

# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

February 2025

Edition No.609



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



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# BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.



BMW Motorcycle Club of Queensland



## Committee



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### Sub-Committee Roles

**Clubs Australia - Paul Hughes**

**Training Representative - Julian Davis**

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TeamMoto - M&W INSIDE COVER  
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Northside Motorcycles - P.65  
Munich Motorcycles - P.66

Good Wool Store - P.66  
TeamMoto P.67  
TeamMoto - BACK COVER

## On The Cover

**Jollys Lookout. Tony Malone's bike. Just perfect.**



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

**R**ighto. Enjoyed the break over Christmas, and the ~700 trips to Bunnings to buy stuff followed by a return because I forgot some vital project ingredient, then another return because the bolts I bought turned out to be 1mm too short, then another return because I needed 4 screws and I could only find 3 in the shed. And so on. Love and hate encapsulated in a single outlet store.

January is a weird riding month. Insane temperatures and humidity, the insane rains which fall mainly on the insane in Browns Plains, it is a lottery. I ride to work every day, and Thursday 16th January 2025 was the hottest Brisbane conditions I've ever ridden in, and cunningly I went home early so rode through the peak of 37°C. But our January rides nailed it - nice up at Jolly's Lookout, quite nice on the Jimna mid-week, and very nice on the Australia Day weekend Pie Run. We are seriously blessed living in a place where no day can't be a riding day.

Nearly through another year and so you will see the stuff for the AGM has made its first appearance in this Journal and the update to the Constitution has been updated down the back. Basically this AGM will include two votes for the Full Members as there are only two valid changes proposed to the rules. The membership don't need to vote on the updates from the Act obviously, and changes in formatting aren't changes to the rules. Firstly, the Les Fitzpatrick Special Resolution:

*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.*

Secondly, the inclusion of the Events Officer as a committee position. We'll vote on it but it would be hilariously funny if this one fails, because the Committee can create any position it needs and has included Events Officer from well before we became active in the Club 10 or so years ago. Given that one of the objects of the Club is tours and outings it was always interesting to me that an Events Officer wasn't in the line-up, so this is just a line-up tidy-up.

On the topic of committee positions - I have been part of the committee for a long time, and this must change, as it should. I've done 7 years (since 2018) between Secretary, Regalia, and Editor. 5½ years as Editor/co-Editor, which I have really enjoyed although the early days of taking over from one of the BMWMCQ's greatest ever Dave Hepburn was very tough. Due to our upcoming 5 month USA trip, I can't nominate again at this AGM, but I know there is special talent out there to take over so will just commit to regularly sending some waffles in from various places in the lower 48.

Cheers, Duncan

## Submissions for the next Journal close 25th-ish February



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

**NEXT MEETING: Thursday 13th March, the AGM!**





## Cindy Bennett

## President's Report

Welcome to the 2025 Club year!

You will notice the AGM paperwork in this Journal, the AGM will be held on Thursday 13th March at the usual monthly meeting venue of Geebung RSL Club. In this Journal there is also a summary list on the duties of each of the Management Committee roles, so please consider nominating for a Committee

role. I have found my time on the Committee in various roles including Events, Regalia, Editor and now President to be very rewarding with a different side of the Club being experienced in each role. The camaraderie between Committee Members is fun and often lively, we meet monthly, typically online to discuss matters affecting the running of the Club and vote on expenditure and update each other on our portfolios.

I won't be re-nominating for the President role this coming year due to an extended riding trip to the USA which starts in May. The planning for this trip has occupied many hours during the Christmas/New Year break and we have a broad week by week itinerary which we can flex to the whims of weather and seeing those must-see sights that just seem to appear when travelling the road on 2 wheels.

I did a little DIY on the 1250GS this month. I felt she was a bit plain, just white with the grey trim. I discovered some great inspiration on Aliexpress where tank and side decals were purchased for under \$50 delivered and I must say the difference it makes is astounding! See pics below.

Take care and ride safe,  
Cindy.



# BMWMCQ Club Events for

## FEBRUARY 2025

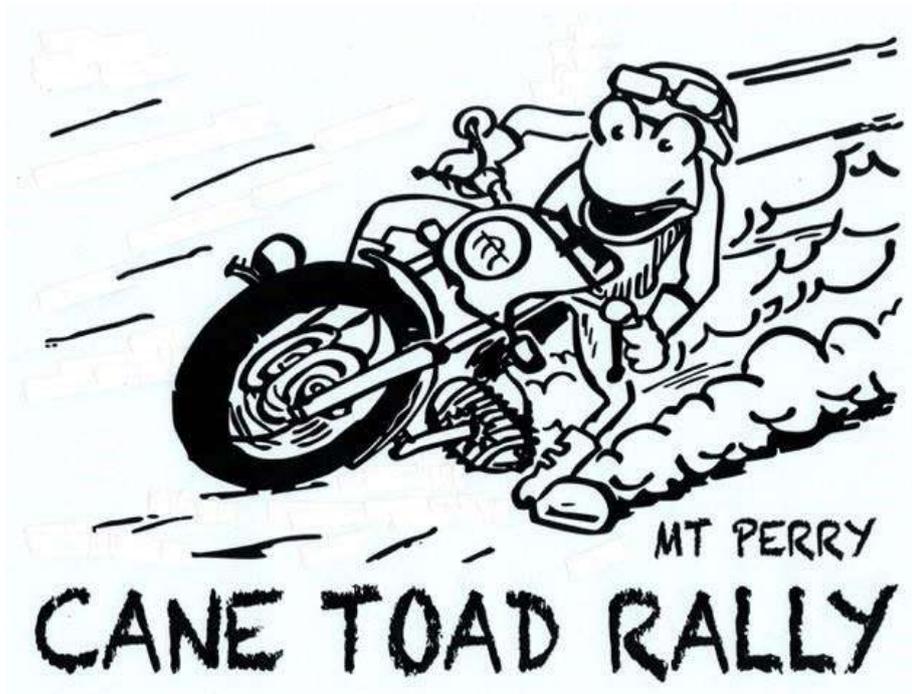
Date	Start	Event	Details	Contact
<b>Thur 6 Feb.</b>	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President</b>
<b>Sun 9 Feb.</b>	1:30 for 2:00pm	Monthly Club Led Ride	Fish & Chip Ride, meet at Yatala Pie Shop and will end at Cleveland Point	<b>Editor</b>
<b>Sat 15 Feb.</b>	9:30pm	Club Service Day	61-63 St Jude Circuit Jimboomba (note some GPS's require "Glenlogan")	<b>Tools Officer</b>
<b>Wed 19 Feb.</b>	8:30am	Mid Week Ride	Meet at BP Caboolture Northbound M1 for 9:00am departure. Destination TBA	<b>Events Coordinator</b>
<b>Sat 22 Feb.</b>	9:00am	Coffee Meet Up	Silverwood Cafe, 38 Williams St Dayboro	<b>Events Coordinator</b>
<b>Sun 23 Feb.</b>	12:00pm	Monthly Lunch Ride	Maleny Hotel, 6 Bunya Street Maleny	<b>Events Coordinator</b>

## MARCH 2025

Date	Start	Event	Details	Contact
<b>Thur 13 March</b>	7:30pm	Annual General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm <b>**NOTE: A WEEK LATER**</b>	<b>President</b>
<b>Sun 9 March</b>	9:00am	Monthly Club Led Ride	TBA	<b>Events Coordinator</b>
<b>Sat 15 March</b>	9:00am	Coffee Meet Up	Elvy's Cafe Shorncliffe	<b>Events Coordinator</b>
<b>Wed 19 March</b>	8:30am	Mid Week Ride	Meet BP Blacksoil for 9am departure. David Harvey leading	<b>Events Coordinator</b>
<b>Sun 30 March</b>	12:00pm	Monthly Lunch Ride	Ride to a country pub, make your own way or ride with mates	<b>Events Coordinator</b>

## UPCOMING EVENTS TO PUT IN YOUR CALENDAR

Date	Event	Location	Contact
7 to 9 Feb 2025	Karuah River Rally	Karuah	<a href="#">BMW Touring Club NSW</a>
14 to 16 March	Conondale Rally	Green Park, Conondale	<a href="#">Kawasaki Z Owners website</a> or <a href="#">Facebook page</a>
25 to 27 April	Cane Toad Rally	Mount Perry	<a href="#">Gary Bennett</a>
2 to 4 May	Horizon's Unlimited Travellers Meeting	Kokoda Park, Thornton	<a href="#">Horizon's Unlimited webpage to book</a>
Sat 24 May	Ray Owen Classic Bike Show	Canungra Showgrounds	<a href="#">Ducati Owners Club QLD</a>
26 to 27 July	26th Frigid Digit	?????? It's a Mystery	Events Coordinator





## Ben Nazzari

## Events Officer's Report

Hi all,

Well, another year has passed, and we are well and truly into 2025. We have had some great gatherings and rides this year so far and I do try and get to as many as I can, but I do need to spend time with my family as becoming a Grandad recently for the second time has me torn between family and my role as Event's Co-Ordinator.

David Harvey and myself have been very busy with this year's Frigid Digit, and I think this year's will be an awesome event as we have 3 types of accommodation suited for everyone, Camping, Motel accommodation as well as the traditional Pub accommodation. So, keep an eye out for updates very soon regarding pricing etc.

Soon I will be heading down to Newcastle with Daryl Masterson so I can visit my parents, and he can catch up with some relatives, we are doing this at the same time so we both can attend the Karuah River Rally for the first time and whilst in Newcastle I will take Daryl out on a few rides that I used to do many moons ago when I was a lot younger, up through Barrington tops, Gloucester then down into Dungog to the Rally on the Friday.

I know I have mentioned this 100 times before, but I will say it again, I do need help from club members with ideas on rides and for some to lead the rides as it is very difficult for me to take on all of them and believe me if I could I would but my marriage is more important than any Motorcycle as far as I'm concerned, if you don't agree then please let me in on the secret LOL.

B2B, Back to the Bush this year will be going back to its roots so to speak, I'm currently in conversation with the Publican of a nice old country town North-West of Brisbane and will be set on the long weekend in October. Friday 4th, Saturday 5th and Sunday 6th, and this event will be get yourself there and organise your own accommodation although I will need to know numbers for catering purposes for the Pub. I'm not expecting a big turnout for the first one but I'm hoping this will kick into gear for future B2B events.



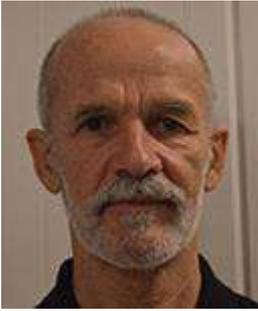
Giving support to outback towns really has me set on keeping this alive for as long as possible and I hope a lot of you get on board with me and share some great rides and hospitality from a lot of unforgotten small towns that would really appreciate our patronage.

So, till next time please be safe and remember to keep it upright.

Regards Ben.

**A happy snap at 2024 Cane Toad Rally - register for 2025 now!**



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

**W**elcome to 2025 and another year no doubt full of surprises - wouldn't life be boring if we knew everything that was going to happen in advance!

As the school holiday period draws to a close we all have to gear up for the extra traffic burden that awaits - now that is something that we do know is going to happen unfortunately. The holiday period has been a quiet one for Jane and I riding wise but very busy family wise. I was able to attend the coffee morning at Cleveland Point this month as well as the mid week ride organised by Ben but capably led by David. Both very enjoyable events but the coffee morning must have set an attendance record for such a gathering - great venue and a top morning on the Bay so a popular mix. I took my R60 airhead along for the outing and she wasn't on her own as Jurgen and Mike also had their airhead GSPD's along as well. It is great to see these bikes still giving sterling service despite (in my case) closing on 50 years of age. It is testament to the solid design and engineering of BMW motorcycles of the era.

The holiday period has also provided some quality time in the shed and the Ducati rebuild is advancing nicely - not quite at glacial pace but certainly not setting any records. This is the year, said with the confidence of 2025 being a blank canvas at this stage. As well as spannering I have had a bit of time while house sitting for one of our daughters to do something different - read a book. This was a Christmas present and a good one at that. John Smailes is a well reputed Australian Motoring identity and he has written a very comprehensive history of the Phillip Island Race Circuit. It is a great read full of plenty of characters from both 2 and 4 wheel racing as well as all of the politics which background this marvellous piece of tarmac. I also caught a very good documentary 'Missile from the East' the story of Ernst Degner, the German 125cc motorcycle road race champion who escaped from East Germany in 1961 and defected to Suzuki taking with him the secrets of his race winning 2 stroke MZ. Suzuki entered GP racing with a bang and the rest is history. I had previously read a book on his life so was pleased to see this documentary give great detail without any Hollywood theatrics. Seek it out, its well worth the effort. I caught it on SBS on demand but it did have a limited time slot.



I am sure Cindy will be covering this subject but a plug for the upcoming elections for the 2025 Club Committee. All positions are vacated at the AGM and current committee members are eligible to renominate. This year there are several who are standing down so new blood is required. Give it some thought - it is the best way to meet other club members and get involved in the life of this very vibrant club - now approaching 67 years and with no thought of retiring.

