils drip down through the chakras. Forget about chain wax, the perfumed soaps have added 10,000km to this F750GS chain life and after lubing the chain my hands are incredibly soft. And it came with a sewing kit, the most important thing in my overseas travel inventory.*

*Well done Kelly for selling me that ticket. I want a spork now though.*



## Chris Bramwell

## Tools Officer's Report

**Phone: 0427480811**

**Email: [spares@bmwmcq.org.au](mailto: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)

R1200Liquid-CooledTwins-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-911WiFi 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.***

***A special shout-out this month to Les Fitzpatrick, who very kindly donated his video inspection camera to the Club.***



## Darryl Gowlett

## Treasurer's Report

G'day Everyone,

I can tell I haven't been anywhere by motorcycle, 'cos when I returned from the OCR mid August I pulled the front end off the galloping Gollum as it was leaking, and it's still in the same state. I have to ride to the UABR soon so I'd better glue it back together. Well, at least the day before I depart.

The usual fees and charges this month, except for Administration, where the subscription to Adobe for the program that makes the magazine came in at \$380, and the subscription to place the magazine on Issuu also came in, at \$820.

And we currently have 43 partygoers lined up for Hervey Bay later this month.

Enjoy the weather.

Ciao,

Darryl

Trading statement as at: October 29, 2024

BoQ Balance as at: September 28, 2024		\$ 52,438.56	Year to date		\$ 33,548.00
<b>Income:</b>					
Membership		\$ 1,775.00		\$ 12,145.00	
Advertising		\$ -		\$ 1,525.00	
Regalia		\$ 143.00		\$ 2,382.14	
Tools		\$ -		\$ -	
Events	Xmas party	\$ 920.00		\$ 9,804.27	
Interest		\$ 6.32		\$ 48.53	
Sundry	RFDS Service days	\$ 300.00	\$ 3,144.32	\$ 18,308.23	\$ 44,213.17
			\$ 55,582.88		\$ 77,761.17
<b>Expenses:</b>					
Administration		\$ 1,201.24		\$ 2,753.00	
Website		\$ 385.00		\$ 4,240.34	
Paypal		\$ 34.25		\$ 156.38	
Regalia		\$ -		\$ 5,729.05	
Tools		\$ -		\$ -	
Events	Xmas party PayPal	\$ 17.42		\$ 3,378.43	
		\$ -			
Sundry		\$ -			
		\$ -	\$ 1,637.91	\$ 7,559.00	\$ 23,816.20
<b>Balance</b>			<b>\$ 53,944.97</b>		<b>\$ 53,944.97</b>
<b>BoQ balance at:</b>	<b>October 29, 2024</b>		\$ 53,944.97		\$ 53,944.97
<b>Term deposit:</b>		\$ 21,776.37		\$ 20,876.23	
Interest		\$ -	\$ 21,776.37	\$ 900.14	\$ 21,776.37
<b>Available:</b>			<b>\$ 75,721.34</b>		<b>\$ 75,721.34</b>
<b>RFDS donations</b>	Tin proceeds		\$207.95		\$1,057.95
	Service days		\$300.00		





## Greg Gaffney

## Records Officer's Report

Looking forward to the Christmas party at the end of the month following a good dinner booking response from members. Let's hope we still have this glorious weather for the weekend of the 30th. We have had several new members join in October, hopefully we will also see some new faces at our Service Day on the 9th November.

Greg

## Welcome to New Members:

**Joe Dutton**, BRENDALE, **R1250GS Adventure Trophy, KTM 450 EXC**

**Tyson Hill**, THORNLANDS, **K1200GT**

**Ray Davis**, KARALEE, **K1600GT**

**Ross Petersen**, BOOVAL, **R1250GSA, Harley Davidson Ultra Limited**

**William Lottering**, TINGALPA, **R1200GS, Husqvarna 701 Husky**

**Nigel Sorensen**, NEWSTEAD, **R1300GS, Honda CB500FA**

**Gareth Samuel**, NARANGBA, **G310GS**

**Jason Didsman**, REDLAND BAY, **R1250RT**

*The Editor channeling Richard Maher on a borrowed 1200GS heading home from the October Lunch Ride at Crows Nest. The Jacaranda's around Esk are spectacular and Jane has written about them in verse this month in her poem.*

*He thought riding on the RHS of the road would be more artistic!*





**Mario Grossi**

[regalia@bmwmcq.org.au](mailto: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](mailto:regalia@bmwmcq.org.au).



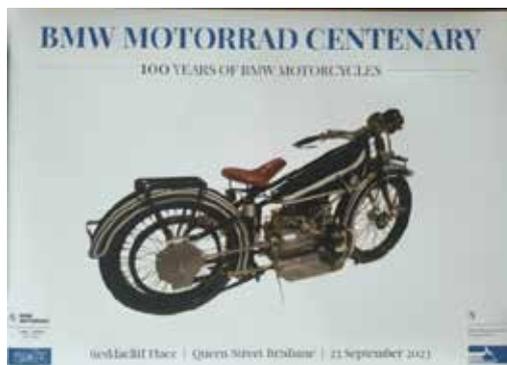
128mm x 100mm **\$2**



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**



# CHRISTMAS PARTY

**Bookings close mid November** for our Christmas Party! Come along and have a fun time celebrating in the relaxed coastal ambience of Hervey Bay.

**Date:** Saturday 30 November

**Time:** 6:00pm to 11:30pm

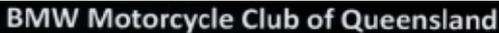
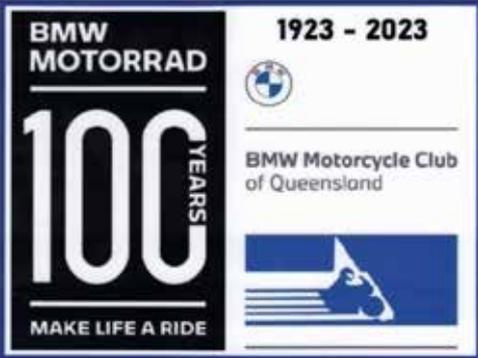
**Venue:** Fraser Room, Hervey Bay Boat Club - Buccaneer Drive, Urangan

**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](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



 <b>BMWMCQ REGALIA COLLECTION</b> 			
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 6 ....1 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](mailto: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](mailto: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.





## THAT TIME OF YEAR

JEGOct2024

Suddenly, it's that time of year  
Building up to Christmas cheer  
But first the seasons must unfold  
Goodbye to wintry nights of cold  
Spring has "sprung" in all its glory  
Blooms & greenery tell its story  
The days are warm yet nights still cool  
With random scorchers - don't be fooled

Wherever you go for miles around  
There's a purple carpet on the ground  
The beautiful flowers like purple rain  
Continuously falling again & again  
Each year brings this awesome sight  
A month or two of pure delight  
The storms have started, Summer is close  
But till then the Jacarandas boast

**Come one, come all to a Meat Pie Ride! On the Australia Day weekend, this ride will celebrate the mince and pastry goodness that is our national dish...**

## **Saturday 25 January 2025**

**Starting from - Banjo's Bakery 161 Redcliffe Parade, Redcliffe. Departing 9:45am, so time for a Banjo's famous egg & bacon pie first! There is plenty of parking around the back in the council car park.**

**Lunch at Blackbutt Bakery then heading the scenic way to Goomeri where dinner will be held at Joe's Grand Hotel Goomeri (where they have a meat pie floater on the menu). Accommodation is available at Joe's Grand Hotel or Goomeri Motel (book soon).**

**Sunday morning breakfast at the Goomeri Bakery and then make your own way back to Brisbane or stay an extra night away as the Monday is a public holiday!**



## By Duncan Bennett, Member #4171

What is it about camping weekends? As soon as the site is booked, the Gods of Weather convene a meeting and the old argument of “people have advanced into comfy beds since the old days when they slept outside on the ground, let’s just give them a subtle reminder of why they stopped that” always wins. Storm God given the task to subtly remind. Meeting closed.

Huge ticks for everything on this camping experience - less than 2 hours out of Brisbane yet in the untamed wilderness, superb facilities, ridiculously huge acreage.... Gary Bennett had nailed it yet again, and I’m not just saying that because his name is Bennett and therefore he is perfect. So to the unbiased reality, on Saturday October 12 we left home at a very civilised hour and made our way to the coffee morning in Wynnum. Not even worrying about camping yet, the coffee morning was big with lots of great people, had a ball. Then home having picked up a happy camper in Mark Mustchin along the way, we loitered a bit then hit the highways for Aratula. Pronounced A-Rat-Tuoo-La, or Ara-tuoo-la, not interested. We were however interested in a bakery lunch, where we met another pie fan in Ross Layther, but somehow managed to lose Mark for a long time. Mark recovered and steak and kidney pie consumed, we hit the tavern for the take-aways, and charged up Cunninghams Gap. No dramas, but my GPS said keep going to the Clintonvale-Goomburra road. Mark was a Goomburra Road fan, so turned off at Gladfield. Cindy followed him.

I thought I was behind them due to stupid GPS behaviour, so opened it up to catch up. Then the front from the south moved in, and I opened it up even more to avoid an extremely black cloud. With large drops starting to come down, I made it into Gordon Country Camping reception, leapt off, and got under cover. Notably Mark and Cindy weren’t there, but hail, howling gales, and torrential rain soon were.



Yeah not great, expectations were that Cindy would show up drenched, and the comfy bed option back home would win. The first part was true, she did show up drenched. But that’s camping in her opinion. Let’s go and set up.

The rest of the crew had beaten us in, so managed to avoid the worst under the covered area. Our first challenge was to find an area without water, turned out to be easy in the well-drained spot, only surface moisture remained which was amazing.

Tent up and bikes parked with risk of side stand penetration mitigated, the socialising could begin in earnest. Most of the regular campers were in attendance, those for whom a



bit of hail, cyclonic wind, and a drenched tent were practically mandatory or they won't come. Gary brought along a friend and old Club member Martin Willis who had weaved around the potholes on his magnificent K75S. Martin had cunningly forgotten his tent poles, so managed to get the luxury shed



with comfortable couch, lights, and kitchenette. And potted indoor plants. There was a bit of forgetting going on, Murray Brown "forgot" his sleeping bag so was forced to return to Ipswich to sleep in his

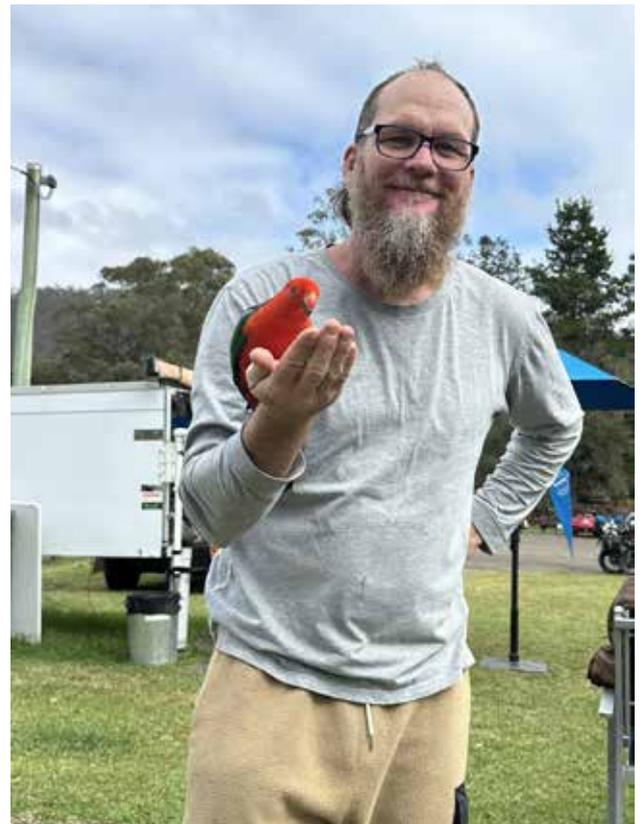
king-size with turn-down service, leaving his tent set up as a stark reminder to the rest of us of the choices we make. Heavy betting was on Murray coming back in the morning in the car, opening the back, and throwing the tent in to completely ignore until the mould forced the issue. But in true Murray style he did the true motorcyclist thing and came back on the bike. Only because it wasn't raining though. Anyway, back to the socialising. The facilities made this very easy, we could sit



around the fire, or if it started to drizzle we could scarp back to the under-cover area attached to Martin's home, complete with 6 burner BBQ for those who haven't learned or care not for the fiddly art of Jetboiling. As always the camping scene was great - good people, good stories, and finally a first class camp pillow and a mattress that didn't go down.

The tepee once again did its job, we could fit absolutely everything inside so the risk of anything getting wet was nil. We were greeted by sunshine in the morning thanks to Murray, so things dried fairly quickly and we were out en-masse and back the 5km of sometimes rough road to the coffee van at the reception hut, which was a very welcome start to the journey home.

Gordon Country camping is a first class location, and just huge as it extends more than 5km along along Dalrymple Creek, with sites and cooking and toilet/shower facilities dotted along the whole way. There are even cabins. We know because we tried to get one. Well done Gary, a great weekend.





Here are some more photos from the BMWCCWA 50th anniversary celebration.





With previous President Dave Ward at BMWMCCWA 50th.



### By Tony Gray, Member #3905

Is bigger really better? When it comes to motorcycle engines many manufacturers have dabbled in that space and produced ever-larger engines in the hope of winning the consumer dollar. Bigger of course does not necessarily just mean greater cubic centimetre capacity (cc) as it can also be applied to the number of cylinders. Let's have a look at six-cylinder motorcycles.

The trigger for this story was another FB picture from serial OP bike rider Richard Maher - sitting half-covered on Richard's trailer was a venerable 6 cylinder Kawasaki Z1300 from the mid 1980s. All motorcycles have a history, some full of adventure and others a bit sad. Richard told me that this particular Kawasaki had been purchased new by brothers Eric & Terry Gilchrist of the BMW Touring Club of NSW and it remains in their ownership. The bikes history probably justifies a story of its own so let us move along.

A few days after Richard's post and riding out past Rathdowney on the way to Tenterfield for Maggie's Biscuit Run we were passed in the opposite direction by a pristine early model Honda CBX1000 from the late 1970s. These two

fine examples of Japanese engineering from the 70's & 80's raised the question - what is the history of 6 cylinder production motorcycles?

Honda toyed with a prototype flat 6 cylinder engine design as early as 1961 but this was not to make its way into a production motorcycle until 1988 with an upgrade of the 4 cylinder Goldwing. Meanwhile Honda had produced very successful 250cc and 300cc transverse 6 cylinder bikes for GP racing in the mid 1960s. But it was the Italians who were first to the market in 1972 with an air-cooled transverse 6 cylinder engine in the 750cc Benelli SEI. The engine was heavily based on a 4 cylinder Honda CB 500 with 2 extra cylinders added. The 750 was followed up with a larger 900cc variant in 1979.

Next cab off the rank was Honda with the CBX1000 which also had an air-cooled transverse 6 cylinder engine. The CBX was released in late 1978 and remained in production until 1982. Just behind Honda came Kawasaki with the mighty Z1300 released in 1979. The big Z also boasted a transverse 6 cylinder engine but unlike Honda & Benelli, this one was liquid-cooled.

The Z1300 series was made in the USA and primarily aimed at the American market. They





were not a big volume seller but enjoyed a 10 year production run. Club member Merv Bone purchased his Z13 new from Phil Beaumont Motorcycles in 1982. Merv has modified the originally red naked bike to its current form of a blue fully faired touring bike. The bike has earned a club rider + bike mileage award with over 180,000km on its life clock.



Honda moved away from the air cooled CBX design to the liquid cooled horizontally opposed flat 6 that first appeared in the Gold Wing in 1988. Over the years that original GL1500cc engine has grown to 1800cc and has powered several variants of the Gold Wing including the naked Valkerie. The Gold Wing retains a devoted following in the top end touring market especially in the USA. Although big and heavy they can be punted quite quickly through the twisties in experienced hands.

OK let's move onto the BMW K1600GT. The BMW variant is a transverse 6 cylinder layout with the cylinders inclined forward at 55°. Production started in 2011 with the GT version

that was followed by the GTL, B and Grand America. Like all of the other 6 cylinder offerings they are big but have a strong following. There would usually be at least one along on our club rides. Jon & Hayley Reid have launched their 'Star Ship Enterprise' six on the Big Lap towing a substantial trailer. The K1600 is not lacking in power. Of course the K16 is no longer the BMW flagship in regard to capacity since the release of the R18 which squeezes an extra 153cc out of its two enormous cylinders. It is hard to dismiss the six appeal however.



When Jane and I were staying with English friends in Germany back in 2012 we toured the back country east of Cologne along with a German couple (a local Police Inspector & his wife) who took us to a popular biker cafe - Cafe Alte Schule (Cafe Old School). Our English friends were riding a K1600GT and to my great surprise there was an example of each of these 6 cylinder bikes in the carpark. The only time I have seen the five of these gathered together - Benelli SEI, Honda CBX1000, Kawasaki Z1300, Honda Goldwing GL1800 and BMW K1600GT. Yes sometimes big things do stand out.





The K1600 was released to the world in March 2011 and not long after they started to appear on Australian streets and within the ranks of the BMWMCQ. Bristling with the latest technology, they quickly won their supporters and detractors. Merv Bone put pen to paper for the journal back in 2012 comparing, somewhat tongue in cheek, the latest Six offering with his then 30yo Z1300 Six:

The Joy of Six Before BMW - Merv Bone (3663)

*As I read the first few lines of the article in the September journal I thought Damien\* was writing about my bike and got his numbers mixed up. Silky, seamless power, yes, distinctive and purposeful rasp from the exhaust, yes, but no he was talking about the K1600 BM.*

*I got to thinking let's compare my 1982 Kawasaki Z1300 with the new BM.*

*Cost K1600 about \$36,000 give or take a*

*bit, Z1300 in 82, \$6,200 but I got a Beaumont Special \$4,700. Only the naked Z1300 came to Australia. Then I had a one off specially designed fairing \$600 and a set of Craven bags and top box that I got second-hand from a mate who was selling his R100RS, \$100.*

*Both 6 cylinders and DOHC. The Z has 3 carbies and in 85 went to injected like the K.*

*The Z has 120bhp while the K has 160bhp and both have top speeds over 200km/h on a track of course. Both have about 27L fuel tanks but the K gets 50 plus mpg while the Z gets 40 mpg and sometimes a lot less, Speed v Fuel consumption. Weight is about the same 318 kg (GT) and 349 kg (GTL) and 340 kg (Z). Suspension on the Z is fully adjustable with air and the use of a bicycle pump (stationary) while on the K up, down, sideways at the push of a button on the move. Windscreen on the Z of which there are 2, a low sports and a tall touring, changeable*



**Merv's blue Kawasaki Z1300 (Ed: how did blue happen?!? Did the focus group finally jack up about lime green before they were "Euphemised with Extreme Prejudice"??!?)**



with a screwdriver, the K you guessed it another button.

Music, the Z has an iPod with ear plugs and can also receive instruction from the onboard Aldi GPS while the K has the Multi-Controller and screen. The Z does not have heated grips or seat, bugger.

The K has ESA and a mode button with Traction control and E Gas for Rain, Road and Dynamic plus linked brakes. The Z has a powerful computer system called M.I.N.D which stands for Mind . In . Neutral = Disaster with only 2 modes TIC and TOC (Totally In Control and Totally Outta Control). MIND also controls the linked brakes.

Headlights yes the Z has one that goes up, down (high n low) but not around corners.

The Z does have self cancelling indicators. Both bikes handle well for big steeds once they are under way and are comfortable for distance touring and both have cruise control (Z throttle lock).

Now for some fact that you may not be aware of about my Z. It has just turned 30 years old on the 3/8/12 and we celebrated by singing Happy Birthday and putting a new front tyre on. My wife refused to bake a cake this time. It has 170,000ks on the clock with only small repairs needed. It has been to the Alpine Rally in June and covered in snow (All Digits were cold that weekend) and most places on the east coast of our fair land.

Only about 400 were sold here but the Z1300 has set some records, 1979 Unlimited Production race at Bathurst came second and set the fastest speed thru the speed trap (241.6 km/h). In December 82 Ross Atkin set a new round Australia record, riding 15,000km from Melbourne to Melbourne in 6 days, 22 hours and 51 minutes. Try doing that today on a K1600 and keeping your license.

My 1st BM Club ride (Ronnie Biggs) was on the Z1300 as my R1200GS was having some modification done and not finished in time. The panniers are removable and not on the bike in these photos.

**\* Damien Cook, BMW Group Australia ed.**

Thanks to Merv for that historical reflection. The Mighty Z may not have been a big volume seller but it certainly was a head turner. I have seen a few over the years that have been modified or adapted to a particular owners needs. None more so than this KZX 1300 seen at the Ray Owen Bike Show a couple of years back which mated a 1982 KZ1300 to a 2003 ZRX 1200 Kawasaki very much like my own. The builder did such a good job in disguising the 1300/6 engine that Richard Maher who started this whole story admitted he initially just walked past and dismissed it as a very tidy ZRX1200. It was only when we caught up and were comparing notes that he went back for a closer inspection.

Now maybe if Merv wants to have some fun with that bike of his???????

**Jon and Hayley Reid's "The joy of six" fabulous BMW K1600GTL set-up.**





**By Duncan Bennett, Member #4171**

Spain, Portugal, and Morocco. This time not alone, but on the Compass Expeditions Spain Portugal and Morocco (SPAM) tour. A new beginning in our riding adventures. Well, we'd just finished riding in Portugal and Spain, but not in the same places we were going and we definitely hadn't been near to Morocco, so close enough to a new beginning to claim it.

Our desire to lie down all day after our 5,000km European riding entree certainly interfered with the Lisbon sight-seeing motivation. Regardless, we forgot the Porto HOHO experience and dragged ourselves onto a HOHO bus with the plan to see the Museu da Agua, also known as the Museum of Water for the Portuguese speaking beginner. Being highly experienced subway people, it was for once easy to get to HOHO Stop No.1 at the huge Marques De Pombal round-about, and even easier to try to get on the wrong bus. For some reason the museum closed for siesta, and our HOHO was going to arrive at siesta time. Just have staggered lunch breaks people, please, but we were forced to change HOHOs to go and see the famous Torre de Belem fort at the mouth of the Tagus River instead.



**1519 Torre de Belem fort**

It was a Saturday, so we weren't alone out at the fort. Motivation further waned in the heat, and after a bit of sight-seeing and lunch we went back to the HOHO to HO again. Loads of HOHO's swarmed through, but none were ours.

A feature of HOHO's is that when they pull up, 99 people will crowd on, but only 1 will actually have a ticket for that HOHO line, so mass confusion is the norm.



***In ten minutes the driver and that bloke will agree he is on the wrong bus***

45 sweaty minutes later, our HOHO arrived, and 97 people pushed in front of us before the driver made them understand they were on the wrong one and had to get off. We'd completely lost faith in the HOHO concept by now, so when the stop near our subway station appeared, we H'dO and scarpered back to the hotel.

That night we decided a seafood restaurant was the go, and according to the google there seemed to be one just down the road. The usual pre-dinners to soak up the time until dinner, and off we went. Yes there was a seafood restaurant. Yes we could get a table if we waited a few minutes outside. While waiting, we checked out the display of seafood in the window. It is hard to describe the shock and awe experience when we looked. It was like we and everyone lived in tiny apartments all our lives,

aircraft, ships, and the internet didn't exist, and we didn't realise that things like the Palace of Versailles or the Pyramids of Giza existed. Then one day, we looked through a window and saw it. First response is – that's not possible. Second response is – I want one.



**Normal prawns to the left. WTF prawns to the right.**

In we went. The menu was in €/kg, and one giant prawn was about 2 kg. OK, go the medium sized (think small crayfish) Tiger prawns. I'm going to be a pig, and I'll have 4 please. Right up there with the best prawns ever eaten, and certainly the most enormous. With the couple of days off in Lisbon completed and a catch-up with mates Peter and Michele at the Maxime burlesque show, we made a change in hotel from up near a laundry to nowhere near a laundry, and prepared for the road again on Day 1.

Day 1 involved meeting the crew which is always a highlight. Here goes:

- Julia. Ride Leader. R1250GS. A legend rider. Did the 2018 BMW Trophy and has done the

Finke. Wants to do Dakar. I want to get up the front of the A380. Similar dreams.



**Of course she was worried about Peter's frenzied burlesque show forking**

- Juan. Support vehicle driver. We have form with Juan having spent 101 days with him in South America. Our motto, similar to Don Smallgoods – Is Juan, is good.
- João. MotoXplorer support. Looked after the bikes. Speaks Portuguese because he is Portuguese. A top bloke, good fun, and zero motorcycle issues.
- John and Julie. Sydney. R1300GS.
- Greg and Brenda. Gippsland. F850GS.
- Peter and Michele. Melbourne. R1300GS.
- Pamalee. Gippsland. In the support vehicle with Juan and often a pillion.
- Doug. Gippsland. F850GS.
- Dave. Gold Coast. F750GS.

And the BMWMCQ members in the group:

- Mark. Brisbane. R1250GS.
- Huw and Liezel. Brisbane. R1300GS.
- Gareth. Brisbane. F750GS, permanently stuck in Dynamic mode.
- Nic. Brisbane. R1250GS.
- Margreth. Brisbane. F750GS.
- William. Brisbane. R1300GS.