**Tony**

**Tony picked a nice morning to take the R60 out for a spin**

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

<b>Meeting Opened:</b>	7:30 pm
<b>Apologies:</b>	Cindy Bennett, Don Grimes, Kate Farrar, Paul Hughes, Mal Cremer Michael & Anne Ahlberg, Chris Lancaster, David Reynolds, Roger March.
<b>Minutes of Previous General Meeting:</b>	<b>Moved Acceptance:</b> Gary Bennett <b>Seconded:</b> Ross Layther
<b>Number of Attendees:</b>	<b>32</b>
<b>New Members (Name &amp; MC):</b>	Nigel Sorensen R1300 GS / Honda 500
<b>Visitors:</b>	Tyson Hill K1200
<b>Returning Members:</b>	Dave Wood, Ex BMWMCQ President. Now living in WA. Very honoured to have an ex-President return.
<b>Treasurer Report:</b>	Financials as per Journal.
<b>Editor Report:</b>	Not in attendance
<b>Tools Report:</b>	New Tension Wrenches 1/4 ,3/8 , 1/2 in drives Next tools day mid February TBC
<b>Regalia Report:</b>	No stubbie holders left. Water bottles @ \$ 16.50 Buy the 100 year Book, going at \$10.00
<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>	Coffee meeting at Pitstop Café. Jan meeting 2nd Thursday not the First. First Club ride in January is Jollys lookout. Christmas party had 51 attendees.
<b>Secretary Report:</b>	Only BMW NSW magazine received during the month.
<b>Dealer Liaison Report:</b>	Not in attendance.
<b>Clubs Australia Report:</b>	Apology.
<b>Vice Presidents Report:</b>	18 members attended in November R2Z course.
<b>President Report:</b>	Not in attendance.
<b>General Business:</b>	Nil
<b>Closed:</b>	7:53 pm, a new record claimed. Next meeting 9 January 2024



**Geoff Hodge**

**Secretary's Report**

## BMWMCQ General Meeting Minutes – January 9 2025

Venue: Geebung RSL

<b>Meeting Opened:</b>	7:30pm
<b>Apologies:</b>	Richard Maher, Charlie Brown, Darryl Masterson, Paul Curry, Matthew Leitch, Paul Hughes, Geoff Hodge
<b>Minutes of Previous General Meeting:</b>	<b>Accepted:</b> Next month <b>Seconded:</b>
<b>Number of Attendees:</b>	<b>39</b>
<b>New Members (Name &amp; MC):</b>	Paul Sheridan, R1250GSA. Ex-SA police, CFA, retired and wanting to enjoy riding.
<b>Visitors:</b>	Nil
<b>Returning Members:</b>	Nil
<b>Treasurer Report:</b>	\$63,000 in BOQ. Payment on regalia, editor PC, and dinner. ~\$300 in memberships.
<b>Editor Report:</b>	New computer for \$3750, it is waiting for stories and photos.
<b>Tools Report:</b>	15 <sup>th</sup> February service day. Tools and manuals will be on-line within the next 4 weeks.
<b>Regalia Report:</b>	Drink bottles going well, nearly run out already. Stubbie holders to be re-stocked in the future. 100yr posters still available, key rings nearly out.
<b>Records Report:</b>	291 current members. Poor response to December membership reminders. 7 new members over Christmas.
<b>Events Report:</b>	Annual Jolly's Lookout breakfast 11 January 8am. Tony Malone leading ride to Crows Nest hotel. Coffee meeting 18 <sup>th</sup> January Cleveland Point. 22 <sup>nd</sup> Mid-week ride, Ben leading. 25 <sup>th</sup> long weekend Pie Run.
<b>Secretary Report:</b>	Nil.
<b>Dealer Liaison Report:</b>	Prize for best dealer went to Procycles in Sydney. M&W came second. R1300GS selling well, GSA's coming in, about \$40,000 ride away. Automatics interesting to ride. R1300GSA auto available to test at Coastline BMW. Some discussion about autos including Hondas. GSA side crash bars prevent anything including handlebars touching the ground. F900XRs, R12S burnt orange version coming out mid-February.



<b>Training Officer Report:</b>	Jimboomba course this weekend.
<b>Vice President Report:</b>	Training – cornering and braking courses now subsidised, sessions starting end of January.
<b>Clubs Australia Report:</b>	Nil. Paul at AGM in early February.
<b>President Report:</b>	<p>Nigel Gill sadly passed away following a motorcycle accident in SA. Humphrey Caspersz had a motorcycle accident in NSW, in Westmead Hospital.</p> <p>AGM documents in next Journal including dot points for committee roles. Cindy described ride with American friends, how amazed they were with Sunshine Coast scenery.</p>
<b>Other Events/Buy/Sell/Swap:</b>	Gareth Samuel selling his 310GS. Rox risers – Mark Mustchin. Dave Reynolds – purchased a 2200mm bike lift stand and scissor lift from HAPP on the Gold Coast.
<b>General Business</b>	<p>Frank Hills asked if there were details around recent member's crashes. Then described pulling out of Delaney's Creek Road, on left with right hand blinker on. Car came out, Frank decided to move out of its way. Went to right hand side heading up hills (sic). Frank saw following riders, headed off. Frank suddenly noticed a car right behind him, bullbar nearly touching. Over the top of Mt Mee, the same car came up at speed, gesticulating at Frank. Frank said he maybe should have handled the situation at the intersection differently. More discussion from Frank.</p>
<b>Closed:</b>	8:05pm



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**BMW Motorcycle Club**  
of Queensland



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

The Annual General meeting of the Club will be held at  
Geebung RSL, 323 Newman Rd, Geebung Qld 4034, at 7:30PM on 13th March 2025.

The Agenda of the meeting is as follows:

1. Acceptance of the 2024 AGM minutes
2. Management Committee Report
3. Presentation of the Financial accounts
4. Election of Committee members

### **Special Resolutions**

1. To approve the determination and fixing of the annual membership subscription based on the financial needs of the club for the next calendar year, as per the .
2. To approve the inclusion of Events Officer in the Membership of Management Committee positions
3. Any other Special resolutions presented under the rules of the Constitution (30 days notice)

The General Meeting for March 2025 will follow the AGM.

**Geoff Hodge**  
**Secretary**  
**BMWMCQ**

**BMWMCQ Annual General Meeting and March General Meeting**

**Minutes 14 March 2024**

**Venue: Geebung RSL**

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



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



BMW Motorcycle Club of Queensland



*Also on the BMWMCQ Website!*

BMW Motorcycle Club of Queensland Inc.  
**Proxy Form**

I, \_\_\_\_\_ Member No: \_\_\_\_\_  
(member name)

of \_\_\_\_\_

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

appoint \_\_\_\_\_ of  
(name of proxy)

\_\_\_\_\_

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

\_\_\_\_\_

as my proxy to vote for me on my behalf at the Annual General Meeting of the Club to be held on \_\_\_\_\_ and at any adjournment thereof.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



**BMWMCQ Inc.**  
**NOMINATION FORM**  
Election of Committee Members



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

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

Signature of Candidate: \_\_\_\_\_ Membership Number: \_\_\_\_\_

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





## Darryl Gowlett

## Treasurer's Report

G'day Everyone,

Well, the Club's financial year is coming to a close and I'm preparing the report for the auditor. After going through the list and checking it twice I found a couple of items that had been placed in the wrong columns and some were even overlooked.

So the \$100 for income in the sundry column was for two people who paid the Club for the \$50 excess for rider training, and the -\$125 in advertising is another adjustment from somewhere else.

On the disbursement side we replaced the club's editorial computer to replace the boat anchor, and that cost \$3700 to administration, but again with adjustments, that's not shown in its entirety. We paid the dinner bill for the Christmas party in the events column, and the \$3,050 in sundry is for rider training from the government grant and 5 Members receiving their subsidy. So far we've had 46 Members attend the course and we're looking for 54 more. And \$300 to the RFDS from service days that I hadn't previously sent off.

As this concludes the financial year these figures will be sent to the auditor for their confirmation of accountability.

Ciao, Trading statement as at: January 31, 2025

Darryl		BoQ Balance as at: November 28, 2024	\$ 50,014.57	Year to date		\$ 33,548.00
<b>Income:</b>	Membership	\$ 1,405.00		\$ 14,500.00		
	Advertising	-\$ 125.00		\$ 1,400.00		
	Regalia	\$ 1,070.50		\$ 3,592.64		
	Tools	\$ -		\$ -		
	Events	\$ -		\$ 10,124.27		
	Interest	\$ 16.21		\$ 71.37		
	Sundry Rider training	\$ 100.00	\$ 2,466.71	\$ 18,408.23	\$ 48,096.51	
			\$ 52,481.28		\$ 81,644.51	
<b>Expenses:</b>	Administration	\$ 3,690.45		\$ 6,752.90		
	Website	\$ 770.00		\$ 5,010.34		
	Paypal	\$ 60.65		\$ 217.03		
	Regalia	\$ 1,130.00		\$ 6,870.00		
	Tools	\$ 175.80		\$ 175.80		
	Events Xmas party	\$ 1,938.00		\$ 5,320.45		
		\$ -				
	Sundry Rider training	\$ 3,050.00				
	RFDS	\$ 300.00	\$ 11,114.90	\$ 15,931.61	\$ 40,278.13	
<b>Balance</b>			\$ 41,366.38		\$ 41,366.38	
<b>BoQ balance at:</b>		January 31, 2025	\$ 41,366.38		\$ 41,366.38	
<b>Term deposit:</b>			\$ 21,776.37	\$ 20,876.23		
	Interest	\$ -	\$ 21,776.37	\$ 900.14	\$ 21,776.37	
<b>Available:</b>			\$ 63,142.75		\$ 63,142.75	
	<b>RFDS donations</b> CTR		\$ -		\$ 2,080.56	

*The Treasurer's Looking Forward Viewpoint is on Page 84*





## Chris Bramwell

## Tools Officer's Report

**Phone: 0427480811**

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

### Service Day

The first Service Day for the New Year will be on Saturday 15th February 2025. So don't forget to bring your appetite so we can raise more money for the RFDS.

The database is nearly completed and shortly all members will receive an email with an attachment to the list of suppliers of parts, tyres and repairs. Australian and overseas contacts will be included in the listings.

The club has purchased new torsion bar wrenches for members use and we also have a new thread repair kit.

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

If any member requires a BMW Service Manual, please contact me to see if I have one in stock that you can burrow.

A list of all Manuals will be listed on our website in the New Year.

### 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

### Thread repair kit link

<https://www.totaltools.com.au/157787-tti-m5-m12-thread-repair-kit-131-piece-ttrk131>

Again for those who have not done so please list and send to me all the contacts you have regarding the maintenance of your bike.

### Supplier List

Suppliers of the following:

- Tyres.
- Spare parts either new, second hand or after market.
- Mechanics.
- Spray painters including plastic fairing and pannier welding.
- Cable suppliers including those who can make up cables for BMW bikes.
- Front fork repairers.
- Repairers of damaged frames and bike.
- Bike detailers.
- Batteries.
- Instrument repairers.
- Seat upholstery.



## Greg Gaffney

## Records Officer's Report

Well, Gary Bennett and the CTR team have organised another great Cane Toad Rally for 2025. If going, please access the Information and Registration from the BMWMCQ website home page link. There is no requirement to login to register.

Regards,

Greg

## Welcome to New Members:

Alex Mitchell, CARSELDINE, F800ST

Luca Rosati, GEEBUNG, RnineT Racer

Stephanus Barnard, WARWICK, R1200GS Adventure

Tim Woltmann, TOOWONG, K1600 Grand America, KTM 1290 SAS, DR650, 250 Ninja

Steve Bryant, HIGHLAND PARK, R90S, R1200RT, R1200 GS Rallye X

Mike Gunn, BANKSIA BEACH

Tim Cochrane, BRIDGEMAN DOWNS, S1000XR

Paul Sheridan, HAMILTON, R1250GSA

Tony Ryder, TOOWOOMBA, R1250RT, R1200C Independent

Richard Wolters & Lynne Carroll, VICTORIA POINT, R1250RT, F850GS

\*Bernard Colman, EIGHT MILE PLAINS

Mel Di Pietro, ALBANY CREEK, F850GS

*\*Ed - Hang on, this one is "new" like an R50S that came down in the last shower...*

## Chris Bramwell

## Tools Officer's Report (con'd)

- Weather shield (Windscreens)

If you can think of anything else, please add to your list.

I will collate the list and add to a database that i will hopefully put up on the web site of the club but i will be able to email the list to any member who requires the list. Email your list to me as soon as completed

Thanks to all

Chris the Tool Man

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

**Mario Grossi**[regalia@bmwmcq.org.au](mailto:regalia@bmwmcq.org.au)**Regalia Report**

**G**'day all,

Hope that you all had a great Christmas for those who celebrated and a great safe New Year but most of all wishing you all a great year ahead.

Regalia sales have continued with our recent edition of water bottles being a hit seller and sold out within a couple of weeks. But all is well as I have replenished stocks for those that missed out at our last general meeting.

We have also recently sold out of our ever popular key rings and are in the process of fine tuning a new design. "Watch this space."

For anyone wishing to purchase Regalia this month, come and see me at the Geebung RSL on Thursday 6th February at our general meeting and I'll also be at the Service Day on Saturday 15th February.

With all said and done and after much consideration, I've decided it's time for me to step down as Regalia Officer and allow other members this great opportunity. Greatly appreciate the experience and growth I've gained here and valued support I've also had from you all. I won't be leaving just yet as I'll stay on board until the upcoming AGM. Anyone interested in taking on the role, feel free to come up and have a chat about it.

Safe travels and journeys ahead,

**Mario**



 <b>BMWMCQ REGALIA COLLECTION</b> 			
Display of Item	Description	Size L x H	Unit Price
	Key Ring Rubber (Front and Back)	<b>SOLD OUT</b>	\$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
<b>BMW Motorcycle Club of Queensland</b>	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
	Stubby Cooler	<b>SOLD OUT</b>	\$7.50



### 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.





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

The 31<sup>st</sup>

# CANE TOAD RALLY

Since 1978

**WHEN:** 25<sup>th</sup>, 26<sup>th</sup>, 27<sup>th</sup> April 2025

**WHERE:** Mt. Perry Show Ground - for this year only.

**COST:** \$30 Entry (includes Rally Badge)  
*pre-registration made on website before April 20,  
saves time when arriving, just sign in and pay entry fee.*

*Camping* on large campground with hot showers, flushing toilets and campfires.  
*Catering of all meals from Friday lunch to Sunday morning breakfast.*  
The Grand Hotel will have a **Bar onsite**, Friday and Saturday **closing at 9:30pm**.

*Self-guided Bike Tours of local area* or *Summit Climb* on Saturday.  
*Light Entertainment (no live music)* on Fri. and Sat. night around campfires.

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

***Cars, Caravans etc. only permitted by prior arrangement with organisers.***

For further Details:



Proceeds  
to these

**Mt. Perry  
Community  
Development Board**

**To Register - click on - [I Want to Go to the Toad!](#)**

## *By the Editor*

We have an incredibly well-educated and intelligent membership. That is the harsh reality for a Club where the start-up cost, i.e. purchasing a BMW motorcycle, is equivalent to three properties in the better suburbs. Then unfortunately there must be a Rallye suit. Then somehow a second BMW motorcycle, likely a busted-arse old R, with eye-watering expense just to get the carbies functioning at the same output as a 1982 Postie bike. The membership then notice you are a legend because they've only got their carbies at 1981 Postie bike level, and want to know more. You feel empowered to write something, which you should have the moment you joined the Club because you are incredibly well-educated, intelligent, and no matter what your partner says, interesting.