- Ray. Brisbane. R1250GSA.
- Cindy. Brisbane. F750GS. Same one that did the pre-tour but with a better windscreen.
- Duncan. Brisbane. Same old F850GS.



**Lisbon is a Cynthia-friendly city**

Day 1 also involved heading out to MotoXplorer to get the bikes and bring them back to the hotel, achieved without anyone heading off into the Lisbon suburbs or breaking down. The ramp down into the hotel car park was very steep and therefore interesting, but no disasters just yet. That evening we headed off up the road for the welcome dinner to start the group bonding process.

WhatsApp has changed tours. In the olden days we'd go out to dinner, and at some point during the drinking of copious quantities of wine the ride leader would tell us what time breakfast was, what time we should have our bags at the truck, and what time the briefing would be for the next day. We would have absolutely no recollection of any of that upon waking, and so would wander about trying to find the ride

leader or any member of hotel staff who knew what the bloody hell was going on. Now Julia could just send us a WhatsApp message with all the details, and we could read it whenever we'd realised we'd completely forgotten what the bloody hell was going on, usually every hour or so.



**Camel Drool is a good bonding agent**



**On the road again. Goin' places that we've never bin.**

Day 2 was the real day 1. Out of Lisbon, the target was Sagres, at the very southwestern



corner of Portugal. More importantly, Sagres is the big local beer brand. Synergy at its most synergistic. The leaving time was early – 8:30am in the Iberian region is a time rarely seen by 90% of the populous, so calm traffic, even the tradies are still abed. Across the big 25th April bridge over the Tagus River, we'd been pre-warned about staying in the right lane as the left and ½ the middle lane were that metal mesh, actually illegal for motorcycles because they would certainly die.



### ***Death in the fast lane***

Across the peninsula and into Setubal, to general surprise we were getting on a ferry. To where? Did I mis-hear at the briefing? Are we going to Morocco now? No as it turned out, just across to the Peninsula De Troia so we could continue riding down the coast and admire the deep sandy terrain and continually ask ourselves whether it would be beyond stupid to ride in it. Yes it would be, but somehow still tempting.



### ***Amazon Stork baby distribution centre***

We pulled in for lunch at some Roman ruins, which were closed but didn't seem terribly interesting anyway. The lunch protocol was

picnic, with food and drinks prepared by those who couldn't withstand the cold stares from others if they didn't pitch in. We'd done this all the way through Africa and rarely in South America, so were expert at looking like we were doing important stuff but actually doing the easy jobs like taking the jamon slices out of the pack, putting them on a plate, and wasting time by poking them with a fork "for presentation". Another way of avoiding work at this site was to focus on the cork trees, which are fascinating. Corks are made from the thick bark of the tree, which is actually a species of oak. The cork producers strip the bark off the tree, but mainly just the trunk so it doesn't die. They then seem to paint some protecting stuff on, and the tree re-grows the bark.



### ***Cork oak bark and harvested trunk***

A thought had been that crashing into a cork tree would result in no damage to person or conveyance, as long as they hit the bit that hadn't been harvested, but the bark is actually quite tough and hard. Will keep attention on the road in future even when riding through cork forests. Lunch and washing up completed by the non-Duncan people, we were back on the road and trundling into Sagres. The arrival at the hotel was a bit confusing but we were waved into a space for 15½ motorcycles, with some manoeuvring required to fit our 15 motorcycles in.

Into the excellent rooms, the tradition of a few pre-dinners and then dinner was stressed to the max. We gathered en-masse at 6pm in the café/



bar-ish thingo under the hotel, which had Sagres beer, but no Sangria as per the focus group No.1 best ever drink.



***Sagres at last. Even though it was actually first.***

The staff at the café/bar-ish thingo said no to the focus group, but said next door is practically the Sangria capital of the planet Earth. So off we went next door. Yes we can do Sangria they said, but only if you have a dining reservation and we can only supply by the megalitre. Hummm. Tempted by the volumes, but we are eating elsewhere. No worries they said, the café/bar-ish thingo next door does Sangrias. Betting on getting a Sangria fell away to 50:1, but we went back to the café/bar-ish thingo anyway due to lack of options. A weird phenomenon was observed in the huge queue to the counter – all customers except us were ordering coffee and cake. It's 6:30pm. You're drinking/eating coffee and cake. Are you finishing up and heading to bed, or is 6:30pm like morning tea-time in this part of the world? Turned out to be the latter, which fires up the angry people who have to get up before 11am. Anyway, some Sagres beers consumed as a consolation prize, it was off to dinner at a reasonable hour, i.e. before midnight.

Up way before coffee and cake on Day 3, we hit a serious landmark in Europe, the Sagres Fortress which is on a cliff peninsular sticking out toward South America. Prince Henry the Navigator set up a school for navigation in the fortress in the 1500's, and although modern historians suggest this might be nonsense, he was certainly a force in kicking off the golden age of exploration. Regardless, it is a stark place with blasted scrubby vegetation and rocks surrounded by high cliffs dropping directly into the North Atlantic, and very impressive.



***Margreth taking a photo of the sun to calculate latitude and calibrate her iPhone***



***When this is full people have to park in Brazil***

An interesting phenomenon out on the Sagres peninsula was fishermen. We'd queued up for the fortress to open, but these people somehow get through and line the cliffs. We are probably talking 40m from the cliff edge down to the water, and I'm being conservative for once, so they'd want to be well hooked and be those fish that just give up when hooked. Getting onto a

giant trevally which is like pulling up a safe full of bullion, but with an outboard motor, would be unpleasant.



### ***Hoping not to hook a Giant Trevally***

Off to São Marcos da Serra for lunch via some very nice roads but with some serious technical challenge in the steep cobbled streets of some village where we had to take a diversion. São Marcos da Serra had a creek for some off-road skills practice William took advantage of on the R1300GS, but no amount of hinting could convince Julia to show us her GS Trophy/Finke skills even though we could see she really really wanted to. Another picnic out of the support vehicle, again too much carbs, trans fats, and sugars, I decided at that point to start taking it very easy by cutting down on the cucumber. The target for the day was Tavira, still in Portugal, but only just.



### ***Mark and William coming from some unpronounceable place and heading to another***

Tavira was good, very good. But we had more important things to do than immerse ourselves in the huge pool, it was off to find an ATM to prepare to change Euros over to Moroccan Dirhams the day after next. Some random card insertion and failure interspersed with more random card insertion and success at several banks, then off to find AA batteries. There was a

bit of a queue in the supermarket so I could prep myself by practising *Posso comprar algumas pilhas AA, por favor?* That fell apart after I forgot all those words except AA and even used *merci* rather than *por favor* in the panic, but luckily they were behind the counter and easily pointed at with a supporting chorus of the go-to word *obrigado*. With Cindy calling me on the phone from outside the supermarket to tell me she couldn't find the supermarket, we decided we needed a tapas dinner pride reset with a gin tonic and Sagres beer.



### ***Bumped into a chap we'd met in Rio de Janeiro last year***

Day 4. End of Portugal. West-east in Portugal is about 140km across as the crow flies so the end was always nigh, even at the start. A mere 30km and we were across the subtly signed border, and into Spain. We then headed north just to slow things down a bit, continuing east would have had us at the destination a bit early. Luckily for some, the route was through the famous (for some) Iberian Pyrite Belt, emotions ran high (for some) as we pulled into Tharsis, home of one of



the oldest mines on earth.



### ***Locals forgave me for parking in a roundabout***

Fully coffee'd, we were back on the road and riding through the Minas de Riotinto, everyone has heard of Rio Tinto, unfortunately the Red River due to all the acid mine drainage from the Iberian pyrite. A brief stop at El Campillo where I suddenly remembered that I needed to buy a new camp pillow when we got home, and we got to Minas del Castillo de las Guardas for a sweaty picnic lunch. Those who assume I'm remembering these names because of my Spanish geography skills are not terribly correct, these days photos record exactly where they were taken so a bit of copy-paste supports the progress of the journey. Back on topic, the Minas had been shut down for a long time, and they had developed a park on the site, the general theme of which was confusing.

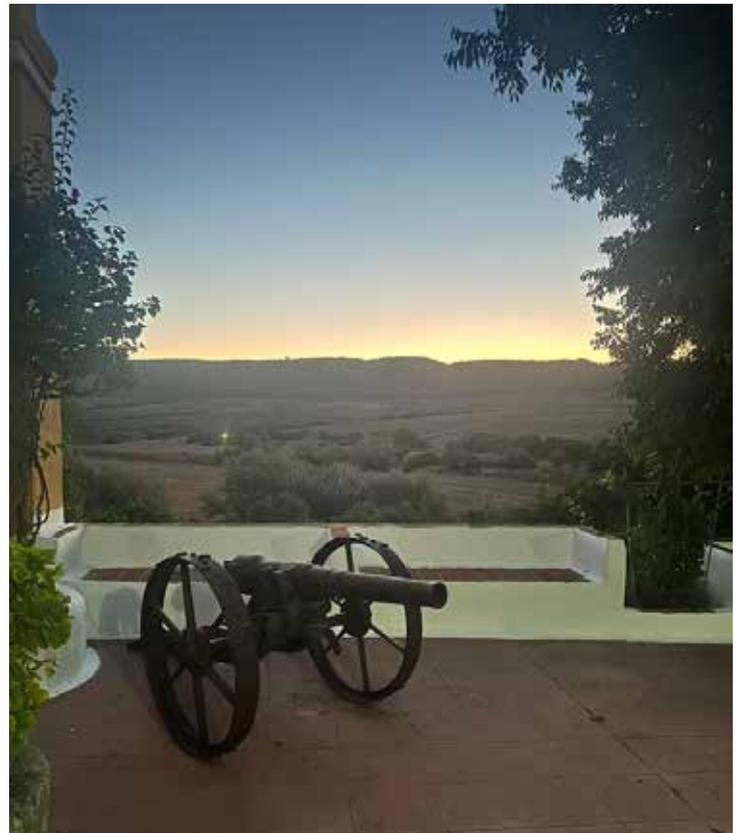


### ***Even the llama had no idea what the plan was back there***

Llama and guanaco roamed on the fenced-

off utterly barren wasteland in harmony with mammoths, dinosaurs, and disturbingly marine dinosaurs who would have really been struggling out in the sun on the barren ground.

The target for the day was Arcos de la Frontera, once the frontier of the Spanish battle against the Moors. A few epic winding roads later, we pulled into Hacienda El Santiscal. Don't plug that into the googs because you'll get Hacienda El Santiscal Adults Only. Sounds exciting, and it was. The 15th century farmhouse stay kicked off with a meeting in the courtyard. We had a welcome drink, the staff were introduced, and we got our room keys. We thought our room was epic. Then we saw Peter and Michele's. Their library and sitting room was bigger than most Australian houses. We tried to see them to ask if they wanted to head down for a drink but their staff stonewalled us because we didn't have an appointment – "Señor Peter is not seeing scum today, sir". So we went to the pool. The group then managed to run the bar out of gin tonics, luckily there was plenty of back-up and a great night was had – our last ever in Europe, until we return to Europe.



### ***Adults Only. The anti-child cannon at reception says so.***

Day 5 and as we'd already done absolutely all of Portugal and Spain, it was time for Morocco. Simple plan, ride from Arcos de la Frontiera to Algeciras. Struggling to remember any of those words, but Julia knew what was happening, so we managed to get to the port nice and early.

Typical ferry experience – now thinking how

many Cindy and I have had – so no coffee van supporting the queue. But we managed to get through immigration with a modicum of delay and sweating, and then onto the ferry.

The excitement of the ferry ride and what lay beyond in Morocco will unfortunately have to wait for the next instalment. I can't wait.



***The SPAM BMW line-up***



***Back into the morning routine - breakfast, take the bags to the van, meet at bikes, briefing, select TEC, and go.***



By Duncan Bennett, Member #3171

Coincidence. I don't much believe in it, but the coincidence of a metallurgy conference back in our old home state of WA and the coming of age of the BMW MCCWA really was a coincidence.

We'd been advertising the event in our Journal for a long time, but the problem with the BMW MCCWA is that it has WA at the end, which stands for Way Afar. A hell of a long way to ride from everywhere else on the planet, so no surprise that there were only four interstate visitors; Bailey and Deb Gifford, in the role of BMW Clubs Australia/BMW OCSA delegates, and Cindy and I in the role of BMW MCQ/BMW MOCGC "sheer coincidence" delegates.

The venue as already mentioned by Cindy is actually a very special place for me - Gloucester Park. Scene of my buck's night, a long time ago. The only time in my life I have ever come out ahead gambling, the Red Hot Trots were running red hot for me that night. I even avoided chain or duct tape-enhanced congress with a lamp post, eyebrow shaving, smearing on of grease, and application of Kiwi brand black leather ultra shine where the sun don't shine. Hookers and blow didn't exist outside of LA back then unfortunately. It was a homecoming into the BMW MCCWA event, although with zero recollection.



The WA crew were immediately welcoming. Yeah we're from Queensland. OK then let me introduce you to the President - committee members - celebrity members - good people - and the legend Chris who has led more than 300 rides. I felt at home immediately, with very friendly people around the display of awesome bikes. Highlights included an R57 from 1928 - 1930. Having been around BMWs for a while now I still struggle with the early numbering system - how does R57 give a hint to the production year? It is 5 years after the R32, which I assumed was simply an executive's dyslexia in the 1923 BMW marketing department - "But Herr Muller, the numbers are not in the correct order!" - "How dare you question my authority!"

Of course there was an R4, punching us in the face again with its capacity number divided by 100. At

least the R9T and now R12 sound cool and have a 1200cc engine. A truly unusual one was the 1982 Krauser MKM1000, based on the R100RS. BMW gave licence to Mike Krauser, probably more than ever again, but a superstar racer deserved some creative freedom back in the day.

Other key display bikes were an R60/2, a fully faired R50/5, and two R90Ses. The R90S has a special place for the West of Eucla breed - it



is the bike that was in production when the BMWCCWA was formed in 1974. Perhaps we should honour the R50 a bit more, but I'll leave that to the club's Airhead Aficionados to decide.



Into the event, and a full buffet. The usual buffet drama, the bloody plate is full of cous-cous and arugula salad and suddenly the mother-lode of prawns is right there. Why weren't they up the front? Who is in charge here? Buffets should have a "no regrets and go again" bin, around where the salads and breads finish and the oysters, prawns, and pork crackle come into sight. Anyway, no-one starved to death, but some were later admitted to hospital due to a lack of prawn and Thousand Island dressing staples.

The speeches were perfect. Chris was Master of Ceremony, and his awards presentations and general dry amusing banter about the Pudding made it a lot of fun. Graeme Cooke the President is a man of quiet dignity - this is a club with surprisingly nearly the member numbers as the BMWMCQ and the enthusiasm was infectious. We sat next to a couple with an R9T who had been members for years but had never attended anything, I would wager that this event convinced them that the BMWCCWA is the sort of club that is great to be a regular part of.



So, onto the Pudding re-enactment. The story behind this was drowned in Covid, but basically the Pudding needed to escape WA, not easily done, and get into SA, not easily done. Bailey Gifford was the SA receiver, spoiler alert played by Tommy Lee Jones in the movie to be released next year, Tommy had to work hard getting the mo' right. To calibrate Bailey's welcomeness in WA, think a Harley rider whose exhaust has completely fallen off deciding to motor slowly through St Peter's Basilica in Rome, and cracking off St Peter's big toe with the ape-hanger handlebar when parking. Obviously the police were involved, and a somewhat sympathetic member who was a motorcyclist was prepared to supervise the transfer. As neither the Transferer nor the Transferee were allowed to cross the magic line, good ol' outback ingenuity swung into



# THE BMWMCQWA TURNS 50

action and a World Health Organisation approved Covid-safe method was devised. As everyone knows, the Pudding is shaped like a wheel. Therefore it can roll, and as long as it can roll about 3m without doing a boomerang, then job done. The re-enactment was a far bigger challenge, the transfer out at Eucla wasn't done after ludicrous amounts of Emu Export and red wines. Stopping the WA policeman wandering off-jurisdiction into SA became impossible, and for some reason we needed a bowls mat, but eventually it was all set up and off it went. A perfect end to a great night.



Are you a current blood/plasma/platelet donor, or thinking of becoming one? If so please add yourself to the BMWMCQ Lifeblood Team! Our tally of support to this very worthwhile cause for 2024 is below:

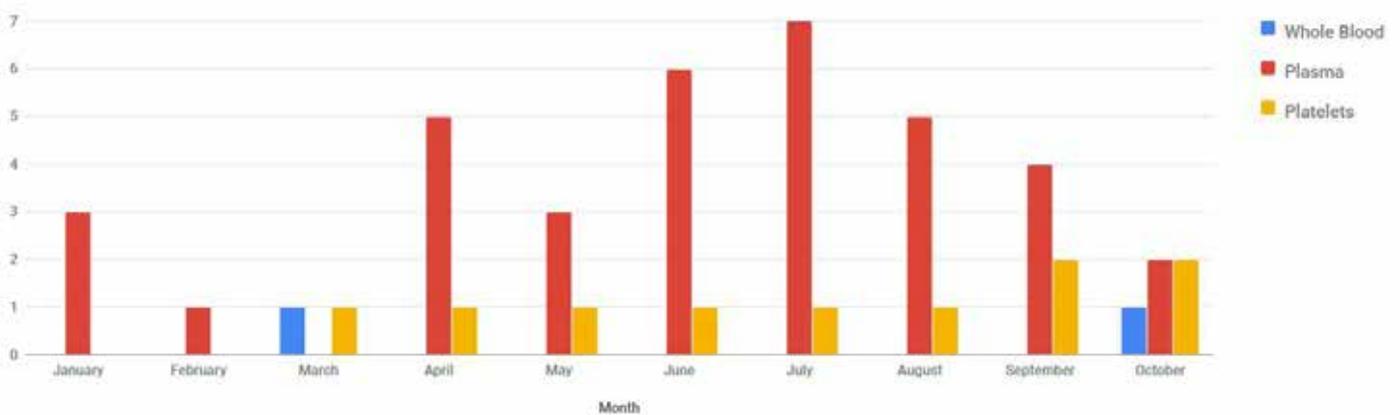
## Lifeblood Team Donations

Enter Team Name

State

State	Whole blood	Plasma	Platelets	Lives Saved
QLD	2	35	10	141
VIC	0	1	0	3
<b>National Total</b>	<b>2</b>	<b>36</b>	<b>10</b>	<b>144</b>

Donations





*The Club Lunch Ride was held at Crows Nest this month, the weather looked a bit iffy but the rain held off. A smaller group than usual of 7 attended but a great group of mainly GS's (both President and Editor were on GS's this month - amazing!) Thanks to Paul Hughes' loan of his 1200GS for the Editor's riding enjoyment!*



*The President won the "park with both wheels on the line" contest on the R1250GS, with Tony's R100CS front just letting him down.*

**Thank you to all the Members who donate to the RFDS tin as it is passed around at events and meetings. See below the latest tally from the tin that was dropped in back in August!**

**RFDS Brisbane Base**  
12 Casuarina Street  
Brisbane Airport  
Queensland 4008

T 07 3852 7515  
F 07 3860 1122  
E [supportercare@rfdsqld.org.au](mailto:supportercare@rfdsqld.org.au)  
> [www.flyingdoctor.org.au](http://www.flyingdoctor.org.au)



BMW Motorcycle Club of Queensland  
PO Box 3669  
SOUTH BRISBANE QLD 4101

Supporter ID: 40793  
Date: 23/08/2024

Dear BMW Motorcycle Club of Queensland

Thank you so much for your wonderful contribution of \$207.95. Your fundraising efforts are truly appreciated by the entire Flying Doctor team. From our team to yours, please pass on our thanks to everyone involved.

And on behalf of the 90,000 Queenslanders who rely on the Flying Doctor to be their lifeline – thank you.

Our team of flight nurses, doctors, pilots, engineers and clinicians work around the clock to provide the best possible care to those who count on us. You are all part of our team too and we are so grateful that you choose to support the Flying Doctor. We just couldn't do it without you.

Your wonderful support is helping to train our doctors, nurses and pilots, purchase aircraft and vital aeromedical equipment, and deliver mental health and wellbeing programs.

Thanks to your kindness, people in remote and regional areas of our beautiful state can rest assured knowing the Flying Doctor is there for them – 24 hours a day, 365 days a year.

I look forward to keeping you up-to-date on the impact of your generous support.

Warmest regards



**Meredith Staib**  
Chief Executive Officer  
Royal Flying Doctor Service (Queensland Section)



## By Anthony Malone, Member #67

The similarity in sound between this title and my feelings and recollections of this rally (of all types), held from 20 to 22 September 2024 are curious. I thought that the Karuah River Rally was the only event staged by the BMW Touring Club of NSW but was wrong. Further, several things happened on my long weekend which also seemed to warrant the use of the exclamation. Let me explain.

### Getting There

I learned of this event from the pages of our Journal. Knowing that I had the weekend free, that Google told me that the distance was about 920 kilometres using the Newell Highway, and that I could be there in about 10 hours (without stop) I realised that this trip should be easily done in a day. Added to this was that Tottenham being about 700 kilometres due west from my starting point in Ipswich meant that its daylight time ended about 30 minutes later than mine, and this buffer would make things easier.

As it turned out, that time difference really saved the day!!

The trip was relatively simple. Leave home onto the Warrego Highway, taking the Toowoomba by-pass toward Goondiwindi and then down to around Gilgandra then west towards Tottenham. Passing our Millmerran Chapter I saluted the homestead of Charlie Brown (to cover the kilometres one needs to stay on the road and avoid distractions) and followed the Highway to Moree. Being unfamiliar with most of the towns on the way, I need to let go of my preference for always using BP Ultimate 98 and use other brands; but always the 98-octane. I find that this gives the best fuel economy and power.

It is difficult to describe the Newell Highway as being of any great spectacle, however that is unfair to the amazing scenery that is there if you care to pay attention. The issue is that there are many straight scrub-lined pieces of road on

the Newell, and this can become monotonous. However, one passes many turn-offs to places of interest, not excluding the one to Bingara, the site of the gathering hosted by John and Pam Hall and mentioned in a recent Journal article written by Geoff Hall. Great memories.

Carrying on; one reaches Gilgandra. In my strategic plan this was the bottom of my T intersection and the right turn to the Oxley Highway. On my return, I planned to track back to this point from Tottenham, and travel East towards Tamworth. I also decided that rather than getting the longest range between fills that I would top up now with not much more than 300 kilometres on the odometer which would get me to the rally site and return with a margin for some riding around Tottenham. Further, I would become familiar with where I could stop and refuel if needed. There had been some small delays for roadworks to here, but of no great significance. How this was to change!

As one reaches Coonabarabran one starts to see invitations to consider things cosmic, as this is the area of the Warrumbungle range including the Siding Springs Observatory. While planning to reach the destination in one day, my return was to be more leisurely, and I decided that I might take the tourist route on the way back. Things were looking nice and green. It was at about this point that I noticed what appeared to be a K100 slowly gaining on me and passing before "The Warrumbungle's". The machine then stopped in a driveway, and I thought that this might be another rally goer staying somewhere for the night. As it turned out this was a fellow named Charlie, and I came to meet him at the Rally, and we exchanged notes. He had stopped to take a photograph of the tabletop mountain.

It was at about this point that the more serious road works started. There were some long stretches, and it being a Friday the works were active with traffic controls. While I did not time it, I estimate that these delays added about an hour to my travel that day. Further, it becomes quite irritating to be followed way too closely



by some large 4WD vehicle towing a trailer (probably full of horses) on quite questionable and loose surfaces. Sometimes the only thing to do is slow to a pace to preserve your own safety (the speed limit being 40 km/h in any event) and when the driver cannot appreciate the issue and only comes closer, and so goes slower (with no traffic behind being disadvantaged) it is terrific to see the seal again and 110 kph signs to that safety can be regained. There is no way I want to be fined for speeding! And there is little chance that a heavy 4WD with trailer is going to catch an R1250RT.

The sun was now starting to get a little lower in the sky, moving towards the horizon. Worse, there were more roadworks with the seal becoming gravel/clay. The sun was above the tree line causing some difficulty seeing. At one point I noticed (too late) a kangaroo hopping through the long-grassed paddock to my left; luckily seeming to have seen me and altered its course away from collision. I then saw 4 wallabies in the paddock to my right, but they were staying put. I was thinking that I should have stopped at the last town and made my way to site the next day, it was not that far away. Then things changed. The sun fell below the tree line; I could see the road surface. The road tended to a more southerly direction, less glare. And the distance to Tottenham was less. I would make it.

Arriving in town I saw many motorcycles, but no directions to site. I asked a rider how to get there, and he gave me some hints. Thanking him, I went on my way. Light was fading, and he had told me of loose surfaces to beware of. I had correctly presumed that the racecourse at which the rally was to be held was in Racecourse Road, and indeed it was along with the showgrounds. Entering the site there was little time for reconnoitring, and it seemed that the control tent was right there. Dismounting, I found out that this was the camp site of Rusty from our Club, in company with his cousin Mark.

They set me straight, and I went to the corner

right next to them and set up on the (red) dusty ground. Groundsheet out, base of tent pegged, middle hoop installed, and fly put over the top; all secure and pinned down. Unpacking the cot, sleeping bag and battery light hung and I had my place to sleep.