### **Step 1: Text**

You open Word or Apple Pages on your computer. Normally you use these to write to the school to let them know that you are unhappy with the Modern European History curriculum being thrust upon your children. Apologies, grandchildren, no-one with children in an expensive school can afford a busted-arse old R bike. Surely no-one will be interested in my wafflings on tweaking the carbies you think as you sit there with the fingers poised. Wrong, you are so wrong.

So off you go. The words roll on relentlessly like a steamroller over a senior in a bogged wheelchair. You are actually enjoying this. Soon you have a few paragraphs describing 20 years of experience tweaking carbies. The important closing activity for Step 1 is to remember to save it with a name that's comprehensible, and preferably under a folder called BMWMCQ rather than School Complaints so you'll be able to find it. The Club uses Microsoft Word, so if you are using Apple Pages make sure you File - Export into a Word-readable document. We can copy and paste PDF's but it is a bit time-consuming.

### **Step 2: Photos**

A picture is worth a thousand words, although that's probably a maximum. You have heaps of photos of carbies in various states, and you choose a select few that assist the Carbie Rookie to understand what you are saying. You don't copy and paste them into the document, you number them in the order you want them in. Literally: 1. Float ball being extracted from grandchild's nostril .jpeg, 2. Firemen extinguishing shed blaze because I was smoking when I turned the fuel tap.jpeg, and so on. .png and .pdf files are also cool. Having assembled the photos, just open your file and place the photo numbers in the places you want them. An easy alternative is to just number the photos, 1, 2, 3, 4 etc, and put the full captions in where you want them in brackets or red text.

### **Step 3:**

You wrap everything up, and use an elastic band to fasten it all to your most trusty pigeon Cyril's leg. Or even easier, email the text and photos to the Editor; [editor.bmwmcq@gmail.com](mailto:editor.bmwmcq@gmail.com).

In the event that your photos are so huge each requires its own server, and the email or Cyril refuse, there are plenty of free options such as WeTransfer, TransferNow, and OneDrive. Otherwise contact the Editor via email and they will set up a Dropbox share folder and give you access to it to drop everything in. If you send something and the Editor doesn't respond, something may have gone wrong so call them or send an email to check. Then sit back and wait for the accolades to roll in like that same steamroller, but this time rolling over the school principal's bogged Hyundai.





*By Jane Gray, Member #4300*

# ENJOY

JEGJan2025

Never take for granted the things you can do  
Be it travel or hobbies or a dinner for two  
Sometimes you may find your mind starts to slip  
Back to the memories of that marvellous trip  
Remembering how, when & where you went  
Or the details of a special family event  
Maybe your passion is in creating new art  
Or in restoration, pulling things apart  
Singing or dancing or photography  
Or studying the world's history & geography

It's amazing the interests one can pursue  
It's not that uncommon to have more than a few  
There's even more time when work years are done  
For enjoying yourselves & having fun  
Sometimes Life seems to get in the way  
And tries its hardest to spoil your day  
But it's during these times you need to take stock  
Of all the good things so it's not a great shock  
Remember, be grateful, get out & enjoy  
Don't waste any time acting like a killjoy

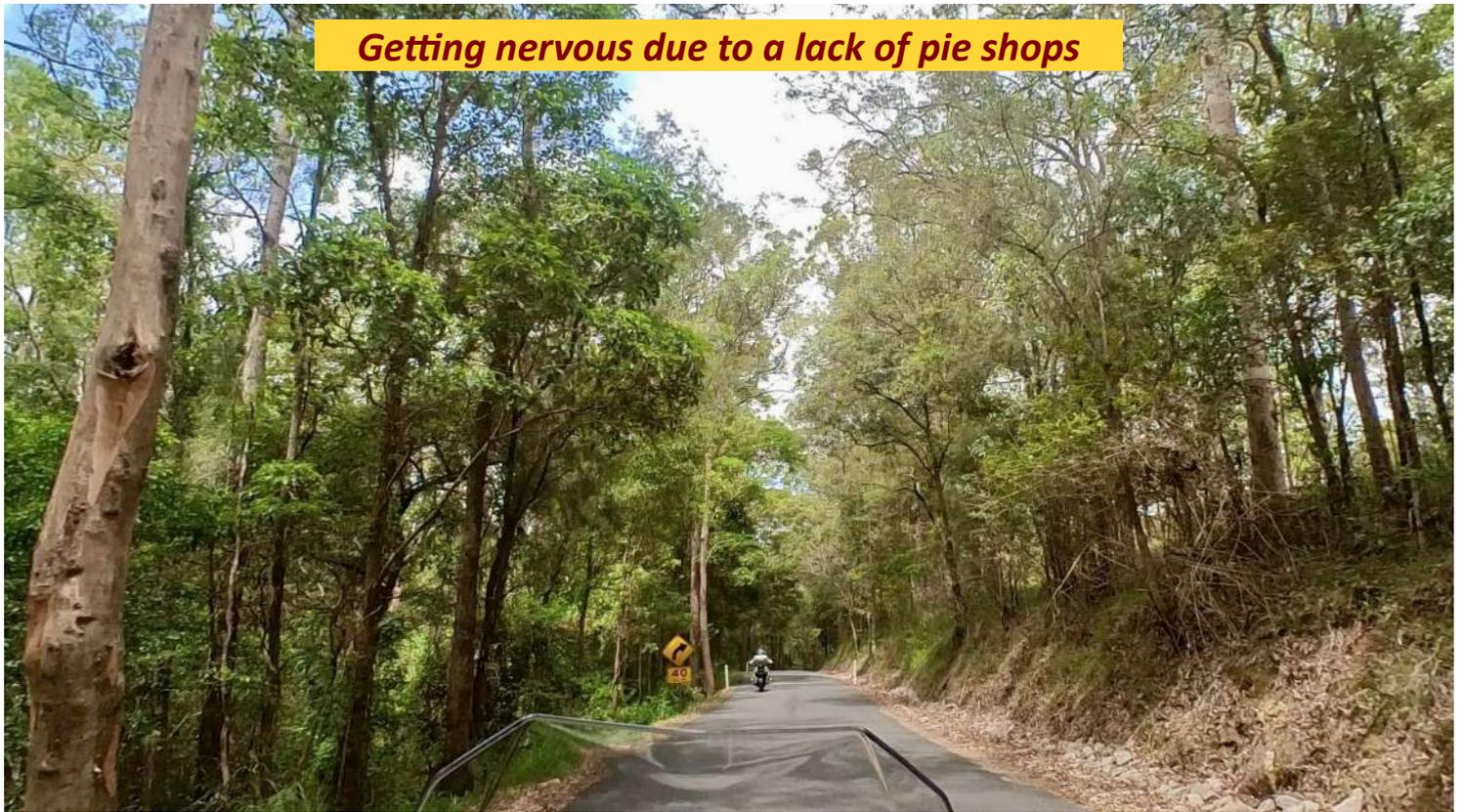
*By Duncan Bennett, Member #4171*

I confess I was instantly taken hostage by the Pie Ride concept, and developed Stockholm Syndrome in record time. I like riding, and I love pies as much as I love servo dimmies.

The Pie Ride is a fitting celebration of Australia Day. As I recall, the First Fleet landed at Botany Bay on the 19th January 1788, and would have happily settled there but a rumour started that there was a shop selling a range of pies up in Port Jackson. Captain Arthur Phillip was partial to a steak and kidney, and he knew how rare these are so immediately ordered an “up stumps”. The rest is history.

The kick-off was at the Redcliffe Banjos. Of course it was, the egg and bacon pie sold at that franchise is just spectacular for breakfast. Collecting ourselves after a pleasant beginning, we headed off west, then up past the D Bay, and onto New Settlement Road. Another pie shop was out there apparently, otherwise why would there be a new settlement?

*Getting nervous due to a lack of pie shops*



Through the old classics of Moorina, Rocksberg, and onto Old North Road, it was a left onto Jackson Road, which sometimes demands first gear as it winds its way past Nicole and Keith’s place. A wave to them, then onto Campbells Pocket Road.

A refreshment in the cool climes atop Mt Mee, and the interesting riding was nearly over. When planning the ride, I’d assumed it would be 52°C and 200% humidity, so really didn’t think the weather would allow for casual cruising. As a result we missed Delaneys Creek Road, and headed straight through Woodford past the new prison out on Neurum Road. Stopped in Kilcoy because it was assumed fuel might be required, it wasn’t, and the tension was building to get to Blackbutt. Amazingly, what could only have been my awesome Daniel Sanders riding had kept the Ian Sayce/Bernie/Toddy triumvirate back in the peleton until now. But their larger capacity machines came to the fore out on the D’Aguilar, and I was bested into the Black Bottom Bakery. A group of pie lovers



## AUSTRALIA DAY PIE RIDE



**URO on Mt Mee**

met us there, for No.2 of the day. They'd run out of steak and kidney, of course. Like Captain Arthur, it was time to move on.

Some splitting of the group after Pie No.2. Various riders decided Goomeri was ideal as the next stop in the rising heat. But others had overheard Ian Sayce saying a word that sounded like winery. It might have been finery, refinery, or non-binary, but most didn't need a pin board with red twine wrapped around pins stuck in photos of Ian and finery, non-binaries, or refineries. We googled and yes there were wineries on the way. Righto then. Soon we'd turned up the road to Moffatdale next to Bjelke Petersen Dam, entering new territory here. For some irrational reason backed up by zero evidence or even a malicious rumour I thought that they'd decided to film Deliverance in this part of Queensland, but the banjos were just too loud.

A big opportunity in life has been missed right there. I could

have been strolling the fabulous Clovelly Estate grounds years ago. We parked, and immediately a helpful young lady came out to ask what we wanted. Lots of platters and tasting opportunities were available. So we said sorry, we are on a pie run and can only have pies. Oh, and this nice bottle of Cabernet Merlot which in a certain light looks like a pie. And this bottle of Rose, also bearing an amazing resemblance to a pie.

Jammed in, the pies were on their way to Goomeri. Into the motel, we decided a quick nap was in order, it was only 4pm and dinner wasn't until 6pm. After the nap a stroll about Goomeri, except we woke from the nap at 5:40pm so the stroll was off, except rapidly down to Joe's Grand Hotel.

It had been years since our last visit here, it was good then, and was good now. A good selection of drinks including some wines sourced from nearby, and out on the verandah for dinner. A great turn-up of very fun people tucked into dinner and we had a very fun night.

But it wasn't over. Three pies on Australia Day eve had to be backed up with a pie on Australia Day. Over to the bakery, an Eggs Benedict pie completed the quadrella. Then a return with Daryl Masterson via the Kilcoy Murgon Road which was a very smooth bit of dirt and allowed some speed. A great weekend, and maybe the opportunity for a BMWMCQ tradition?



**Clovelly Estate Pie  
Transport Unit**



**Only photo taken of a pie the entire weekend**





**BMW Touring Club of NSW**

# **48th KARUAH RIVER RALLY**

**7 - 9 February 2025**

**Frying Pan Creek Campsite off Frying Pan Road, Chichester  
State Forest, via Dungog NSW**

**Dear Motorcyclist.** The BMWTC NSW invites you to the 48<sup>th</sup> Karuah River Rally at the usual site about 31 km north of Dungog via the Monkerai and Main Creek Roads or the Wangat Trig Road past the Chichester Dam turnoff. Check our Website or the Bank Hotel Dungog for a map. There's about 14k of (reasonable) dirt from either direction. Both roads will be signposted. **The Main Creek – Frying Pan Road is now open – if heavy rain use this.**

Entry is \$30 and BYO. Supplies are available in Dungog where there is much to see and do. Rally awards and raffle prizes on Saturday afternoon, and the site has male and female toilets. ***You don't have to own a BMW.***

Contact Rob Lovett on 0417 267 425 (leave a message) or email [rob@gaslightbooks.com.au](mailto:rob@gaslightbooks.com.au) - please put Karuah in subject line. See also [www.bmwtcnsw.org.au](http://www.bmwtcnsw.org.au).

**NOTE** – The rally site is reasonably isolated so please ensure you account for this in terms of your health and any medical requirements.

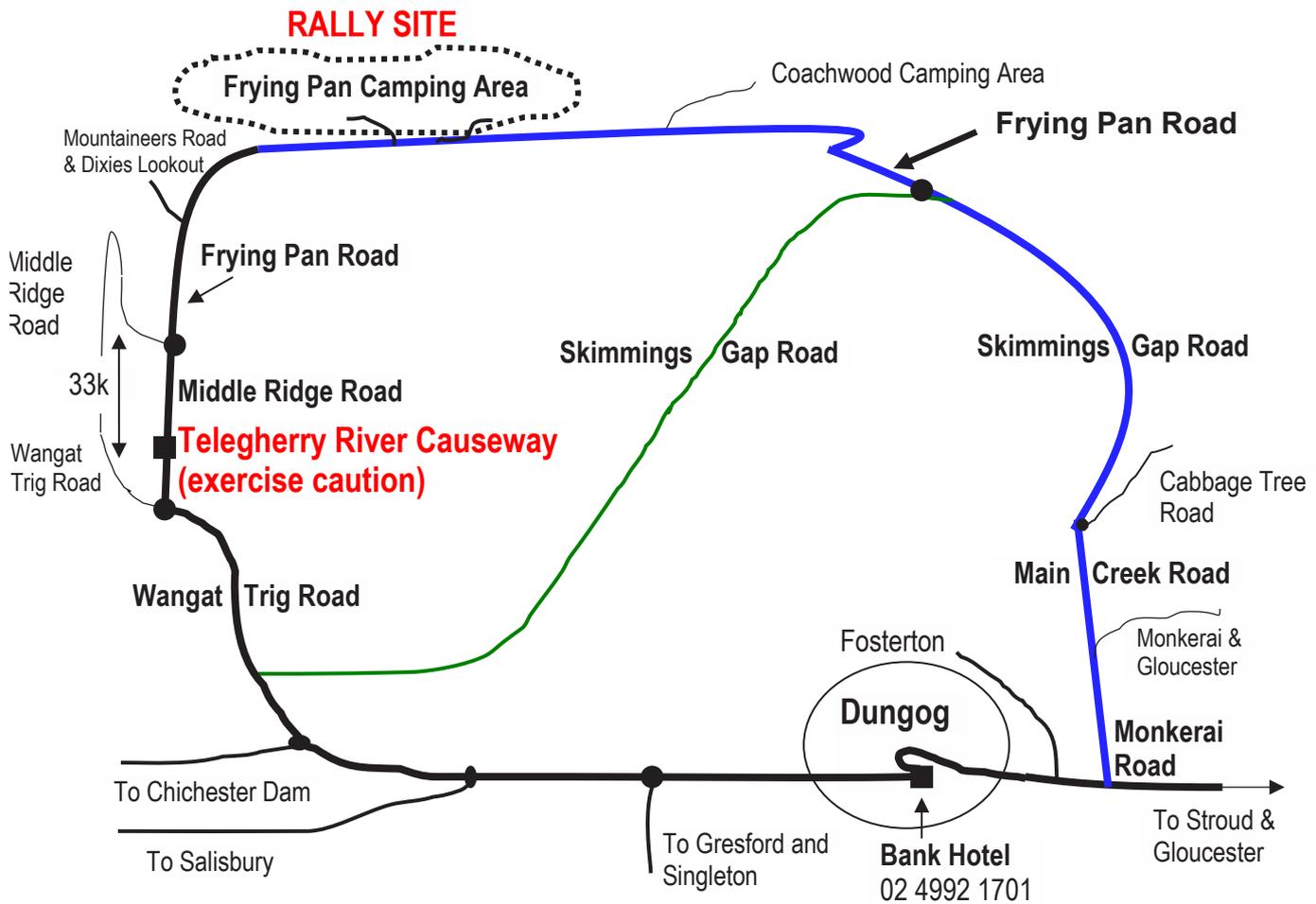
**AND NOTE** – If extreme conditions require us to change the rally location, we'll try and give you as much warning as possible – check our Facebook and Webpages closer to the time. The alternative venue will also be signposted from the rally site and from the Bank Hotel. ***PLEASE VACATE IF REQUESTED TO DO SO – YOUR REFUSAL WILL JEOPARDISE THE RALLY (we hope relocation will be unlikely).***

The BMWTC NSW acknowledges the valuable and longstanding support of the Forestry Corporation of NSW in providing us with the Chichester State Forest campsite. Rally participants are asked to respect and protect these valuable facilities and access roads.