The next thing to do was to eat. I have been using the “man shakes” for a few weeks before this trip and can recommend these as a great touring accessory. They are powder in a satchel, which you put into a container (I use an old 600ml. thermos) with 250ml water. Shake it up (it does not mix with a spoon) and drink it down. These contain the things you need with no carbohydrates and fill the tummy. If you can make a cup of tea, it is a nice finish, and all hunger pangs are gone. As an aside this is what I used for meals (with nothing being available at site); catering at the rally being only dinner on Saturday evening and breakfast on Sunday, hosted by the local Lions Club.

I was now settled, and after conversations with Rusty and his cousin (who had brought his R100G/S P/D along in a trailer) on matters such as using a windscreen shield to put under one’s sleeping bag for insulation (being much easier to carry than a rolled Therma rest) and ways that Mark might find a few parts to complete his G/S restoration project, turned in. I slept well, even if I was a little cold.



## The Site

I was awake before the sun the next morning. It was not too cold, and I found my way to the toilets and showers, which were quite adequate. There were large, covered areas, and lots of grassed areas at which to set up camp. As mine was set, and the red dust adequately settled, I had no plans to change. Quite a few machines had arrived already, and having worked out where the control tent was likely to be (so that I could pay my \$30.00 fee and collect a badge etc. in return), and a banner on the fence for our Club, I returned to my site to mix up breakfast. This done, it was just pleasant sitting in outback NSW, listening to the birds chirp, seeing the wallabies hop, and the rabbits looking out of their burrows.

I wandered around and made a few photographs. Someone had one of those Ural sidecars, quite a recent one it seemed and was camped with a few other chairs. There was an R60/5 owned by Debbie, who seemed to have no problem with it being called an R65. Her usual machine is a 1983 R100RS, and it was interesting to speak with her.



Casting around I found an R100/7 with a single ATE calliper and an S fairing. It brought memories of the R90S which effectively saved BMW Motorrad in the early 1970s, and fond recollections of my 1981 R100CS. I also found Shultz, a K1100 that was having some problems with its headlight adjuster. Its German owner spoke highly of his machine.



I found my way back to site after an hour or so, finding an c.1981 R100RT had stopped at our site. As it turned out this had been the machine of former member McArdle (who I have not seen for many years) and was notable in having spotlights fitted in place of the ventilation system that was the usual fare for this model of RT. The ability of these machined to just keep on performing is astounding!





One of the obvious things to do was to go and find this Far Cairn, and so mid-morning I saddled up to the task. Rusty and Mark were also going along for a peek, and I noted that because of the unsealed road and dusty conditions, that I preferred to ride on my own. I set off having set the centre of NSW in my Connect Navigator, thinking that this would take me to the Cairn. As it turned out it took me in a certain way, and at an intersection had my turn right to the Cairn 13 kilometres away. My Navigator said that it was 11.2 kilometres in that same direction, so things looked okay. As I was sitting there a Toyota Prado pulled in from my right side quite slowly, and I thought "here is someone who needs direction". This proved wrong, and it was one of the locals checking that I was okay. I indicated that all was well, and I was heartened by the fellowship in the bush. Carrying on, I arrived at a gate into a property, and Navigator told me to turn in. I did so, and the road, though unsealed was quite firm. I followed the track (making a few U-turns to keep on the proper path) and even though Navigator said that I was there, there was no cairn. There were a few cattle. It seemed that I was trespassing, and decided that my quest was doomed, Far Cairn Hell. Hopefully there will be no retaliation.



I retraced my path to the gate (KSC Downs, I recall) and worked out what had happened. Navigator had probably taken me to the actual central spot, and the Cairn was further down the road. I had turned left into the property

and turned left out. I found the Cairn where the signpost said it would be, along with Rusty and Mark and a couple of other fellows. I made some photographs and returned to the site after a very pleasant round trip. Discussion was held about whether this or the paddock was the true geographical centre, and it was proposed that the point possibly was in the paddock, but which sensible farmer would allow hordes of people to enter their property, leave gates open, disturb cattle etc. in return for some miserable stipend? The approximate centre will do.



I gathered with the group for awards before dinner. There having been no gymkhana or other organised events, this was for oldest person, longest distance etc. It was an entertaining show and having forgotten to take my chair I found a few bricks to sit on. Presentations over, and it was time to buy a ticket for a meal. The Lions did a good job, and there was no shortage of tucker. Some wood had been gathered for a large fireplace, and this was lit and kept us warm. Conversations followed. I turned in around 9.

The next morning was as wonderful as the last. I found my breakfast ticket and joined the line. I had taken along my plate and cutlery, and so breakfast consumed, and the washing up was done, it was time to break camp. I returned to find Rusty and Mark were hoping to stay a day longer, but if they could not, would find something in town. I had plans for my trip home, and so bidding farewell set off.

## The Return

Day 1. On the way to Tottenham, I had seen a sign advertising the Narromine Aviation Museum. This seemed to be worth seeing, as one of the displays was a working replica of a Wright Flyer; indeed the Mk. 5 model. It was only 125 kilometres up the road, and on the Oxley Highway; my intended route.

Opening time was 10:00hrs each day except Tuesdays, staffed by volunteers. I arrived just before opening time and was overcome with the enthusiasm of the lady who I first met.

It seemed that I was to be given a guided tour



of each exhibit. I paid my entry fee (people now give me concessions), and fortunately other customers arrived to draw her attention away. And what a marvellous display it was. They had a couple of Roll-Royce Merlin engines, the Wright Flyer, the first flying aircraft built at Narromine being The Corben Super Ace, a section of the

fabric of a WWI Fokker DVII Albatross, and a section of fabric from the Red Baron. There was also a DH82 Tiger Moth, along with much more.

As it turned out, Narromine had been an important place in the development of aviation.

## 9 Souvenir from the Red Baron's Triplane

2

Lt Baillieu (at centre in photo) cut this piece of fabric from the crashed Fokker Dr.I Triplane of Manfred von Richthofen - the Red Baron, the most notorious fighter pilot of the First World War.

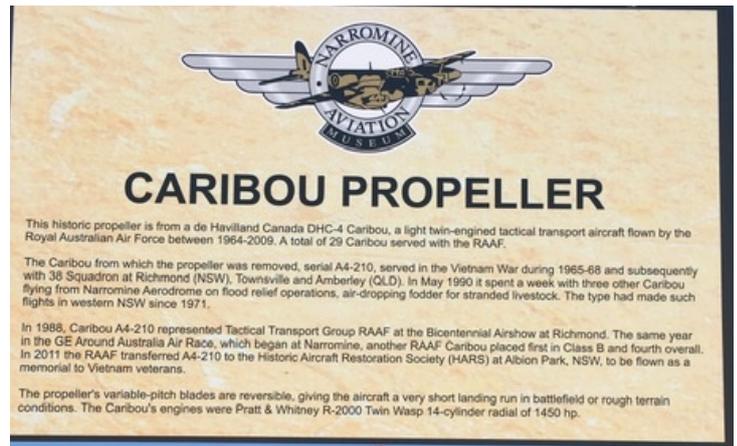
By 21 April 1918 von Richthofen had shot down 80 Allied aircraft, more than any other pilot. On that day he was flying low near Corbie, France in pursuit of an aircraft when he was shot down, probably by Australian machine-gunners on the ground. When they saw the crashed maroon-coloured Triplane, the Australians knew that Germany's feared Red Baron had finally been downed. The men of 3 Squadron took the aircraft to their base nearby, stripped it for souvenirs, and then gave the Baron a funeral with full military honours.

Photo: Tail view of the stripped remains of the Triplane, with Lt Baillieu and other 3 Squadron personnel looking on. Note the guard stationed belatedly at right.



being a stopping/refuelling station for those marathon trips to England etc. There were many newsreels to tell the tales, and the importance of the airfield in training and base for the RAAF was also part of its history. They claimed connections with many flying celebrities, including astronaut Buzz Aldrin (who launched the Wright Replica Model A in October 2005). I spent an entertaining 45 minutes, and on leaving made a photograph of the propellor of a Caribou Propellor fastened to the front of the hanger. Showing my photographs to those at the lunch at Kooralbyn, one of our members (whose name I forget) claimed to have hung it there during his time in the RAAF, and also cleared the rubbish dump of parts [which probably included the displayed reclaimed 30mm Hispano-Suiza (Spanish for 'Spanish-Swiss') cannon].

The plan took me along the Oxley, and this was



a very scenic ride. I filled again in Gilgandra, and so that part of the plan had worked. As the distance travelled grows, the time taken to cover the kilometres seems to shrink. It did not seem too long before I was in Tamworth, but by now it was growing later in the day. I passed by the Powerhouse Motorcycle Museum, but it was closed and the sun was sinking once more. I decided to carry on to Bendemeer, which was not far up the road, and spend the night there.

Many will recall Bendemeer being the annual half-way meeting place between the NSW and Qld Clubs. It took about 6 hours from each State capital to reach it and is an older style place with verandas overlooking a river (which seems to be little more than a creek, but when in flood certainly shows its potential). There are a couple of left turns in from the New England Highway, and I parked at the door.

The staff were very friendly; accommodation options were a room with shared bath facilities for \$80, or \$100 for the night with en-suite. I

chose the latter. Accommodation included a secure garage. These seemed to be horse feeding stables (when people travelled by carriage) which were about 3 metres wide and 5 in length. You enter them up a slight slope from the street, and I was concerned that I would get my machine in but would have trouble backing it out. I then decided that with a 90 point turn on the concrete floor that I might be able to face the correct way out, and this proved to be true.

I ordered my meal, and being well fed retired to my room with a bottle of red (the first drink that I had taken on the trip). I slept well, and it was invigorating to wake up and make a cup of tea and sit on the veranda watching the steam rising from the river with the rising sun in the background. I had ordered breakfast for about 07:00hrs and found my way to the dining room. With a coffee and some juice, I was ready for the day. Knowing how long it would take to travel home without diversions, I realised that there was ample time to return to Tamworth (40 kilometres) and visit the motorcycles.

Day 2. The museum is staffed by volunteers, and as I arrived the worker for the day was setting things up. I was about 30 minutes before opening time, but no matter. Again, I was offered a concession and entered a wonderland of machinery. The display space has a mirrored back wall, giving an illusion of space and a huge number of machines. I did not count them, but each motorcycle is a pristine example.

Without meaning any preference, this is what I saw. As one enters, one is faced with a row of Ducatis. The first of these which caught my eye was a 1989 ZDM851S3 Superbike, the same as that which I once owned (and raced). As a quaint observation, the 851 had a helmet lock screwed to a bracket on the frame at a point next to the twist-grip throttle, and when one turned the handlebars to the right on full lock one's thumb was caught and crushed. That lock had been removed, as it had been on mine.

With this were other Ducatis of note, including

a 450 Silver Shotgun, a 750 Sport, and various others, all immaculate. Moving along there were a range of British machines beside the glass closest to the Highway, including BSAs (and one competition 500cc, reputed to have reached 150 mph at the Isle of Man). There were a couple of Laverdas, including an SFC 750 (which is one of the most beautiful machines I have ever seen, the 1976 model with twin disc front brake being my favourite).

There was a 1976 Kawasaki Z900 with 4 kilometres



on the odometer, and a contemporary Aprilia 1000 with zero kilometres. There was an RE500 Suzuki Rotary, one of which I saw competing in a Swann 3 hour at Surfers Paradise Raceway in 1978. As to BMWs, there was a dark K1, and a K1600GT. On this point I really hope that one day the display includes an R90S, preferably Daytona Orange.

The only machine not restored, but still a fine display piece, was a Harley Davidson with chair, about a 1920 model, which had served the community well and been found in a shed. This place is a must see.

After about 45 minutes it was time to hit the road. Travelling the New England Highway at this (or any) time of the year is a delight. Interestingly over the weekend I had not noticed much livestock in the paddocks, but now being Monday and everyone back at work the paddocks seemed full. I wonder where the cattle spend their weekends before the Monday grind begins.

Following the Highway is simple, and fuel abounds. I was able to fill an almost empty tank with BP Ultimate at Black Mountain. The next stop was to be Tenterfield, as I like to lunch at the Courtyard Café, with its direct connections with the Federation of Australia, and the memorabilia of The Breaker. On this latter point, someone found a suitcase at the dump containing the Australian flag written on by Breaker Morant, Harry Handcock and George Witton (Scapegoats of the Empire), and ammunition belt and some other items (now seemingly removed, except for a replica of the flag). It seems that this was the property of the late Major James Francis (Frank) Thomas, a local lawyer who was a member of the military assigned to the defence of the accused. A very sad affair. Having eaten well, I was in the last

stage of my long weekend away. The (now) fully sealed Mt. Lindesay Road beckoned, and I set off intending to turn left just before Rathdowney to find my way home through Boonah. All was going well; this is a beautiful and scenic road, until just South of Woodenbong. I know that there is a section of road here where the verge is a little close, and vehicles seem to drag gravel onto the road. My guard was down (too much travel and too close to home) and I forgot to read the road as I should have. Leant to the right, and too late, I noticed the gravel. I lost the machine, both wheels sliding. My right boot touched the road (but not the footpeg). I saw the approaching Armco and did nothing; fearing that after keeping things shiny side up for the trip all was about to come undone. But it did not, traction came back, we rode out of the corner, and I thought (hopefully for the last time this trip) Far Cairn Hell!