***The standard of behaviour is left to the individual – we ask you not to spoil it for others***

## DIRECTIONS TO KARUAH RIVER RALLY 2025 AT FRYING PAN CREEK CAMPGROUND

The following guide will help navigate you to the rally site. It's not to scale nor oriented. Note for 2025: the Main Creek – Skimmings Gap – Frying Pan Road is now open and probably the better route (see blue line blow).



The rally site is about 31k from Dungog via the Main Creek – Skimmings Gap – Frying Pan Roads **OR** the Wangat Trig - Middle Ridge - Frying Pan Roads. Both routes involve about 14k of dirt. Please take care on the clay sections if wet.

### NOTES

- (1) If the Telegherry River Causeway is at a dangerous level, please don't attempt to cross it. Take the Main Creek – Skimmings Gap - Frying Pan Roads instead (see blue line above).**
- (2) ANY REQUIRED DIVERSIONS WILL BE SIGNPOSTED INCLUDING ANY NEED TO MOVE THE RALLY TO ANOTHER SITE.**



## By Tony Gray, Member #3905

Our Police Officer son Michael recently shared a post from a work colleague deriding the driving standards he observed in Italy during a European driving holiday.

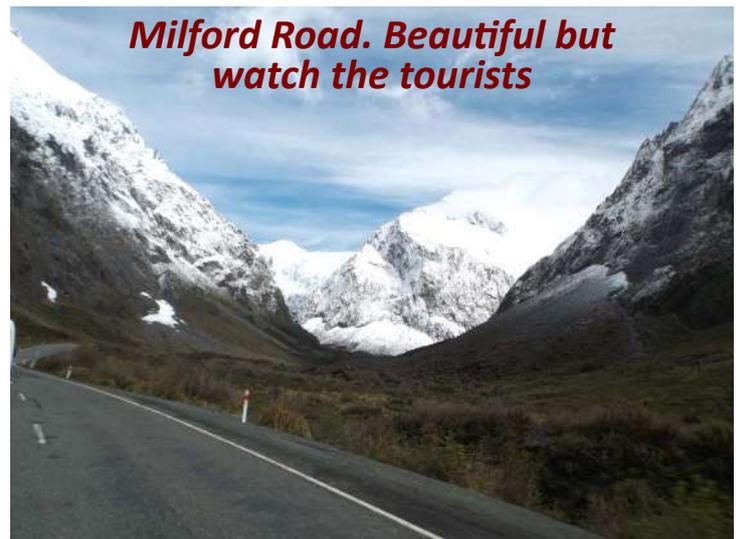
This gave pause for thought on the countries where Jane and I have ridden and how we rate their driving. Without any doubt, the worst and most dangerous driving I have observed was in Kathmandu but thankfully I was not riding there so it is excluded from this list. No road markings, no worries - just go where you can fit. I just consider myself lucky to have survived as a pedestrian and occasional taxi passenger.



***Kathmandu where anything goes***

New Zealand tops my 'good' list as the roads are generally narrow and twisting (that is why it is so loved by motorcyclists) and local drivers extend courtesies that are not often found in Australia. The emphasis here is on 'local' drivers, as you quickly learn to give a wide berth to cars with a 'Europcar' or similar sticker on the rear window. There was a push several years ago to require that foreign drivers pass a road test before being allowed to drive in NZ. This was never enacted as it was aimed at Asian drivers who featured disproportionately in the accident statistics and was considered to be racially insensitive. One

trip we were staying in Te Anau and planning to ride along the road to Milford Sound to join one of the very popular boat cruises on the Sound. Our B&B host warned us of two things on this, the most dangerous road in NZ at the time but also one of the most beautiful. First there was an unmarked red Commodore that feasted on those pushing the speed limit to meet their ferry departure time. Second, beware of any car that activates the hazard lights as that is a precursor to doing something stupid & dangerous. As warned, we saw the Commodore feeding the State coffers as predicted and then came across a rental vehicle parked off the road that activated its hazard lights and proceeded to pull blindly onto the road straight in front of us without a look. Yes an Asian tourist. Forewarned is forearmed.



***Milford Road. Beautiful but watch the tourists***

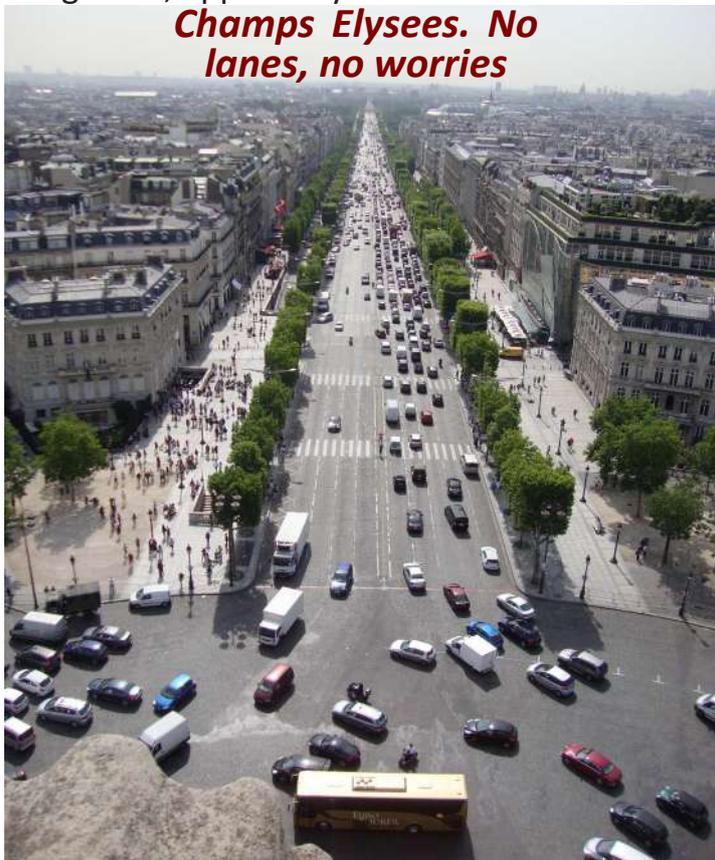
The United States and Canada tend to be of a similar standard to Australia with the large cities observing the same lack of courtesy and where everyone is in a hurry. Canadians tend to drive a bit faster and that is tolerated - to a degree. Canada remains the only overseas country where I have picked up a speeding ticket. The United Kingdom is very congested and there is a lack of courtesy on the roads. One trip after just returning from mainland Europe we had to recalibrate our expectations as 'merging' has an entirely different meaning in England. Scotland is the exception in the UK - a great place to ride

with more open roads and less traffic or agro.

Moving over to Europe, the Scandinavian countries have lower speed limits and are strictly Policed so driving standards are high. The Balkan countries never presented us with any problems nor did the rest of western Europe. Spain & Portugal where we toured in 2024 presented as relaxed outside of the major cities but even those moved quite methodically. Now onto of our top award winners.

In second place is France where their love of quirky cars blends with their disregard of driving etiquette. It seems that their minds are on other things - take your pick from food, wine or extra marital affairs. They also drive fast so you can never relax when riding in France. Strangely somehow it all seems to work . We stood up on the Arc de Triomphe overlooking the chaos of the Champs-Elysees waiting for an accident that never arrived. No lines, no worries. Chaotic yes; dangerous, apparently not.

**Champs Elysees. No lanes, no worries**



It was similar when we were leaving Paris on a particularly hot summer morning. We were compelled to use the 8 lane (4 each direction)

Peripherique which is the ring road around Paris. Think of this ring road as a clock and we were entering at three and going back to 12 to exit and continue our journey north to Calais. Google Maps suggested this would take one hour - no way I thought, until we entered the Peripherique 'carpark'. With the fully loaded Grey Ghost we entered from the right hand kerb side into lane 4, squeezed across to lane 3 then to lane 2. We were then presented with the motorcycle 'highway' between Lanes 2 and 1. The bike conga line was comprised of everything from scooters to Gold Wings and they were sitting on a steady 80kph between two lanes of stalled or slow moving traffic. With the temp gauges on both the bike and us rising rapidly I waited for a break and entered the fray on full throttle up to the required 80kph. Jane still attests this as the only time she kept her eyes closed during all of our travels. Dangerous yes, but it all seemed to work and they obviously do it every day.

**Parking Italian Style**



OK in first place and where this story first started is Italy. Let me qualify this by saying that we love Italy's north - the Dolomite Mountains are one of our favorite riding places and where we chose to spend our 40th wedding anniversary in 2018. Their driving/riding however has to be experienced to be believed. Parking is on another level - anywhere in any direction - blocking traffic while having a coffee? No worries.



I have scratched my brain and came up with these 3 examples of many from our experiences to make my case.

Example 1: In 2010 we were staying with family in a small village outside Florence when I took a day off to watch the World Superbikes Round at the Misano Circuit on the Rimini Coast. The racing was great with Aussie Troy Corser putting the new BMW S1000RR onto the podium in the first race. It was a very hot Sunday and the Rimini Coast is the equivalent to our Gold Coast for the sun-loving residents of Bologna to the north. Exiting the circuit after racing onto the E55 motorway north towards Bologna was like a carpark with overheating



*Misano Circuit starts them young*

cars and tempers. I followed the locals onto the emergency lane outside the three lanes of stalled cars - our speed of about 80kph was clearly inadequate for those who had been inspired by Italian Max Biaggi's race win on his Aprilia. A second lane of sport bikes formed outside the more sedate inside lane - these bikes were doing twice our speed so something like 160kph on a narrow strip of emergency lane outside another lane of bikes outside three lanes of overheating cars. Needless to say I bailed out at the first opportunity heading west back to sanity and our accommodation.



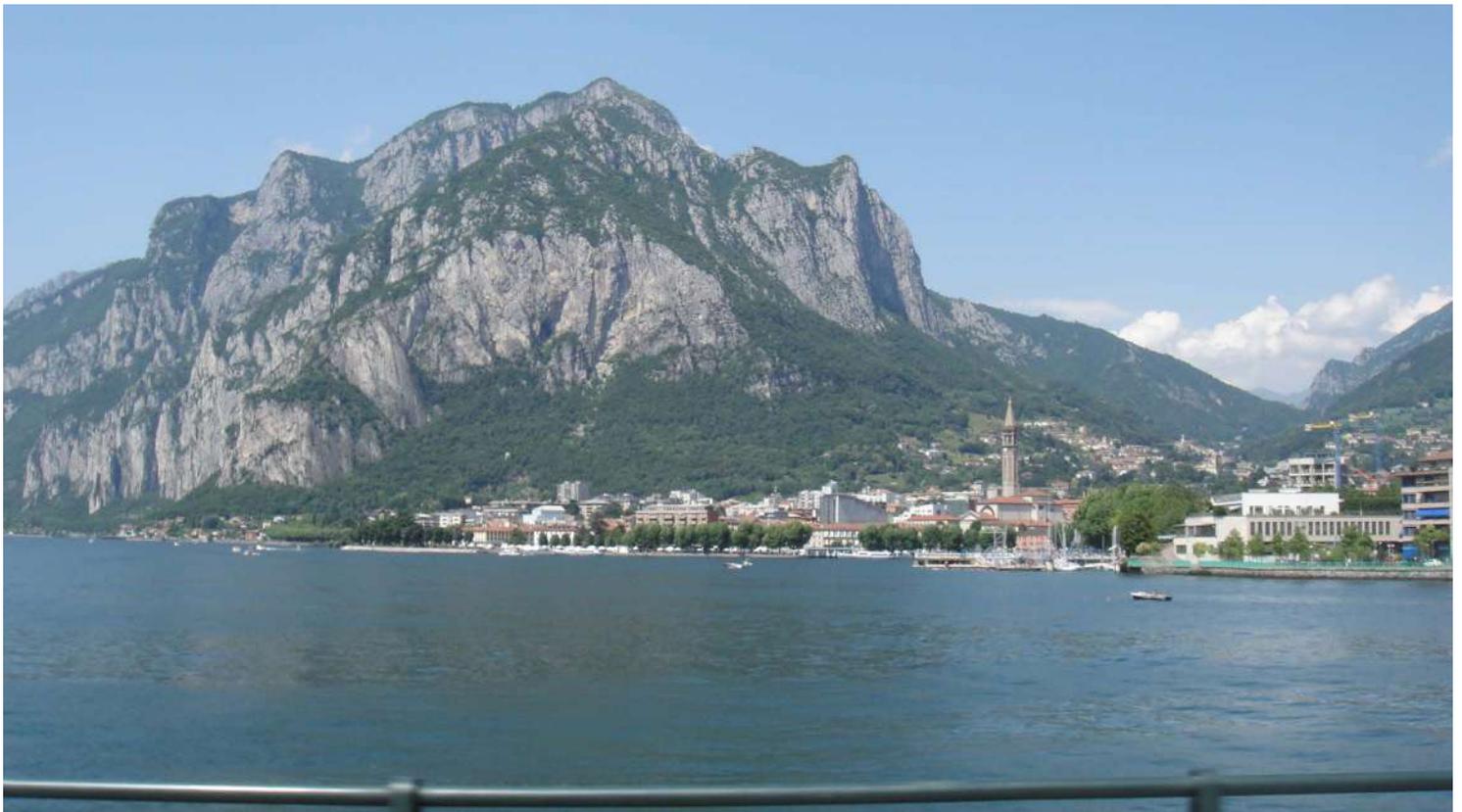
*Death awaits around the corner  
but I have a call to make*

Example 2: We were staying in Pompei in southern Italy and decided on a sunny day to ride around the renowned and beautiful Amalfi Coast - big mistake as half the population appeared to be doing the same thing but that is another story. We had been observing the riding etiquette of the local scooteristi - helmet wearing is required by law but appears to be optional. If you do opt to wear one rather than hang it off your handlebar, then do not do up the

chin strap as that allows you to sandwich your mobile phone between the helmet and your left ear. The other option is to hold your phone and ride one handed. Talking on the phone while riding a scooter appears to be mandatory. Anyway back to the Amalfi Coast. We were ascending a hill on a left hand bend in very slow moving traffic on a road too narrow to overtake over the solid centreline. A scooter rider talking into his phone in his left hand, overtook us and the line of traffic on the wrong side of the solid line. Minor problem was a Tour Bus coming down the hill and taking up ALL of his lane. Jane was quick enough to snap a photo as we thought it may be required in a coronial inquiry. To this day I have no idea how he squeezed through.

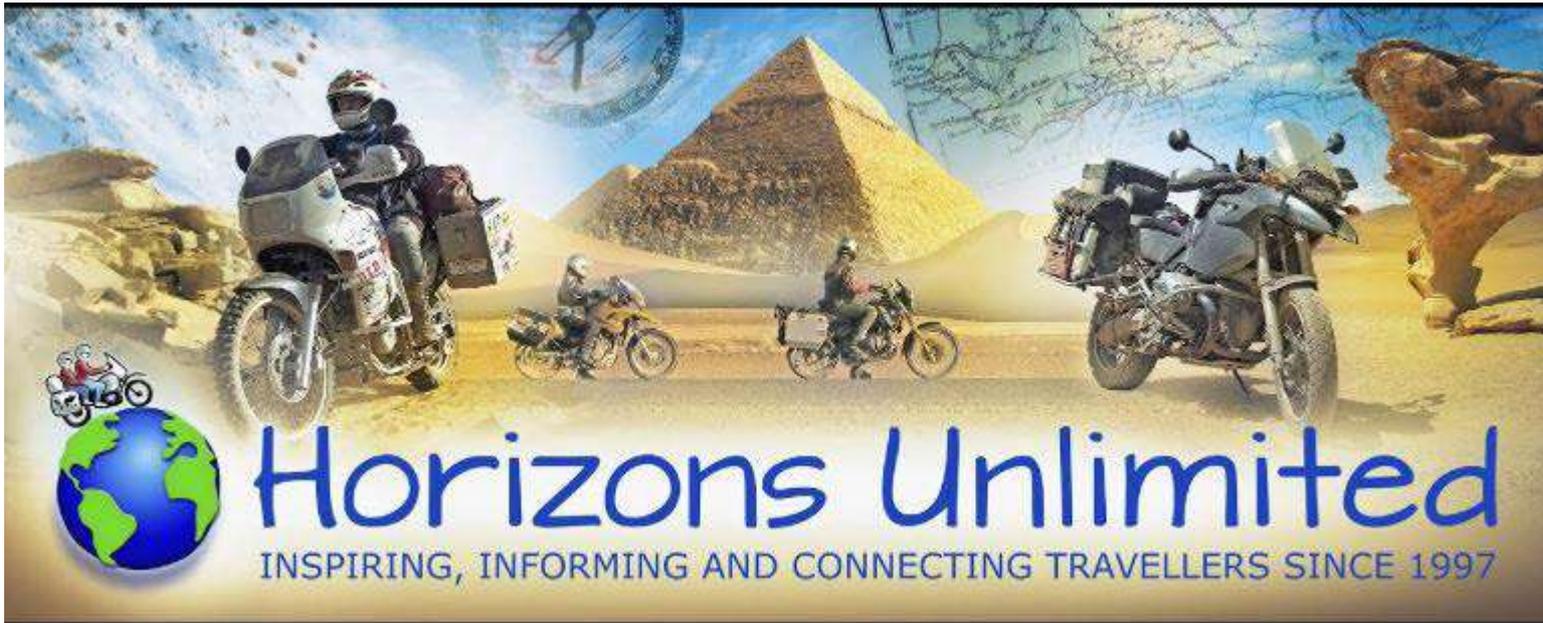
Example 3:

In another beautiful part of Italy we were circumnavigating Lake Como in an anti-clockwise direction with a rock face to our right and the oncoming traffic and lake to our left. It was a more remote part of the lake and traffic was not heavy. We came to a blind right hand bend to be confronted by a female driver (yes I remember every detail) who was overtaking another car blindly on our side of the road. Fortunately I was already close to the RHS and just squeezed the last few inches of available space as we somehow passed untouched. My last image was of the driver taking her hand up to cover her face so she didn't have a last memory of the motorcyclist she had just splattered. That is as close as we have come to exiting this mortal coil in all of our travels.



***Lake Como. Beautiful but almost our last resting place***

Those three examples confirm the status of Italian drivers as the most reckless/careless/suicidal we have encountered. Would that stop us riding in Italy? Definitely not but be defensive and ever vigilant.



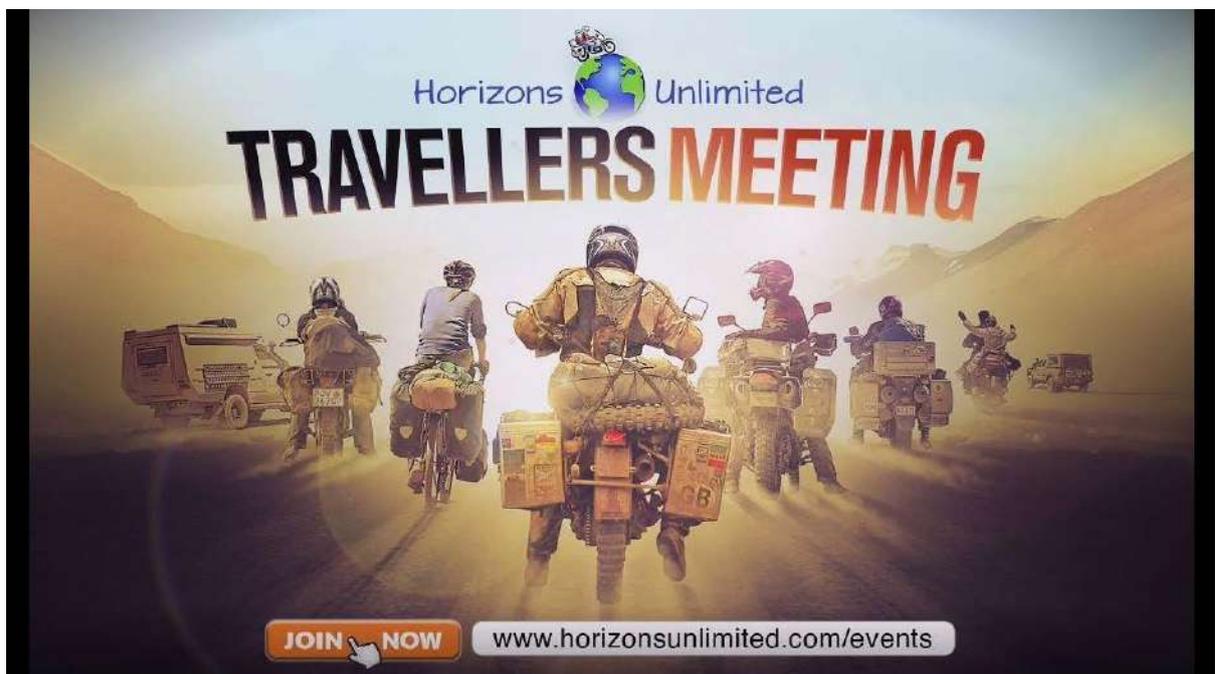
The popular Horizons Unlimited Travellers event is returning to South East QLD!

**Dates** are **Friday 2nd May to Sunday 3rd May 2025** (noting Mon 6th May is a Public Holiday in QLD)

**Venue** is Kokoda Park, Thornton in the beautiful Lockyer Valley, about 15 mins from Laidley.

Registration is available on the Horizons Unlimited page:

<https://www.horizonsunlimited.com/events/queensland-2025>



The annual Jollys Lookout Breakfast Ride kicks off the BMWMCQ riding year, and this year the weather was anything but Jolly. Drizzle started the ride from our bayside home and persisted off and on until the ascent up Mount Nebo. There was an RBT stop to break up the ride but on the top of the mountain it was only lightly misty. The lookout view out into the mist was stunning and our group of 13 luckily remained dry throughout the breakfast.

**Cindy Bennett, Member #4170**





The mid week ride in January was led by Dave Harvey subbing in for our Events guru Ben who was having bike troubles. We kicked off at Dayboro, and were soon joined by a mysterious F rider, which turned out to be Geoff Hodge on the loaner as his bike was at M&W getting a recall job done. Over the top, a nice coffee stop at CJ's Kilcoy where disappointingly only one

party pie was available, and we headed out to Jimna. Most bikes don't go this way, because after Jimna it is dirt. But just the ride to Jimna and back is worth it, with relentless twisties and spectacular countryside.

A lovely day and it was cooler up past the Conondale NP than down south, huge thanks to Dave and the group for such fun.

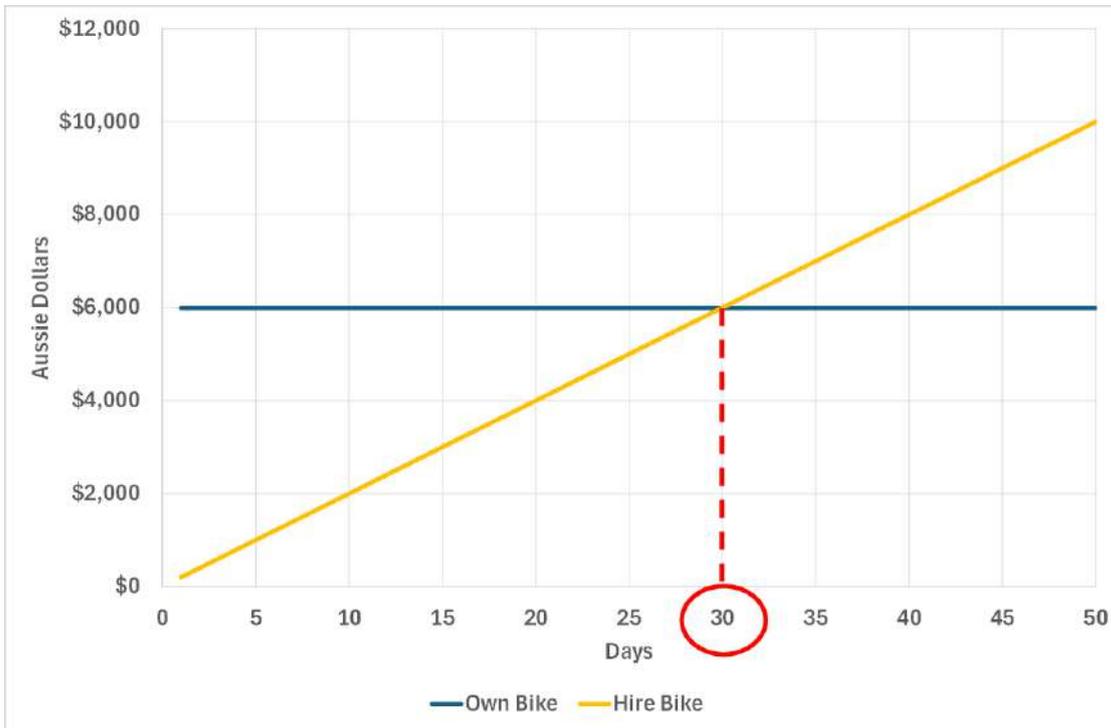


## By Duncan Bennett, Member #4171

The inevitable trade-off study, particularly for overseas or “OMG Perth is a long way away” travel, is do we rent or do we ship? Purely on a cost comparison basis for our upcoming USA trip, it is a no-brainer, 140-odd days at say A\$200 per day for 2 hire bikes equals nearly A\$60,000. Two very nice bikes we’ve bought, but then have to hand back. Shipping plus insurance is A\$6,000, about A\$38 per day. The cut-off purely on the basis of cost is in the order of 30 days for our USA trip.

Our friend Kathy hired a BMW 700GS for the 2017 Cairo to Cape Town, which probably cost her in the order of A\$16,000, but she didn’t have a suitable bike, and wasn’t going to buy one.

But it is never that simple, is it? The huge factors (and these have actually happened) are:



- How much do you need to be on your own bike? Thinking doing some hard-core dirt - many hire companies don't like this, if you come off doing off-road your insurance may be null and void.
- How reliant will you be on having the bike set up the way you need it? Thinking riding in NZ in October with snow

on the ground, and your hire bike doesn't have heated grips. Cindy in Europe with a windscreen that was freakin' awful, and the windscreens usually are. My F850GS bike that could only be started in neutral. Most hire bikes are naturally the Poverty Pack models.

- How comfortable are you not having tools/puncture repair/flat battery stuff? Thinking the Dalton Highway in Alaska on the F800GS hire bike, couldn't even change a tyre valve stem, or tighten the spinning mirror.....
- Shipping normally takes your bike for a long time. What are you going to do for a bike in the meantime? This adds huge value to the fly - hire - do zero maintenance - fly home option.