There is not much to add. The many insects which gave their lives for my trip were washed away (and on that point with the state of the planet it is pleasing to see that insects still exist, and that those I kill are so small in proportion to those which exist that I am not hastening our path to destruction) and the machine returned to its sparkling brilliance. The only break on the trip was my headlight protector, which seemed to cop a stone just before the first day at Tottenham. I commend this rally to anyone looking for a long weekend away. As for using mistreating words, I guess that I **amAlone**.

*The Far Cairn*



## 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](mailto: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.*



## 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.***





# WANT TO TRANSFORM YOUR RIDING FOR \$50?

- ✓ "I want to corner better"
- ✓ "I want to master slow speed turns"
- ✓ "I love riding but I get a fright too often"
- ✓ "I just want to feel more confident"



[www.smartrideracademy.com](http://www.smartrideracademy.com)

Full 1-day course for \$50  
Funded by Ride to Zero TMR Road Safety Grant

**BOOK HERE**





- Service on all makes & models
- Insurance repairs
- Tyres



Zac 0423 889 698  
Corey 0432 330 150

1/10 Newing Way, Caloundra QLD 4551  
info@caloundramotorcyclecentre.com.au



**BLOODBIKES  
AUSTRALIA**

**LifeFlight**  
Saving Lives



## Count yourself in!

- 1 Register an account at [lifeblood.com.au](http://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.

  
Australian Red Cross  
**Lifeblood®**



**Royal Flying Doctor Service**

*The furthest corner. The finest care.*



## Brisbane BMW Motorcycle Specialists

Need your BMW motorcycle serviced? We can also help ensure your pride and joy stays in top nick. Northside Motorcycle Tyres and Service has the latest software for BMWs enabling us to re- set service reminders, and assist with diagnostic testing and component testing making it more efficient to solve any problems with your bike. Log book servicing which won't void your warranty. Book in for a [BMW motorcycle service](#) today with our expert team and you can be confident that Your pride and joy is in good hands.

## BMW Motorcycle Tyres & Accessories

Planning on hitting the road soon? Stop by our showroom to check out our great range of tyres, luggage bags and riding gear to suit Adventure or Sport Touring.

## FREE BMW Motorcycle Safety Inspection Report

But perhaps more importantly, be prepared before you head off! Book in for your FREE safety inspection report. This simple check can mean the difference between a hassle-free ride versus getting stuck on the side of the road with no phone coverage a long way from the nearest town.

SHOP ONLINE FOR ALL YOUR MOTORCYCLE TYRES & ACCESSORIES WITH THE ADDED BENEFIT OF AFTERPAY "BUY NOW, PAY LATER" [HTTPS://NSMCTYRES.COM](https://nsmctyres.com)  
1/14 Paisley Drive Lawnton Qld 4503, Phone 07 3205 6505 Email [info@nsmctyres.com](mailto:info@nsmctyres.com)





CALL NOW FOR OUR FREE PARTS CATALOGUE

# 100% BMW Motorcycle Parts

Genuine & Aftermarket parts (from 1955 onwards) • Accessories • Australian Agent for  
Hepco & Becker Luggage Systems and Crash Bars Ω Electronic Ignition Systems



## Munich Motorcycles

[www.munichmotorcycles.com.au](http://www.munichmotorcycles.com.au)

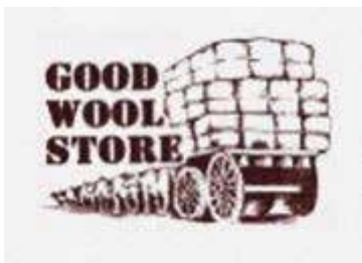
TRADE ENQUIRIES WELCOME (open till 7pm est.)

Unit 5&6 / 9 Hayden Crt  
Myaree, Perth, 6154  
Western Australia

Phone: 08 9317 3317

Fax: 08 9317 3359

email: [munich@iinet.net.au](mailto:munich@iinet.net.au)



**The Good Wool Store**  
Unit 5, 2 Brown St Kiama, NSW  
check out the website.....  
[www.goodwool.com.au](http://www.goodwool.com.au)  
or Phone (02) 4232 4312

## ADVERTISING SPACE AVAILABLE

From business card to full page, all sizes are available.

The BMWMCQ electronic journal is distributed to members and interested parties throughout Queensland and basically anywhere that has the internet. In addition, the journal is issued to other BMW affiliated Clubs.

Get your message out to people who own, ride and restore BMW motorcycles.

Phone your requests to -

**Don Grimes - Ph: 0411 601 372**



**BMW  
MOTORRAD**

*team*  
**moto**

# 2024 BMW M 1000 XR COMPETITION

| FIRST REVIEW BY PETER VORST

"BMW's M 1000 XR Competition is the most insanely fast crossover bike money can buy—it doesn't get better than this."

**SEE THE WHOLE REVIEW**



 SCAN ME



Last word is actually not the last word this month, and I will defer to the proposed updates to the Constitution on the pages following - but here are a couple of pics from the October Coffee Morning, inc a Corgi on an Indian!



## 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 <sup>th</sup> Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
Adventure Bike Rider - issue #'s 44; 46; 51 and 53	
The Touring Motorcycle	Jeff Ware & Kris Hodgson
BMW Twins	Mick Walker
BMW Boxer Twins	Ian Falloon

BMW Motorcycles  
A Century of BMW

Bruce Preston  
Manfred Grunet &  
Florian Triebel

The BMW Story - Production  
& Racing Motorcycles  
Bahnstormer - The Story of  
BMW Motorcycles  
BMW Company History  
1972

Ian Falloon  
LJK Setright

*Berry on Bikes - The Hot 100 - Steve Berry*

BMW Munich

2UP and OVERLOADED

2 x On Tour with Compass Expeditions DVDs

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

[library@bmwmcq.org.au](mailto:library@bmwmcq.org.au)

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





**BMW  
MOTORRAD**

**MY23 DEMO R18 ROCTANE**

**SAVE OVER  
\$5,000**



**SCAN ME**

STOCK #425586

The R18 Roctane was a new variant introduced in Mid 2023 adding to the already popular R18 range. This beauty is in the Manhattan metallic and is the Highline variant which offers from factory:

- Lockable Fuel Cap;
- Hill Start Control;
- Headlight Pro (Includes Adaptive headlight and daytime riding light);
- Reverse Gear;
- Tyre Pressure Control; and
- Anti-Theft Alarm.

**TEAMMOTO BMW SPRINGWOOD**

59 MOSS STREET, SPRINGWOOD | 07 3442 1398

The Committee has committed to updating the BMWMCQ Constitution (Constitution), for the purposes of bringing it in line with the recent changes to the Associations Incorporation Act 1981 ([Act](#)), simplifying the language, and incorporating changes, specifically Les Fitzpatrick's Special Resolution which calls for budgeting and setting of membership fees at the AGM.

The process has been for the committee members to be given the opportunity to review and comment on the current Constitution, special thanks go to Darryl Gowlett for putting significant effort into this.

Most of the change is just formatting, for example each of the three meetings - General, AGM, and Special used to be mixed around, they are now in their own numbered sections. The words are the same and they have the same meaning (we have referred in depth to the model rules constitution template [Here](#)).

We have removed obsolete language, for example there used to be an annual "Membership Award" given based on points accumulated attending events, leading rides etc etc. If the members ever wanted to do that again the committee could make a by-law or just do it which is easy for the members to amend or repeal rather than having it set in concrete. The Journal used to be printed but only one copy was given per household, hence the 75% subscription rate for member couples. This is all irrelevant so we've removed it.

We've updated the committee positions to include Events, and as that position has been voted on by the members for a long time at the AGM it is a no brainer.

The Act is 1981. A lot of things have changed since then, computers especially. Accounts, minutes, etc talks about books, way out of date, and obviously not as secure. Cheques were big back then, and EFT didn't exist. Meetings could only be face-to-face. So we just modernised the Constitution in line with the model rules.

We have simplified the language, legalese is out even in the legal profession and common language is in. The famous clause 28(10) was a 184 word sentence. It's like reading Carlyle's The French Revolution. I have changed it to sub-sections (3) to (6) of section 31 General Financial Matters, which say exactly the same thing even though compared with the model rules they are still a bit complex and confusing.

So the update is below. I strongly recommend that you read it in parallel with the existing Constitution so the changes are obvious to you, and I also recommend you see me and other Committee members if you want to discuss.

Some anticipated FAQ:

**Q: Do we have to change the Constitution?**

**A:** Well actually no we don't, except for the Special Resolution. The Act is the law, so any changes to the Act are in force whether they are mentioned in the Constitution or not. For example, we have to apply the Act's grievance process from 31 July 2024, because we don't have one. Same with membership records management - we can't forward our member's details to Tupperware or Harley Davidson - even though this is not mentioned in the Constitution.

So, the Constitution should reflect the requirements of the Act and be followed to avoid any



behavioural inconsistencies with the Act becoming custom and practice, hence not having the changes to the Act in the Constitution is maybe risky. Are you likely to ever watch Channel 9 and see the BMWMCQ Committee coming out of court with Mario-supplied beanies or bucket hats pulled over their heads? No. But ignorance is no excuse and we must ensure protection.

**Q: What will I have to vote on if I attend an AGM or send in a proxy?**

**A:** A vote will be required every year at the AGM on the Special Resolution submitted on the 15 July 2024 and published in the BMWMCQ August Journal on page 54, viz;

*I am submitting a special resolution under clause 6/1<sup>1</sup> of the club constitution to determine and fix the annual membership subscription based on the financial needs of the club for the next calendar year.*

*I would call on the Club treasurer to produce a projected budget so that the Full members<sup>2</sup> of the club may determine the value of the annual subscription, the result based on the current number of members divided into that projected budget figure.*

*Proposed by, Les Fitzpatrick, member number 1956 [signed]*

*Seconded by, Peter Ferguson, member number 62 [signed]*

<sup>1</sup>6. Membership Fees (1) Subscriptions shall be determined by the members through special resolution (hence the vote every year, as this is required for a special resolution) and become due on the first day of joining and thereafter annually on the anniversary of that date.

<sup>2</sup>Full Membership. Full Membership is open to owners of BMW motorcycles. Special Resolutions shall be carried by a three-quarter majority vote of the Full Members present at a Special General Meeting.

Although a hell of a lot of work has gone into this, the Editor (I) have zero vested interest in it, so I'd like to close with the timeless words of Rhett Butler in *Gone with the Wind* with regard to whether the members vote to approve the Special Resolution and update the Constitution or not:



## 1. Name

The name of the incorporated Association shall be “The BMW Motorcycle Club of Queensland Incorporated” (in these Rules called “the Association”).

## 2. Objects

The objects for which the Association is established are to increase the enjoyment of motorcycling by:-

(1) Improving the opinion of the Public towards motorcycling in general and associated matters particularly through:-

- (a) Careful, courteous, considerate riding at all times, especially when riding with the Association.
- (b) Rendering assistance to all road users in difficulty.

(2) Improving the service and availability of spare parts for BMW motorcycles in Queensland using the advantage of united effort.

(3) Decreasing maintenance and running costs by mutual assistance on mechanical problems.

(4) Organising tours and outings.

(5) Affiliation with other Associations where such would be of mutual benefit.

## 3. Powers

(1) The Association has the powers of an individual.

(2) The Association may, for example -

- (a) enter into contracts; and
- (b) acquire, hold, deal with and dispose of property; and
- (c) make charges for services and facilities it supplies; and
- (d) do other things necessary or convenient to be done in carrying out its affairs.

(3) The Association may also issue secured and unsecured notes, debentures and debenture stock for the Association.

## 4. Classes of Members

(1) Membership of the Association shall be under three categories, these being:-

- (a) Full Membership. Full Membership is open to owners of BMW motorcycles.
- (b) Associate Membership. Associate Membership is by invitation, for persons who do not own a BMW motorcycle but have a genuine interest in BMW motorcycles and a desire to participate in the Association’s activities and support the Association’s objectives, and
- (c) Life membership. This shall be an honour offered to persons who in the opinion of the Management Committee have served the Club or its membership in a way that deserves special recognition, and any such offer is to be approved by the general membership by special resolution. Life membership is confirmed through the acceptance of the offer by the nominee. This class of membership entitles its holder to all entitlements of Full Membership without that life member being required to pay any further fee for membership.



(2) The number of members in each class shall be unlimited.

## 5. Membership

Every application for any class of membership of the Association shall be made in writing, signed by the applicant, in such form as the Management Committee from time to time prescribes.