I absolutely love having my own bike. The sheer joy of getting on exactly the same bike, exactly set up the way I want, with exactly the right tyres and tools to do exactly what I want is priceless to me on the big trips. But renting also has some serious benefits besides the ease - you can hire something you want to try out, maybe an R1300GS, maybe a T7, maybe an Africa Twin, maybe a BMW you don't have. Maybe a Fat Boy. Maybe a Soft Tail. Hold on, sounds like I'm being selected for some activity in the prison showers when it comes to the Harleys.



## By Duncan Bennett, Member #4171

Spain, Portugal, and Morocco. We'd done all three which we decided was enough. It was time to turn around.

We left Part 2 at the end of Day 11 at Marrakesh in the Es Saadi Hotel, about to have a swim and a gin and a tonic. I can happily report that we achieved all three of those objectives. Talk of the casino next door were put to one side, we just wanted a dinner and, as per every other day of a trip, somewhere to do laundry. Up on "day off the bikes" Day 12, Marrakesh beckoned. An organised tour was organised, so off we went, deviating into any shade as it was already starting to get warm.



### **Nothing happens before a coffee in a red hat**

First stop was the Bahia Palace. This was a bit damaged in the 2023 earthquake, but the bits that are open are quite impressive. Having just completed a bathroom reno, and seeing how wrong tiling can go, the tiny little tiles are just incredible. The plaster starts at head height to

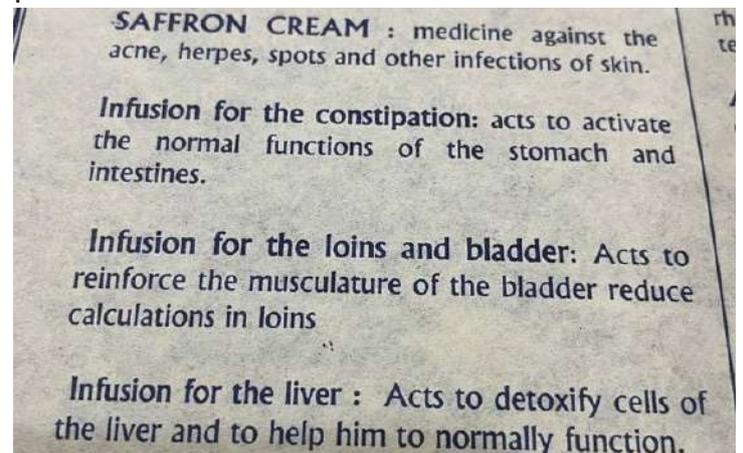
## SPAM PART 3 - BACK SPAIN

avoid people accidentally knocking holes in it with their ceremonial daggers and is actually made as standard panels off-site and installed like we do gyprock sheets.



### **Bahia Palace with the tiling done well**

Starting to sweat up big-time by now, we left the stillness of the palace and hit the old city markets. First stop was an Argane oil and general cosmetics and culinary products shop. We all packed into a small room and were given a presentation by a fairly dynamic chap. At one point while going through the wide range of culinary uses of Argane oil, he said it was very good to take after rooster. With Morocco being a French protectorate for a long time, he used the French work for rooster. I'll leave you to Googs that, but the effect on the crowd was impressive, Cindy and the crew up the front were trying to hold it together while Julia sitting behind me sounded like she was trying to swallow a motel pillow.



**Saffron allows you to stop using your loins to calculate the GST**

Loaded up with Saffron liver stuff to help him function normally in social situations, we wandered through the markets and tried to avoid getting run over by all the carts. It was now too hot to do anything but get into an air-conditioned restaurant for yet another awesome tajine lunch. Back to the hotel, it was a rare opportunity for relaxation before dressing up for a team dinner, right back in town about 100m from where we'd had lunch. No walking though, Uber 2 horsepower carriages had been organised. For people who had just been riding camels, this was the height of comfort and luxury.



***Julie and Cindy laughing at the plight of common people***

Into the restaurant, packed as usual because it was good, and another Morocco tour tradition continued – special water was distributed. Not sure why – alcohol isn't illegal – but many of us acted like 17 year olds at schoolies, pouring it out under the table when staff weren't watching, holding cups brimming with shiraz with the full-finger "could be tea" wrap, and generally behaving like ludicrously guilty people. No-one cares of course, full eye contact with a staff member while pouring a glass showed how utterly disinterested they were. The food came, and it was the usual awesome event with lots of excellent dishes. Done, we decided that hiding the special water bottles behind table legs would make nice surprise souvenirs to offer the restaurant staff, disinterested as they may be. Down and out into the markets, it was going off just like every other night.



***A quiet section of the markets***

Smashing through the crowds, we headed back to the hotel and prepped for Day 13. The unlucky day in the tour calendar, every Day 13 we've experienced has been disastrous. Day 13 on the Cairo to Cape Town was in Khartoum, Sudan. We had a heap of fun that day but didn't realise until later it meant we could never, ever, get a US ESTA visa, ever again. Day 13 on our Alaska tour was one of the best days I've ever had riding. Day 13 in South America was the Perito Moreno glacier. We'd just fixed Cindy's oil seal after her crash in Patagonia, it is still there, and the glacier was next level incredible. Hang on, maybe Day 13's are only disastrous because they have always been the best of days. The law of averages must therefore apply, and we must have resulting boring days. But let's just see how this Day 13 plays out.



***Every day started with the Tail End Charlie vest handover, here Cindy receiving from Mark M.***



Our first destination was the Ouzoud Waterfalls. This was a bit odd; a guide had been organised but he didn't say anything and it was like being guided to a Statue of Liberty viewing platform without getting any talk; you are showing us something bleeding obvious, what value are you adding? So we all strolled off, and checked out the falls on our own, while the guide tried hard to muster us back into a flock. These were growing falls, the water is calcium and magnesium rich, so they grow as these precipitate out.



### ***We'd lost the guide***

Eventually catching up with everyone at an out-of-the-truck lunch after wandering lost about the town, the temperature was not pleasant. And then the local police stepped in – please sit under our shady tree out the front of the station and we'll provide chairs. Just fabulous – out in the dry heat of Morocco a bit of shade works wonders. Luncheoned, we were back on for the ride through some spectacular country into Beni-Mellal.



***Says stop. In the name of love.***

Past the Bin El Ouidane dam, several opportunities were taken for “drive-by” photos, and we were back on the flats yet again after some truly epic sweeping bends coming through and off the Atlas. Another amazing Day 13, which is now pushing for The Best of Riding Days title and is definitely on the podium.



***That'll do Dave. That'll do.***

Into town and the hotel, it was all a bit of struggle as both of us weren't feeling that great. I blamed the camels, simply because they are the root cause of everything that goes wrong, for example the Black Death, Smallpox, the Spanish Inquisition, and World Wars 1 and 2 can all be traced back to a camel named Nigel. Firstly we hit the pool, almost literally because the tiles outside our room were insanely slippery.



***Some were more impressed by Beni-Mellal than others***



We were also very Dirham-poor, which didn't become clear until we were in a very basic grocery shop after a 2km march. I thought you had money was countered by I thought you had money? I can't have these peanuts then? Well yes you can but that means no chips, or water. Just peanuts. Sophie's choices managed, we were back through the stark town and into the hotel to eat our chips and drink our water.

Day 14, not sure where that sits in the riding days pantheon, was all about getting to the old capital city of Meknes, just to the west of Fez. Yet more spectacular riding interspersed with trips on the main roads, a highlight was the ride through the Aguelmam Azegza National Park. By this point of the trip Pamalee had grown tired of sitting in the van, and as she'd brought her helmet and jacket Doug and I were in open competition to have her on as a pillion. I won on this day perhaps because I'd told her that Doug is an excellent rider, which he really is. Raising my eyebrows and applying air quotes when saying excellent rider may have inadvertently led to some misinterpretation, but either way she decided to ride with me. The only downer was that the heat was getting up, so when riding in traffic or not in the shade it could be a little sweaty. Lunch was at an interesting place in the Park, out in the bush but with stalls selling yet more fossils and very good looking black orbs filled with purple or metallic crystals. These are somehow made by the locals but attempted to be passed off as natural – my suspicions were aroused when they showed one apparently full of cobalt crystals. One that was purchased also dissolved in water. The jig was up.



*Pamalee owning it with Duncan*

Endless winding roads through some rather

odd landscape of small stony ground with trees, including a bit of dusty dirt requiring some on-the-run mode adjustment out of Dynamic and into Enduro – thank heavens for BMWs – and the national parks theme continued into the Ifrane National Park. Once through that, we hit the dreaded main roads into town, including the incredibly slippery roundabouts. At one round-about Cindy actually had to give way to a strolling donkey. But rules are rules.



*A donkey, but not the actual right-of-way round-about donkey*

The Meknes hotel was excellent; the pool, the well-stocked bar and the restaurant menu, although the rooms were tiny. But we are adventure motorcyclists, and perfection is never attained. Breaking through the time barrier into Day 15, we were approaching the end of Morocco and this was our last full day. Target was Asilah, on the Atlantic only 30km south of the Strait of Gibraltar. We were looking forward to a beach, maybe a chance for a cooling off. But things to do before worrying about that, with a short ride out of Meknes to Volubilis. This was an ancient Berber-Roman city and reeked of advanced civilisation which started in the area some 5,000 years ago. Olives were the go, and still are.



*The 12 labours of Hercules consisted of some tough jobs, and some easy jobs*





A wander through the fantastic site in the heat, luckily a stall was open near the entrance to load up on water both internally and externally – it wasn't going to be cool any time soon. Some seriously wealthy people had obviously lived there, the mosaics were amazing and there were lots of them. But it was right on the edge of the Roman empire, hence there was always pressure from the Berber tribes loitering about the fringes. Eventually the cost-benefit analysis said it was not worth defending, and it slowly faded away.



### ***The Volubilis Shell servo shut down in 13 BC due to aggressive BerbOil marketing***

Back on the bikes, we trundled on. A memorable moment was a stop on the side of the road to re-group. There was a bit of off-road potential and we all charged off into the bush. We were all lucky as it turned out, not because it was a bit sandy or had baby-head rocks, but because there were hidden deep death holes.



### ***Huw and Liezel's jealously guarded death hole***

Coasting down to the coast, we pulled into the Asilah hotel. Some people believe in miracles, I didn't, until this hotel. We got a ground floor room. The rest had to drag their enormous bags up precipitous 2ft wide steps in a tight near-vertical spiral, it is written up in the bible somewhere because they must have deserved it. Casually dressed, we decided on a walk to the beach.



### ***Having thrust past the camels to the North Atlantic***

Having strolled about the beach for a bit and avoided the muddy bits, we decided on finding a bottle and having a drink back in our perfect bottom floor room before our group dinner. Googs said there were several bottles within a short distance. But this was Morocco, and the bottles turned out have everything but bottles, so once again water and chips was the result. Out to an excellent dinner with the gang, we prepped for our final night in Africa by doing absolutely no preparation except ensuring we still had some form of passport. Day 16 arrived and with it an avalanche of luggage and punters down the stairs. We had to get to the Tangiers Port for our 11am departure but the ferry could be a bit random so we needed to get there early, so onto the BMW seats now well-sculpted to our collective cheeks. It was only about 70km and mainly on freeways, at about 8:30am we were in hang-about mode. Usual stuff-up with currency – we don't need any more Dirhams – swap all except a few coins back into Euro – hang on is that a café over there? – yes – how much

for a coffee? – slightly more than my remaining Dirhams god-dammit! – quick stop that person changing all their Dirhams! I'll give them my first born! – oh thank you so much – can you give me a bit more so I can get a slice of cake as well?



## ***Seeking more warmth than the baking hot sun can provide***

Onto the ferry after the usual inspections and multiple checking of personal and vehicle documentation, always excitingly random, and we could relax. Getting into Spain was far less of a pain than going the other way, so we could just cruise across the gap and have a nice galley cheeseburger luncheon along the way. We lobbed into Algeciras Port, now confidently speaking perfect Spanish once again, apart from the occasional panicky “merci beaucoup” when dealing with service providers and officials. On the bikes and off the ferry, Julia led us to a spot on the waterfront to take a proper look at one of the world’s most strategic bits of geology; the Rock of Gibraltar.

A bit of a split occurred after the group photo. When we'd originally signed up for the Spain Portugal and Morocco tour Gibraltar was part of the itinerary, with a lunch at the Rock before heading off to the ancient Spanish town of Ronda.



***The Rock and the Rollers (Julie Fernandez collection)***

The problem was the previous tours had arrived at the Rock at 3:30pm, a touch late for lunch and resulting in Ronda arrival close to 8pm. But for Cindy and I and our old mates Peter and Michele, Gibraltar wasn't a nice to have, it was a must. So while the rest of the crowd chuffed off to the east and then north, we went about 1km to Gibraltar immigration. Fears about getting into the UK out of Spain, given all the Brexit palaver, were quickly put to bed and the biggest delay in the process was getting the passport out. Bang went the stamp, next. Then into the tight little outpost, these days accessed by a tunnel under the airport runway rather than having to run across between planes. The traffic wasn't too bad, but the streets are pretty tight and there are a lot of 1 ways. But within 10 minutes of splitting off from the group we were checking into the Bristol Hotel. Air-con on and relax.



## ***Forgot about this nightmare***

Out for a wander about town, it was joyous. Just after 5pm and everything was open; shops, pubs, and restaurants. Spoiled for choice for pre-dinners, dinner with drinks, and trying to find a UK power adapter. Pre-dinners first, go full traditional with gin and tonics and pints of



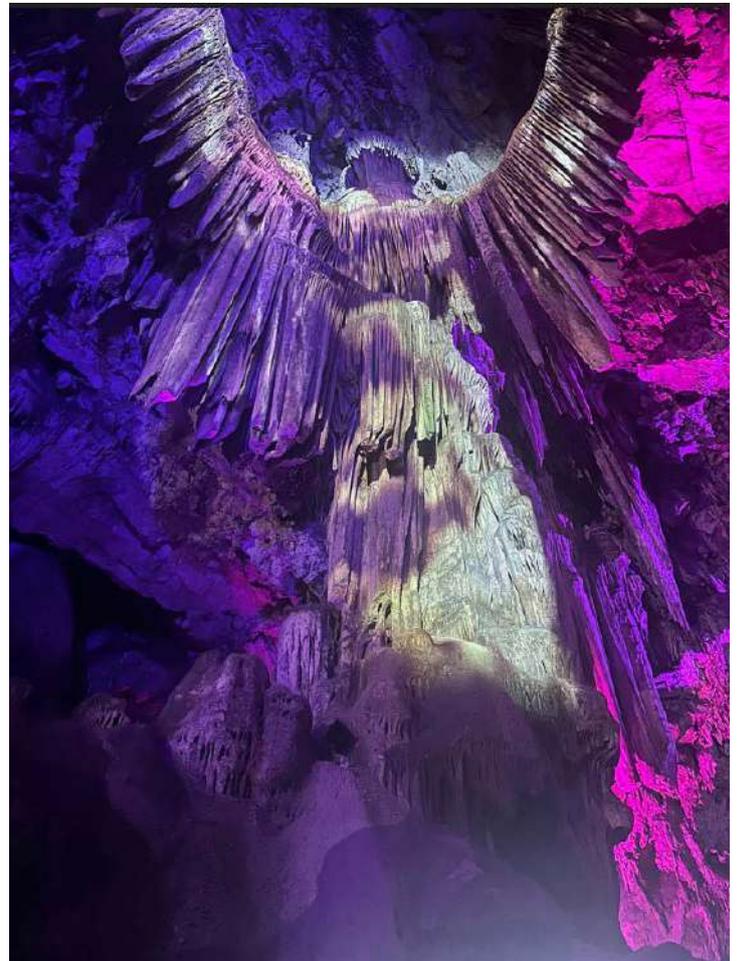
Old Speckled Hen. Then off to the Lord Nelson for dinner.