## 6. Membership Fees

(1) Subscriptions shall be determined by the members through Special Resolution and become due on the first day of joining and thereafter annually on the anniversary of that date. Any member who fails to pay subscriptions within two months of the due date shall forfeit all rights as an Association Member ;

(2) Common address subscription rates shall be fixed at seventy-five percent of the prescribed fee per member in that household.

## 7. Admission and Rejection of Members

(1) At the next General Meeting after the receipt of any application and the fee applicable for any class of membership, such application shall be considered by the Membership, who shall thereupon determine upon the admission or rejection of the applicant.

(2) Any applicant who receives a majority of the votes of the members present at the meeting at which such application is being considered shall be accepted as a member to the class of membership applied for.

(3) Upon the acceptance or rejection of an application for any class of membership the Secretary shall forthwith give the applicant notice in writing of such acceptance or rejection.

## 8. Termination of Membership

(1) A member may resign from the Association at any time by giving notice in writing to the Secretary. Such resignation shall take effect at the time such notice is received by the Secretary unless a later date is specified in the notice when it shall take effect on that later date.

(2) If a member:-

(a) is convicted of an indictable offence; or

(b) fails to comply with any of the provisions of these Rules; or

(c) has membership fees in arrears for a period of two months or more; or

(d) conducts themselves in a manner considered to be injurious or prejudicial to the character or interests of the Association;

the Membership shall consider whether that person's membership should be terminated.

(3) The member concerned shall be given a full and fair opportunity of presenting their case and if the Membership resolves to terminate that person's membership it shall instruct the Secretary to advise that member in writing accordingly.

## 9. Appeal Against Rejection or Termination of Membership

(1) A person whose application for membership has been rejected or whose membership has been terminated may within one month of receiving written notification thereof, lodge with the Secretary written notice of their intention to appeal against the decision of the Membership.

(2) Upon receipt of a notification of intention to appeal against rejection or termination of



membership the Secretary shall convene, within three months of the date of receipt of such notice, a general meeting to determine the appeal. At any such meeting the applicant shall be given the opportunity to fully present their case and the members who rejected the application for membership or terminated the membership subsequently shall likewise have the opportunity of presenting its or their case. The appeal shall be determined by the vote of the members present at such meeting.

(3) Where a person whose application is rejected, does not appeal against the decision of the Membership within the time prescribed by these Rules or so appeals but the appeal is unsuccessful, the Secretary shall forthwith refund the amount of any fee paid.

## 10. Grievance Procedure (NEW)

### 10A. Grievance Procedure

(1) This Rule sets out a grievance procedure for dealing with a dispute under the Rules between parties as described in section 47A(1) of the Associations Incorporation Act 1981 (Act).

(2) To remove any doubt, it is declared that the grievance procedure cannot be used by a person whose membership has been terminated under Rule 8.

(3) A member (the aggrieved party) initiates the grievance procedure in relation to the dispute by giving a notice in writing of the dispute:

(a) to the other party; and

(b) if the other party is not the Management Committee, to the Management Committee.

(4) If two or more members initiate a grievance procedure in relation to the same subject matter, the Management Committee may deal with the disputes in a single process and the members must choose one of the members (also the aggrieved party) to represent the members in the grievance procedure.

(5) Subject to rule 10B, the parties to the dispute must, in good faith, attempt to resolve the dispute.

(6) If the parties to the dispute cannot resolve the dispute within 14 days after the aggrieved party initiates the grievance procedure, the aggrieved party may, within a further 21 days, ask the Association's Secretary to refer the dispute to mediation.

(7) Subject to rule 10B, if the aggrieved party asks the Association's Secretary to refer the dispute to mediation under subrule (6), the Management Committee must refer the dispute within 14 days after the request.

### 10B. Grievance procedure not continued in particular circumstances

(1) This rule applies if—

(a) a member initiates a grievance procedure in relation to a dispute and the Association or Association's Management Committee is the other party to the dispute; or

(b) the aggrieved party asks the Association's Secretary to refer the dispute to mediation under rule 10A(6).

(2) The Management Committee does not have to act under rule 10A(5) or (7) if—

(a) the aggrieved party has, within 21 days before initiating the grievance procedure, behaved in a way that would give the Management Committee grounds for taking disciplinary action under the rules against the aggrieved party in relation to the matter the subject of the grievance procedure; or

(b) before the grievance procedure was initiated, a process had started to take action under the rules against the aggrieved party or terminate the aggrieved party's membership, as provided for under the rules, and the dispute relates to that process or to a matter relevant to that process; or

(c) the dispute could reasonably be considered frivolous, vexatious, misconceived, or lacking in substance or the dispute relates to a matter that has already been subject of the grievance procedure.

## 10C. Appointment of mediator

- (1) If a dispute under rule 10A is referred to mediation-
  - (a) the parties to the dispute must choose a mediator to conduct the mediation; or
  - (b) if the parties are unable to agree on the appointment of a mediator within 14 days after the dispute is referred to mediation, the mediator must be-
    - (i) for a dispute between a member and another member - a person appointed by the Management Committee; or
    - (ii) for a dispute between a member and the Management Committee or the Association - an accredited mediator or a mediator appointed by the director of the dispute resolution centre.
- (2) An accredited mediator may refuse to be the mediator, or the director of a dispute resolution centre may refuse to appoint a mediator, to mediate the dispute.
- (3) If subrule (2) applies, the parties may seek to resolve the dispute in accordance with the Act or otherwise at law.

## 10D. Conduct of mediation

- (1) If a mediator is appointed under rule 10A, the mediator must start the mediation as soon as possible after the appointment and try to finish the mediation within 28 days after the appointment.
- (2) Subrule (1) does not apply if the mediator is the director of a dispute resolution centre.
- (3) The mediator—
  - (a) must give each party to the dispute an opportunity to be heard on the matter the subject of the dispute; and
  - (b) must comply with natural justice; and
  - (c) must not act as an adjudicator or arbitrator; and
  - (d) during the mediation, may see the parties, with or without their representatives, together or separately.
- (4) The parties to the dispute must act reasonably and genuinely in the mediation and help the mediator to start and finish the mediation within the time required under subrule (1)
- (5) The costs of the mediation, if any, are to be shared equally between the parties unless otherwise agreed.
- (6) If the mediator cannot resolve the dispute, the parties may seek to resolve the dispute in accordance with the Act or otherwise at law.

## 10E. Representation for grievance procedure

- (1) A party to a dispute may appoint any person to act on behalf of the party in the grievance procedure.
- (2) If a party appoints a person under subrule (1) to be the party's representative, the party must give written notice of the appointment to each of the following entities—
  - (a) the other party to the dispute;
  - (b) the Management Committee;
  - (c) if a mediator has been appointed before the party appoints the representative—the mediator.
- (3) A representative who acts for a party at a mediation must—
  - (a) have sufficient knowledge of the matter the subject of the dispute to be able to represent the party effectively; and
  - (b) be authorised to negotiate an agreement for the party.

## 10F Electronic communication for grievance procedure

Any meeting or mediation session required under the grievance procedure may be conducted by electronic means if the parties to the dispute and, for a mediation, the mediator agrees.

## 11. Register of Members

- (1) The Management Committee must keep a register of members of the Association.
- (2) The register must include the following particulars for each member—
  - (a) the full name of the member;
  - (b) the postal or residential address of the member;
  - (c) the date of admission as a member;
  - (d) the details of motorcycles owned by the member;
  - (e) the date of death or time of resignation of the member;
  - (f) details about the termination or reinstatement of membership;
  - (g) any other particulars the Management Committee or the members at a General Meeting decide.
- (3) The register must be available for inspection by members of the Association at all reasonable times.
- (4) A member must contact the Secretary to arrange an inspection of the register.
- (5) However, the Management Committee may, on the application of a member of the Association, withhold information about the member (other than the member's full name) from the register available for inspection if the Management Committee has reasonable grounds for believing the disclosure of the information would put the member at risk of harm.

## 12. Prohibition on use of information on register of members **(NEW)**

- (1) A member of the Association must not—
  - (a) use information obtained from the register of members of the Association to contact, or send material to, another member of the Association for the purpose of advertising for political, religious, charitable or commercial purposes; or
  - (b) disclose information obtained from the register to someone else, knowing that the information is likely to be used to contact, or send material to, another member of the Association for the purpose of advertising for political, religious, charitable or commercial purposes.
 Subrule (1) does not apply if the use or disclosure of the information is approved by the Association.

## 13. Membership of Management Committee

- (1) The Management Committee shall consist of:-
  - (a) An Honorary President who must be a full member;
  - (b) An Honorary Vice-President who must be a full member;
  - (c) An Honorary Secretary who must be a full member;
  - (d) An Honorary Treasurer who must be a full member;
  - (e) A Records Officer and Registrar;
  - (f) A Newsletter Editor;
  - (g) An Events Officer; **(NEW)**
  - (h) A Tools and Spare Parts Officer;
  - (h) A Regalia Officer;
  - (i) One other member;
 all of whom shall be members. One of the Management Committee may be appointed the Association's Public Relations Officer by a vote among the Management Committee members. This position need not necessarily be created in every Management Committee. The Management Committee shall have the power to co-opt assistance from the Membership.
- (2) The number of Management Committee positions may be changed as from time to time deemed



necessary by the Membership at any General Meeting by election or appointment.

(3) At the Annual General Meeting of the Association, all the members of the Management Committee for the time being shall retire from office but shall be eligible upon nomination for re-election.

(4) The election of officers and other members of the Management Committee shall take place with nominations open up until the vote is taken at the Annual General Meeting. All nominations shall have a proposer and a seconder.

## **14. Resignation or removal of Management Committee member**

(1) Any member of the Management Committee may resign from membership of the Management Committee at any time by giving notice in writing to the Secretary but such resignation shall take effect at the time such notice is received by the Secretary unless a later date is specified in the notice when it shall take effect on that later date.

(2) A member of the Management Committee may be removed from office at a General Meeting of the Association where that Management Committee member shall be given the opportunity to fully present their case. The question of removal shall be determined by the vote of the members present at such a General Meeting.

## **15. Vacancies on Management Committee**

(1) The Management Committee shall have power at any time to appoint any member of the Association to fill any casual vacancy on the Management Committee until the next Annual General Meeting.

(2) The continuing members of the Management Committee may act notwithstanding any casual vacancy in the Management Committee, but if and so long as their number is reduced below the number fixed by or pursuant to these Rules as the necessary quorum of the Management Committee, the continuing member or members may act for the purpose of increasing the number of members of the Management Committee to that number or of summoning a General Meeting of the Association, but for no other purpose.

## **16. Functions of Management Committee**

(1) Subject to these Rules or a resolution of the members of the Association carried at a General Meeting, the Management Committee has the general control and management of the administration of the affairs, property and funds of the Association.

(2) The Management Committee has the authority to interpret the meaning of these Rules and any matter relating to the Association on which these Rules are silent, but any interpretation must have regard to the Act, including any regulation made under the Act .

(3) The Management Committee may exercise all the powers of the Association :-

(a) to borrow or raise or secure the payment of money in such manner as the members of the Association may think fit and secure the same and the payment or performance of any debt, liability, contract, guarantee or other engagement incurred or to be entered into by the Association in any way and in particular by the issue of debentures, perpetual or otherwise, charged upon all or any of the Association's property, both present and future, and to purchase, redeem or pay off any such securities;

(b) to borrow money from members at a rate of interest not exceeding interest at the rate for the time being charged by bankers in Brisbane for overdrawn accounts on money lent, whether the term of the loan be short or long, and to mortgage or charge its property or any part thereof and to issue debentures and other securities, whether outright or as security for any debt, liability or



obligation of the Association, and to provide and pay off any such securities; and  
(c) to invest in such manner as the members of the Association may from time to time determine.

## **17. Meetings of Management Committee**

(1) The Management Committee shall meet at least once every calendar month to exercise its functions.

(2) A Special Meeting of the Management Committee shall be convened by the Secretary on the requisition in writing signed by not less than one-third of the members of the Management Committee, which requisition shall clearly state the reasons why such special meeting is being convened and the nature of the business to be transacted thereat.

(3) At every meeting of the Management Committee a simple majority of a number equal to the number of members elected and/or appointed to the Management Committee as at the close of the last General Meeting of the members, shall constitute a quorum.

(4) Subject as previously provided in this Rule, the Management Committee may meet together and regulate its proceedings as it thinks fit.

(5) The Management Committee may hold meetings, or permit a committee member to take part in its meetings, by using any technology that reasonably allows the member to hear and take part in discussions as they happen. **(NEW)**

(6) Questions arising at any meeting of the Management Committee shall be decided by a majority of votes and, in the case of equality of votes, the question shall be deemed to be decided in the negative.

(7) A member of the Management Committee shall not vote in respect of any contract or proposed contract with the Association in which that Management Committee member is interested, or any matter arising therefrom, and if that member does so vote then their vote shall not be counted.