***The lost child. Mummy bought him an Old Speckled Hen.***

Spoiler alert. Day 17 was one of those perfect adventure motorcycling days. We were up early-ish when the Old Speckled rooster crowed, went up town for a breakfast, then our Cindy-organised tour guide Tommy turned up. The man reeked Gibraltar learning, he had been born here and his heritage was classic – British Navy father meets mother who was the daughter of Spanish civil war refugees. The Rock dynamics are very interesting. When Queen Elizabeth visited in 1954, Franco was so annoyed that eventually he completely shut it off – no food, no telephones, no nothing. Tommy and his family used to stand on one side of the airport and use binoculars to see their grandparents holding up signs on the other side. But every referendum about who should own the Rock just annoyed Franco even more as it was overwhelmingly to stay with Britain. These days the Spaniards

still want it back, but like the Argentinians with the Falklands, ain't getting it. Way bigger issues exist these days. The interesting thing is a huge number of people, both tourists and workers enter Gibraltar every day, but we were part of a surprisingly small number who stay a night.



### ***St Michael's Cave angel***

Anyway, up the Rock. First to a spot celebrating the importance of Gibraltar for the ancient and the modern world, it was a pillar of Hercules, the other being across the strait at Jebel Musa. Going back a long time Gibraltar was joined to Africa, then it separated, then the Atlantic flooded in to make the Mediterranean, so the Hercules story isn't that far from reality. Next stop was the caves, Gibraltar is limestone so there are a few ancient natural ones besides the 54km of tunnels in a Rock that is only 3km long and 1km wide. The caves were well done, with a light show explaining the geology of the area and plenty of seats for the Old Speckled victims.

Next, we were going up the top. Expectations were that we must catch a cable car or do



steps or something, but there is actually a road which winds its way up, involving a few three to five-point turns. Eventually we got to the top, nearly, and the Tetris parking of tour vans was something to see. Then the steps, around and over old bunkers and observation posts. During WW2 the expansion of the tunnels was huge, and those at the Rock lived underground and could travel anywhere without going outside.



*Yeah, just working the hammies*



*Top of the Rock*

Back down, we were off to the macaque feeding area. The history of the macaques is interesting, our guide firmly believes they were not native to that side of the strait, and had been brought over from Morocco as pets by the Moors which makes sense. They live up on the Rock and are very tightly managed and monitored. Feeding and providing water up on the Rock stops the likelihood of attraction into the town which would not end well.



*What? Carrots, potatoes and apples? Again?*

A stroll through the original galleries that were dug out by the British after they took over in the early 1700's, and we were back to the hotel for a quick change into riding togs. That tour was one of the best we've ever done by the way – getting the history from someone who was born there, knew everything, and who made it great fun ticked all the tour boxes. Tommy ticked more boxes by telling us that a circumnavigation around the Rock was well worth it, and even gave us the premier riding route to get to Ronda.



*Pedestrians still wait to cross*



Getting back into Spain took even less time than getting out, we even had our own motorcycle and bicycle lane to bypass the large queue of cars. Through La Linea, and north through the rural countryside it was lovely cruising on a beautiful day. We stopped for an excellent lunch in a suburb of Los Angeles, or LA as it is usually known, before heading up into the hills.



***Bunnings Spain mainly stock the white paint shades***

This road was one of the tour highlights, endless twisties through steep hills with little white house villages dotted along the spurs. The BMW's just purred along, and all was good. A few stops at spectacular lookouts, and we dropped off the peaks via even more superlative overload roads into Help me Ronda. Truly one of the best days we've ever had in motorcycle travel coming to an end at the Parador de Ronda hotel.



***O Canada! Our cow and native land!***

First job in a famous ancient city – laundry. Way past reeking and well into sepsis ward. We had no alternative but to bundle the toxic brew into a tight bacterial ball and wander off up the street. Hopes are always low or whatever is less than low when it comes to hope, laundry disappointment has moved into expectation over the years. But we found the Nature Lavanderia, and it was open. And it had automatic detergent addition. And there was a supermarket just up the road selling cans of wine and beer. And it had another customer who selected and started a machine that his clothes weren't in, and couldn't stop it, which made it a lot of fun.



***Ronda new bridge, which isn't that new***

Day 18 plan was Granada, so heading a bit further east along the bottom of Spain. The roads were excellent, this part of Spain is very hilly so the roads are not at all straight. We were right into the heart of olive country here, the trees are just everywhere. As always, a photo idea became an obsession, this time getting a shot of the bike nestled amongst olive trees with a geologically interesting hill or mountain in the background. Several near-perfect ones were discarded for various reasons, including power lines and someone using their driveway which prevented me from parking in the middle of it, before finding one that was a good as it could get after I'd removed a shopping bag from the frame. When doing the artistic shot, extra care must be taken not to drop the bike because often you are out of sight of the road, and the support van drivers Juan or João would not see

you. So you would have to walk all the way to the road, wave them down, and wait comfortably in the shade while they picked up the bike and straightened the mirrors.



### ***Briefly quelled the day's obsession***

Motoring along, the slight tummy issue that I'd picked up in Morocco surfaced suddenly. I'd been hoovering Imodium like they were party drugs since Marrakesh, but they weren't working their usual magic and the jelly wasn't setting. I was carrying an emergency pack with everything including abattoir floor wipes, so full pressure on the brakes and off in a flash. Luckily there was plenty of bush so up the hill I went.



***Mark Mustchin destroys the cucumber sandwich as a menu item. Forever.***

A good spot was selected, but when coming in for the carrier landing, I slipped and went down into a gully and into a prickly bush. I discovered Gore-Tex doesn't protect from prickles, a Klim fail there. But the fall shock worked better than Imodium, and once the prickles were pulled out of the seat I could return to the bike and head on my tentative way after giving a coded series of nods to João, who understood none of them. Into lunch at an impressive picnic area below a limestone mountain, no-one needed to know why I was a bit late.

Ploughing on, it was more nice roads into Granada. Into the city, I blatantly rode through a red light, because if I hadn't, people would have died. Vulnerable people, including children. Into the Hotel Alixares, we stopped out the front. Police pulled in behind us, the same police that had been stopped on the other side of the red light. No eye contact was made. Then more police arrived.

Obviously they couldn't pinpoint exactly who the red light runner was, they needed back-up to interrogate all of us and prevent escapes. We ignored them. Strangely, they ignored us. Maybe Julia was already in custody, helping them with their enquiries. Fine, we'll worry about parking. 14 bikes into space for 8½ bikes, on the side stand some were so badly trapped that we had to pass meals to them from the buffet on the other side of the windows.



### ***Grand Granada***

Day 19 started with a tour of the Alhambra,



one of the premier examples of Islamic palace and fortress architecture. Having slaves was obviously helpful in getting stuff done, Human Resources Departments were not too common back then. The complex is enormous and has all the features of the Islamic period plus the mods made after the Reconquista, when it was surrendered without a fight.



***Our guide showing the dent Christopher Columbus made with his Hyundai***

Our afternoon wasn't that taxing, it was only to Cordoba. For one of the first times the group was split up getting to our hotel in the old city, with some going one way and others going another way, but we all made it which was very disappointing for storytellers. Cordoba is a pleasant and old-world place, with lots of hard surfaces. Usual progression through history for these southern Spanish places – Neanderthals, homo sapiens, pre-urban settlements, growth via agriculture and metallurgy, Carthaginian settlement, Roman take-over, Visigoth take-over, Islamic take-over, and Reconquista with the normal sackings, destructions, expansions, and civil works. Also the usual dramas trying to find somewhere that opened for dinner before 10pm, luckily one of the group discovered a bar and we were in.

Day 20 and the journey west was in earnest now. Portugal earnest in fact. After a few navigational dramas including Nic riding back towards us and realising his direction could be misinterpreted as us going the wrong way rather than him going the wrong way so giving a confusing pointing

signal, we were out of Cordoba and into the countryside.



***Cindy admiring the Mezquita-Catedral de Cordoba in her nightie***

The awesome roads refused to go away, and we did a lot of "could only be in Spain" cruisin', then suddenly we were back in the cork trees. A stop in the inevitable olive grove for lunch, where the men's loo was designated from 0° to 359°, and the ladies were given a generous 1° as this was the only practical solution to the ill-defined problem of blokes just dropping the tweeds anywhere that isn't obviously in direct line of sight of the windows of a primary school.

Then suddenly a border sign appeared. No room to park, but everyone did anyway. Photos to celebrate getting back into Portugal, some near misses with traffic, then back on, across a very big dam, and into one of the of the numerous fortress towns for a break. This one was the Castelo de Monsaraz, and parking on the baby-head sized cobbles reminded us that challenging adventure motorcycling was already being planned for back in the 14th century.



*Seems a familiar name*

A wander through the old town, into the bull fighting arena, and ending up in the Inquisition Museum. Cindy then called to say everyone was leaving, which was unfortunate as I was literally at the other end of the town. Never mind, a jog with sweat sluicing down inside every article of clothing, and I made it back to find that I was nowhere near last and could have strolled.



*John deciding that they wouldn't build it if it wasn't safe*

Across into Evora for our final tour night, and

yet another excellent hotel, a highlight of this one being our room about 10ft from reception. The tour routine continued – drinks at the bar then off into town for dinner, then read the WhatsApp messages from Julia about what on earth was happening the following day. When the following Day 21 appeared, there was no pressure to leave early as there wasn't far to go to Lisbon, so we had a look about the town. Evora is famous for a cathedral with an ossuary, the cathedral doesn't draw many visitors but the ossuary brings in loads. Everyone is interested in bones, especially when there are enough of them to make a large chapel. Built by Franciscan monks out of 5,000 skeletons, there were likely skills learned on the job that weren't easily transferable, and probably weren't worth highlighting in the resume, unless applying for a position to stock supermarket shelves with lamb shanks.



*Plenty of places to hide the car keys*

On for the final time, it was a relatively quick trip via the freeways for the 130km into Lisbon. A last conga-line re-fuel, some roadworks deviations from the preferred route, and then suddenly we were pulling into MotoXplorers. Off my F850GS and Cindy's F750GS, we had put 10,000km on them so it was a sad moment, as they had been comfortable and ultra-reliable which are the main hopes for a hire bike. Always at the end of a big trip, feelings are mixed – happy to have made it, but sad to have to accept it was all over. We had truly seen some amazing places and some fabulous scenery, so no real call for sorrow. Especially as MotoXplorers put on the best end-of-tour drinks in the history of end-of-tour drinks. Helped us all jump for the group photo and ignore the pain of the broken hips.



### ***Who said motorcyclists can't jump?***

That night we were out to a dinner down by the waterfront, where no-one had any wines or beers because we all wanted to experience life without social enhancements. Yeah right. Many of us were staying a few days extra - we weren't, but we still had time to get to the legendary Fantastic World of Portuguese Sardines. If you like sardines, this is your vision of heaven. Year dated tins are great, a few 19XX tins were purchased for selves, friends, and family.

A joy for us on this trip was we knew we would see each other again, as we already have most, and obviously our ten BMWMCQ friends a lot.

We have always been very lucky on our tours, and this one was the same – every person on it was great fun to be with. So once again, this small series of wafflings are dedicated to the SPAM tour group – led by the redoubtable Julia, who tragically we never saw riding like we know she can.

On the downside we now have a taste for Europe.

That's all folks.



# A TRIBUTE PAGE TO THE F850GS

FEBRUARY 2025



BMW Motorcycle Club of Queensland

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By Paul Jacobsen, Member #4426

Any club members that know me know I tend to favour the mid-size parallel twins when it comes to BMW's, or any bike for that matter. I don't have the long BMW history of some club members but over a decade ago on a G650GS single is where it started after a long more dirt bike focused background. The BMW gave me the taste of longer adventure type discovery rides, I am no world traveller or desert outback adventurer, but I have done my fair share up and down the east coast and either side of The Great Divide of Australia on the road and the dirt.

Enough about me this is meant to be about the fact having spent a decade on BMW Parallel Twins now, and through some evolution of them which I also own I think it gives me some cred to talk about them. My first BMW Parallel Twin was a new 2014 F700GS, it was a relatively short ownership even by my standards, by the time I had lost a bit of shape on a front tyre I knew it was really the 800 that was going to be a better fit for me, so within the first year trotted off back to Morgan and Wacker and traded the blue 700 on a red 2015 F800GS. This was the bike that really cemented my sentimental like for the F800GS, just how sentimental that would be I probably wouldn't realise until years later.



The F650/F800GS release in 2008 was a much hyped event, a mid size BMW GS twin to come in a more road focused version the 650, and a more adventure focused 800, and of course the model designation of 650 and 800 yet having the same base engine also contributed to the hype, or was that confusion, hmm. The 800 for me gave that balance of size, weight, capability as an adventure bike, reliability of the Rotax engine and bike in general, and the go anywhere mindset I had when on it, well almost anywhere, there was this one time on Billy Goats Track in VIC High Country I wasn't sure about.