(8) Not less than fourteen days notice shall be given by the Secretary to members of the Management Committee of any Special Meeting of the Management Committee. Such notice shall clearly state the nature of the business to be discussed thereat.

(9) The President shall preside at every meeting of the Management Committee, or if there is no President, or if at any meeting that person is not present within ten minutes after the time appointed for holding the meeting, the Vice-President shall preside at that meeting, or if the Vice-President is not present at the meeting then the members may choose one of their number to preside at that meeting.

(10) If within thirty minutes from the time appointed for the commencement of a Management Committee Meeting a quorum is not present, the meeting, if convened upon the requisition of members of the Management Committee, shall lapse. In any other case it shall stand adjourned to such other day and at such other time and place as the Management Committee may determine, and if at the adjourned meeting a quorum is not present within thirty minutes from the time appointed for the meeting, the meeting shall lapse.

## **18. Appointment of sub-committees**

(1) The Management Committee may delegate any of its powers to a sub-committee consisting of such members of the Association as the Management Committee thinks fit. Any sub-committee so formed shall in the exercise of the powers so delegated conform to any regulations that may be imposed on it by the Management Committee.

(2) A sub-committee may elect a person to preside at its meetings. If no such person is elected, or if at any meeting the person elected to preside is not present within ten minutes after the time appointed for holding the meeting, the members present may choose one of their number to preside at that meeting.

(3) A sub-committee may meet and adjourn as it thinks proper. Questions arising at any meeting shall be determined by a majority of votes of the members present and, in the case of an equality of votes, the question shall be deemed to be decided in the negative.

## 19. Acts not affected by defects or disqualifications

(1) An act performed by the Management Committee, a subcommittee or a person acting as a member of the Management Committee is taken to have been validly performed.

(2) Subrule (1) applies even if the act was performed when—

(a) there was a defect in the appointment of a member of the Management Committee, subcommittee or person acting as a member of the Management Committee; or

(b) a Management Committee member, subcommittee member or person acting as a member of the Management Committee was disqualified from being a member.

## 20. Resolutions of Management Committee without meeting

(1) A resolution in writing signed by all members of the Management Committee shall be as valid and effectual as if it had been passed at a meeting of the Management Committee that was properly convened and held.

(2) A resolution mentioned in subrule (1) may consist of several documents in like form, each signed by one or more members of the Management Committee.

## 21. Annual General Meeting

(1) The Annual General Meeting shall be held in March of each year at such time and place as the Management Committee may decide; the Secretary shall give at least fourteen days notice to all members of the time and place of the meeting.

(2) The business to be transacted at every Annual General Meeting shall be:-

(a) the receiving of the Management Committee's report and the statement of income and expenditure, assets and liabilities and mortgages, charges and securities affecting the property of the Association for the preceding financial year;

(b) details of the remuneration paid or other benefits given for the financial year to the following persons, if any; **(NEW)**

(i) each member of the Management Committee of the Association;

(ii) each senior staff member of the Association;

(iii) each relative of a person mentioned in paragraph (i) or (ii).

(c) the receiving of the auditor's report upon the books and accounts for the preceding financial year;

(d) the election of members of the Management Committee;

(e) the presenting of an Association budget for the next financial year; **(NEW)**

(f) a confirmation of membership fees for the next financial year; **(NEW)**

(g) any proposed amendments to these Rules by Special Resolution.

(3) In the event of the Annual General Meeting not being held by March 31st in any year, any five members of the Association shall have power to call and convene an Annual General Meeting.

## 22. Special General Meetings

The Secretary shall convene a Special General Meeting:-

(1) when directed to do so by the Management Committee; or

(2) on the requisition in writing signed by not less than one-third of the members presently on





the Management Committee or not less than ten percent of members of the Association. Such requisition shall clearly state the reasons why such Special General Meeting is being convened and the nature of the business to be transacted thereat; or

(3) on being given a notice in writing of an intention to appeal against the decision of the Management Committee to reject an application for membership or to terminate the membership of any person; or

(4) to propose an amendment to these Rules by Special Resolution.

(5) Special Resolutions shall be carried by a three-quarter majority vote of the Full Members present at a Special General Meeting provided that not less than 30 days notice of the terms of that resolution has been given to members, such notice to be by publication in the Association's Newsletter or Journal, or the Association's Internet web page.

### 23. Notice of General Meeting

(1) The Secretary must give at least 14 day's notice of a General Meeting to each member of the Association.

(2) The Management Committee may decide the way in which the notice must be given.

(3) However, notice of the following meetings must be given in writing—

(a) a meeting called to hear and decide the appeal of a person against the Management Committee's decision—

(i) to reject the person's application for membership of the Association; or

(ii) to terminate the person's membership of the Association;

(b) a meeting called to hear and decide a proposed Special Resolution of the Association.

### 24. General Meetings

(1) General Meetings shall be held once in each calendar month and at such place as the Management Committee may determine.

(2) At any General Meeting the number of members required to constitute a quorum shall be twice the number of committee members plus one at the time of the Meeting.

(3) No business shall be transacted at any General Meeting unless a quorum of members is present at the time when the meeting proceeds to business. For the purposes of this Rule "member" includes a person attending as a proxy or as representing a corporation that is a member.

(4) If within thirty minutes from the time appointed for the commencement of a General Meeting a quorum is not present, the meeting, if convened upon the requisition of members of the Management Committee or the Association, shall lapse. In any other case it shall stand adjourned to such other day and at such other time and place as the Management Committee may determine, and if at the adjourned meeting a quorum is not present within thirty minutes from the time appointed for the meeting, the members present shall be a quorum.

(5) The person who presides at the meeting may, with the consent of any meeting at which a quorum is present (and shall if so directed by the meeting), adjourn the meeting from time to time and from place to place, but no business shall be transacted at any adjourned meeting other than the business left unfinished at the meeting from which the adjournment took place. When a meeting is adjourned for thirty days or more, notice of the adjourned meeting shall be given as in the case of an original meeting. Save as aforesaid it shall not be necessary to give any notice of an adjournment or of the business to be transacted at an adjourned meeting.

### 25. Procedure at General Meetings

Unless otherwise provided by these Rules, at every General Meeting:-



- (1) the President shall preside, or if there is no President, or if that person is not present within fifteen minutes after the time appointed for the holding of the Meeting or is unwilling to act, then the Vice-President shall preside thereat or if the Vice-President is not present or is unwilling to act then the members present shall elect one of their number to preside at that Meeting;
- (2) the person who presides at any meeting shall maintain order and conduct the meeting in a proper and orderly manner;
- (3) every question, matter or resolution shall be decided by a majority of votes of the members present;
- (4) every member present shall be entitled to one vote and in the case of an equality of votes the person who presides shall have a second or casting vote: Provided that no member shall be entitled to vote at any General Meeting if their annual subscription is more than one month in arrears at the date of the meeting;
- (5) voting shall be by a show of hands or a division of members, unless not less than one-fifth of the members present demand a ballot, in which event there shall be a secret ballot. The person who presides at the meeting shall appoint two members to conduct the secret ballot in such manner as that person presiding shall determine and the result of the ballot as declared by the presiding person shall be deemed to be the resolution of the meeting at which the ballot was demanded;
- (6) a member may take part and vote in a General Meeting in person, by proxy, by attorney or by using any technology that reasonably allows the member to hear and take part in discussions as they happen. and on a show of hands; and every person present who is a member or a representative of a member shall have one vote and in a secret ballot every member present in person or by proxy or by attorney or other duly authorised representative shall have one vote;
- (7) the instrument appointing a proxy shall be in writing, in the common or usual form under the hand of the appointor or of their attorney duly authorised in writing or, if the appointor is a corporation, either under seal or under the hand of an officer or attorney duly authorised. A proxy may be a member of the Association. The instrument appointing a proxy shall be deemed to confer authority to demand or join in demanding a secret ballot;
- (8) the instrument appointing a proxy shall be deposited with the Secretary prior to the ballot or election;

## 26. Recording of meeting minutes

The Secretary shall cause full and accurate minutes of all questions, matters, resolutions and other proceedings of every Management Committee Meeting and General Meeting to be entered in a book to be open for inspection at all reasonable times by any financial member who previously applies to the Secretary for that inspection. For the purposes of ensuring the accuracy of the recording of such minutes, the minutes of every Management Committee Meeting shall be signed by the person who presides at that Meeting or the person presiding at the next succeeding Management Committee Meeting verifying their accuracy. Similarly, the minutes of every General Meeting shall be signed by the person who presides at that meeting or the person who presides at the next succeeding General Meeting: Provided that the minutes of any Annual General Meeting shall be signed by the person who presides at that meeting or the person who presides at the next succeeding General Meeting or Annual General Meeting.

## 27. By-laws

The Management Committee may from time to time make, amend or repeal by-laws, not inconsistent with these Rules, for the internal management of the Association and any by-law may be set aside by a General Meeting of members.



## 28. Alteration of Rules

- (1) Subject to the Act, these rules may be amended, repealed or added to by a Special Resolution carried at an Annual General Meeting or Special General Meeting.
- (2) However an amendment, repeal or addition is valid only if it is registered by the chief executive.

## 29. Common Seal

The Management Committee shall provide for a Common Seal and for its safe custody. The Common Seal shall only be used by the authority of the Management Committee and every instrument to which the Seal is affixed shall be signed by any two of the President, Vice-President, Secretary or Treasurer.

## 30. Funds and Accounts

- (1) The funds of the Association shall be banked in the name of the Association in such bank as the Management Committee may from time to time direct.
- (2) Records and accounts must be kept in the English language showing full and accurate particulars of the financial affairs of the Association.
- (3) All amounts must be deposited in the financial institution account as soon as practicable after receipt.
- (4) A payment by the Association of \$100 or more must be made by electronic funds transfer **(NEW)** or by cheque signed by any two of the President, Secretary or Treasurer.
- (5) Cheques shall be crossed and marked "Not Negotiable" except those in payment of wages, allowances or petty cash recoupments which may be open.
- (6) The Management Committee shall determine the amount of petty cash which shall be kept on the imprest system.
- (7) All expenditure shall be approved or ratified at a Management Committee Meeting.

## 31. General Financial Matters

- (1) As soon as practicable after the end of each financial year the Treasurer shall cause to be prepared a statement containing particulars of:-
  - (a) the income and expenditure for the financial year just ended; and
  - (b) the assets and liabilities of all mortgages, charges and securities affecting the property of the Association at the close of that year.
- (2) All such statements shall be examined by the auditor who shall present a report upon such audit to the Secretary prior to the holding of the Annual General Meeting next following the financial year in respect of which such audit was made.
- (3) The income and property of the Association shall be used and applied solely in promotion of its objects and in the exercise of its powers.
- (4) No portion shall be distributed, paid or transferred directly or indirectly by way of dividend, bonus or otherwise by way of profit to or amongst the members of the Association.
- (5) Remuneration can be paid to any officers or servants of the Association or to any member of the Association or other person in return for any services rendered to the Association.
- (6) Payment or repayment can be made to any member for out-of-pocket expenses, money lent, reasonable and proper charges for goods hired by the Association or reasonable and proper rent for premises let to the Association.



## 32. Documents

The Management Committee shall provide for the safe custody of books, documents, instruments of title and securities of the Association.

## 33. Financial Year

The financial year of the Association shall close on January 31 in each year.

## 34. Distribution of Surplus Assets

If the Association shall be wound up in accordance with the provisions of the Associations Incorporation Act 1981 and there remains, after satisfaction of all its debts and liabilities, any property whatsoever, the same shall not be paid to or distributed among the members of the Association, but shall be given or transferred to some other institution or institutions having objects similar to the objects of the Association, and which shall prohibit the distribution of its or their income and property among its or their members to an extent at least as great as is imposed on the Association under or by virtue of sub-rules 31(3) and 31(4), such institution or institutions to be determined by the members of the Association.

# End

## Where to from here?

Under the assumption you have the time or interest to read this and hopefully understand the updates in this Constitution with regard to the current Constitution and the Model Rules, the Act and the updates to the Act, then I would like to hear any comments and discuss any questions. Your interpretation of the current Constitution and how the Club is run is best discussed with Rhett.

The AGM in March 2025 is the time for voting. I anticipate that the vote will only be practical if done as a YES or NO for the Special Resolution, and a separate YES or NO for the updates, it is not going to work if every update is voted on separately. Hence if you find something that you disagree with, and is not supported by the requirements and wording of the Model Rules or the Act, or you believe is worded wrong, it is better to discuss beforehand rather than vote NO because who rather than whom was used.

Under the assumption that the Special Resolution and/or the updates get up, as per section 26 of the existing Constitution or section 28 of the updated one, the resulting Constitution must be registered with the chief executive, and under the fairly safe assumption they would tick it off, it is good to go.

**Duncan Bennett, Member #4171**