The 800 isn't perfect at anything, at times the engine can be a bit buzzy, the power delivery is just a linear increase while having good torque and 85hp isn't that exciting on the power delivery, the quirky under seat tank helps keep the centre of gravity low, gives pluses like the airbox can be situated up high to help water ingress, but the downside lighter weighted front wheel means you really have to get up on the pegs and over the front when you want to turn hard in the dirt. The brakes while Brembo's aren't the latest and greatest, get on any modern adventure bike and the feel and bite of the Brembo's is light years ahead of the F7/F8, but they work ok. The tech on the bike is basic but pretty good, ESA, Traction Control, some Riding Modes all pretty much are on the basic money.

The 16 ltr tank just works for me, of course in 2013 the F800GSA came along with the 24 ltr, but for me the 16ltr and my use the 350-400km was right.

There really isn't much that needs addressing on the F800GS, the buzziness if annoying can be really smoothed out with an aftermarket pipe, and a fuel controller if you want. The Top Shock Bolt Support is a known weak spot for loaded or harder off-road ridden bikes, but a better bolt or an aftermarket brace fixes that. And for those who might want to go harder offroad suspension packages are an easy solution, although the pre 2013 model with 45mm Marzocchi forks were a bit harder to address than the 2013+ 43mm WP Forks.

After all that it might sound like a bit of a downer, but no, not for me, while the bike isn't perfect it just does everything well and is a great fit for me, my 70,000km on the red 800, and 20,00km on the grey F800GSA I had after it were all very enjoyable and memorable.



This brings to me to the next iteration which I also own, the F750/850GS.

It did take me quite a few years to take the leap of faith from the old F800GS to the new F850GS, but this was the period I gave the Water-Cooled Boxers a go. I did test ride an 850 loan bike in this period when my boxer was getting serviced, but it didn't tempt me much at that stage. The complete redesign of the bike had plenty going for it, and the newly designed and built engine

had lots of talking points and questions, could the new Chinese built engine stand the test of time. The bike also has lots of the similar electronics of the 2018 1200 of the day, which all worked very well if you are into those sort of things. I watched the bike through other owners very closely over the years, there were some failures, but no more than any other bike really from what I can tell, and it was proving to be a reliable bike in general, although test of time which I mentioned earlier may be subjective to some.

So finally in early 2023 I decided it was time to buy an F850GS, my intention was for more of an adventure tourer / dirt road type bike, so keep that in mind with what I say from here on in. Over the prior 12m's I test rode all the competitors I thought I was interested in, and didn't get off any of them saying to myself I really want that bike, it was deflating actually as I really wanted a new touring bike and thought one of them must be right surely. It wasn't until just by chance and opportunity I took an 850 for a ride for the first time since I had the 2018 loan bike and knew straight away it was the one that felt best to me, it must just be that BMW fit, I went straight in and ordered a Triple Black.



It really is a beautiful bike to own and ride, when I go from my F800GS to the F850GS I only have to leave my driveway and get halfway down the road to realise I am on a bike with 15+ years of advancement on it, everything from the



electronics, chassis, engine, brakes, handling, it truly is a lovely bike to ride. Comparing various things between the old 800 and new 850, there's that confusing BMW lingo again, now they go and call the new 2024 bikes 800/900, it does my head in.

Anyway, back on the Parallel Twin generation comparisons, it really helps I own both and spend almost as much time on each in the same places, but remember these are just my thoughts.

Engine, while the old 800 is flat and almost boring with a bit of buzz in some rev ranges, put the 850 in dynamic mode is exciting and silky smooth with its 270deg crank and an instant power hit from down low that keeps pulling all the way up.

Brakes, the old 800 brakes take a bit of effort and a bit woody, the 850 I find myself using 1 or 2 finger on the front only and a very good feel in places I apply both on the 800 (they aren't linked brakes on either).

Suspension, while the 800 is probably a touch firmer, it works ok adv touring, it's not till you push harder on the dirt it comes up a bit short, but the 850 seems to have that right set up front and back for adventure touring on our crappy QLD backroads and mountains, the 850 is plush yet controlled, handles well, and comfortable for hours, some might say it's a bit soft on the front, but I find it works well.

The electronics, there is just no comparison between the 2 bikes, those that like it and with the water cooled boxer GS's and other modern BMW's know how well everything from the Modes, TFT, Controls, Dynamics, Cruise Control, ESA etc all work together, as I say they aren't everyone's cup of tea, and that's fine, but it really helps to make the 850 what it is as an adventure tourer.

Fuel, both bikes are very fuel efficient, the 850 might just have the edge, but it also has a tiny

bit smaller tank. I mentioned earlier the 800 on my normal rides gets 350-400km, the 850 on what I call my typical ride similar to a BMW Club Sunday lunch ride, a midweek ride or an overnighter it gets min 350km (fuel light on by 300km), and mostly closer to 400km dry, the current 850 tank as I write this which is pretty much the norm is sitting on 384KM travelled, showing 25 till empty, 3.8ltrs per 100km consumed, one day I will brave it and see when it runs out. There is a bit of a trick with filling the 850's up, when you think its full let it settle and do that about 5 more times, it's amazing how you can keep squeezing a bit more in as the long filler neck really traps quite a bit of air inside that takes a second or 2 to vent out creating room for a bit more fuel. Of course, there are larger tank Adventure Models of each bike available if supertanker is your thing, I just find the standard GS's a better compromise for me.

Servicing, Oil and Filter changes are relatively simple and inexpensive on both bikes, I haven't found servicing expensive or difficult on either, however valve checks are a bit more work than a boxer although their frequency isn't onerous.



So I guess here is where I get back to the sentimental bit about F800GS's I mentioned earlier, I had full intention of selling the 800 when I got the 850, it wasn't till I got to the point of prepping it for sale and listing it I realised just how attached I was, it might not sound like it

when I describe how the 850 has some better elements to it, but the 800 just has the really good fit feel when I ride it, hard to explain but I liken it to the fact I also like riding my DR650, a 20 year old design, while there is better more capable harder core adventure bikes around, there's something special about going back in time and riding a bike that's a bit roarer in character, yet does a perfectly fine job. I imagine it's like the feeling a lot of the other club members who own both newer and older BMW's get and may be able to relate too, you enjoy riding both. Anyway, that sentimental attachment which is more about the concept of a F800GS rather than the individual bike, actually lead me to picking up a very good condition last model Blue Rotax 800 which I hope to hold onto



for a long time as I really do like riding both.

I know there isn't too many Twin 650/700/750/800/850 and now 800/900 owners in the club, although that is increasing, but if anyone wants a sit or ride or a question just yell out, won't be able to tell you much about the new 900/800 but they are very closely related to the 850. And if any current or previous owners, or anyone with experience on the 650/700/800/850/900 have any thoughts on what I have said, I'd love to hear that too.





# COFFEE MORNING

*A roll-up of epic proportions was witnessed at the January Coffee Morning at Cleveland Lighthouse Cafe. At least 25 attendees enjoyed the high tide Bayside ambience.*



***The below is a summary of the responsibilities for each BMWMCQ Management Committee role:***

***PRESIDENT – MUST BE A FULL BMWMCQ MEMBER (own a BMW Motorcycle)***

- Face of the Club and representative of the Club in dealings with outside organisations.
- Manage the affairs of the Club in accord with the objects of the Club constitution and in its fiscal and social responsibilities.
- Promote the benefit of Club membership across the community.
- First point of contact for resolution/escalation of member issues and grievances.
- Chair all General and Committee Meetings.
- Undertake the role of Clubs Australia representative or co-opt a suitable member.

***VICE PRESIDENT – MUST BE A FULL BMWMCQ MEMBER (own a BMW Motorcycle)***

- Offer support to the President across the full range of their responsibilities.
- Perform the tasks of President in the absence of the President for whatever reason.

***TREASURER – MUST BE A FULL BMWMCQ MEMBER (own a BMW Motorcycle)***

- Manage the financial affairs of the Club including administering bank accounts in accordance with prudent financial governance.
- Identify and make recommendations as to areas of financial risk or opportunity within the Club accounts.
- Prepare and send invoices to Club Journal sponsors for their advertising space.
- Maintain and report monthly to the Club with a Trading Statement showing income and expenses for the month.
- Prepare the Club's annual return after the end of the club financial year (31 January) for audit and presentation to the membership before the March AGM.
- Provide Financial Statements for the foregoing financial year to the Office of Fair Trading in accordance with the requirements of the Associations Incorporation Act (QLD).
- Preparation of annual budget.

***SECRETARY – MUST BE A FULL BMWMCQ MEMBER (own a BMW Motorcycle)***

- Primary point of contact for Club correspondence.
- Record and prepare minutes from Club General and committee meetings.
- Advertise the annual general meeting in March giving at least 14 days notification of the time and place for the AGM.
- Call for nominations for all committee positions.
- Maintain and clear mail from the Club's Post Office Box and respond to or distribute all correspondence as required.

**RECORDS OFFICER**

- Maintain a register of all financial club members.
- Notify existing members of their membership renewal date.
- Distribute Club membership cards.
- Welcome and receive new members into the Club and send out membership cards, website member access and an information pack on Club activities.

**REGALIA OFFICER**

- Coordination and ensuring the design of regalia is in keeping with BMWMCQ and BMW Clubs standards.
- Ensure regalia is at least “cost neutral” to the Club.
- Promotion of Club regalia to the membership in the Journal, at events and at meetings.
- Present new regalia designs and pricing to the Management Committee for approval to purchase.
- Negotiate with potential suppliers who are able to supply branded merchandise at a reasonable price and standard.
- Manage transfer of regalia sales funds into the BMWMCQ account through the Treasurer.
- Help members in procurement of regalia items, including ordering and postage.

**EVENTS OFFICER**

- Coordination of tours and outings for BMWMCQ.
- Planning events calendar for the year.
- Encourage members to lead rides and organise events.
- Promote events through social media, calendar in the Journal as well as on the website.
- Book venues as needed in conjunction with the organising members.
- Continually review and assess events for level of interest and take on feedback from members in future planning.

**TOOLS OFFICER**

- Maintain a register of Club tools and keep the tools in a secure space.
- Coordinate the loan of Club tools and maintain a register of tools on loan and ensure they are returned in a timely manner.
- Make recommendations to the committee for the replacement of or purchase of tools that would be of use to members at service days or for loan.
- Arrange and advertise Club service days generally to be held on a quarterly basis.
- Transport Club tools to and from the service days and ensure all tools are accounted for.

- Arrange food & materials for a BBQ at the service days with surplus funds to be donated to the Club's charity of choice.

## **JOURNAL EDITOR**

- Prepare and distribute an electronic journal recording Club activities generally on a monthly basis.
- Encourage members to contribute to the Journal with articles and stories related to motorcycles and motorcycling.
- Edit articles in order to maintain the integrity of the Journal and protect the Club from any potential claim of offence from what is written in the journal.
- Ensure that sponsors paying for advertising space in the journal have their contributions duly included.

## **DEALER LIAISON**

- Establish and maintain a relationship with the BMW Motorcycle dealers around the State so as to be aware of changes and additions to offerings from the dealers.
- Bring this news to the attention of the membership.
- Promote the benefits of club membership especially to the sales personnel so they encourage new BMW Motorrad customers.

## **NON-COMMITTEE ROLES – Co-opted as needed from the membership by Management Committee (not voted on at AGM)**

### **CLUBS AUSTRALIA REPRESENTATIVE**

- Act as the interface between the BMWMCQ and Clubs Australia.
- Attend the Clubs Australia AGM representing BMWMCQ and report back to the Committee on any outcomes and potential areas to be supported as required.

### **TRAINING COORDINATOR**

- Act as the interface between training providers and BMWMCQ.
- Recommend appropriate training opportunities and promote as required.

### **IT COORDINATOR**

- Act as a subject-matter expert in relation to the reliable and efficient administration of the Club website including membership database.
- Make recommendations to the Committee on new technology as appropriate to the reliable running of the website.
- Set up and maintain Committee email address profiles on an annual basis.

### **DATING OFFICER**

In consultation with Records Officer:

- Maintain the historic vehicle register for BMWMCQ.
- Arrange Length of Membership Certificates and Mileage Certificates for eligible members.
- Prepare letter in the required format for club members making application to the QLD government for a Special Interest Vehicle Registration.



**Smart Rider Academy have the below courses scheduled for just \$50, including the Level 2 course. Remember you can claim the \$50 back with the Training Subsidy program (see below).**

February 9 @ 9:00 am - 4:00 pm AEST

**"How to keep it UP-RIGHT" – Jimboomba**

**Jimboomba State School** 97-103 Brisbane St, Jimboomba, QLD, Australia

SUN 9

👉 Improved Skills 👉 Reduced Risks 👉 Greater Confidence 😄 MORE FUN

You already know how to ride but maybe you...

\$50.00

February 23 @ 9:00 am - 4:00 pm AEST

**"How to keep it UP-RIGHT" – Redcliffe \*\*Level 2\*\***

**Redcliffe Showgrounds (Northern District Rod & Car Club)** Redcliffe Show Grounds, Scarborough Rd., Redcliffe, QLD, Australia

SUN 23

👉 Improved Skills 👉 Reduced Risks 👉 Greater Confidence 😄 MORE FUN

Lets go further to improve your skills, and ride...

[Get Tickets](#) \$50.00

### 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.**

## 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:

[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!



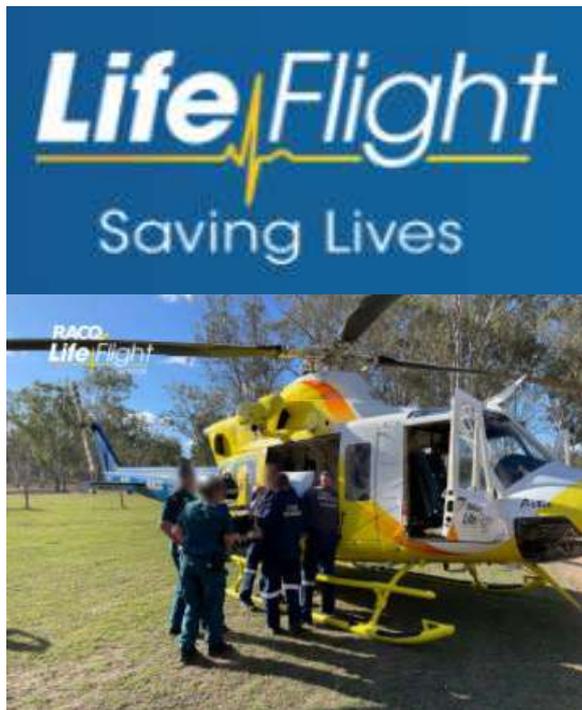


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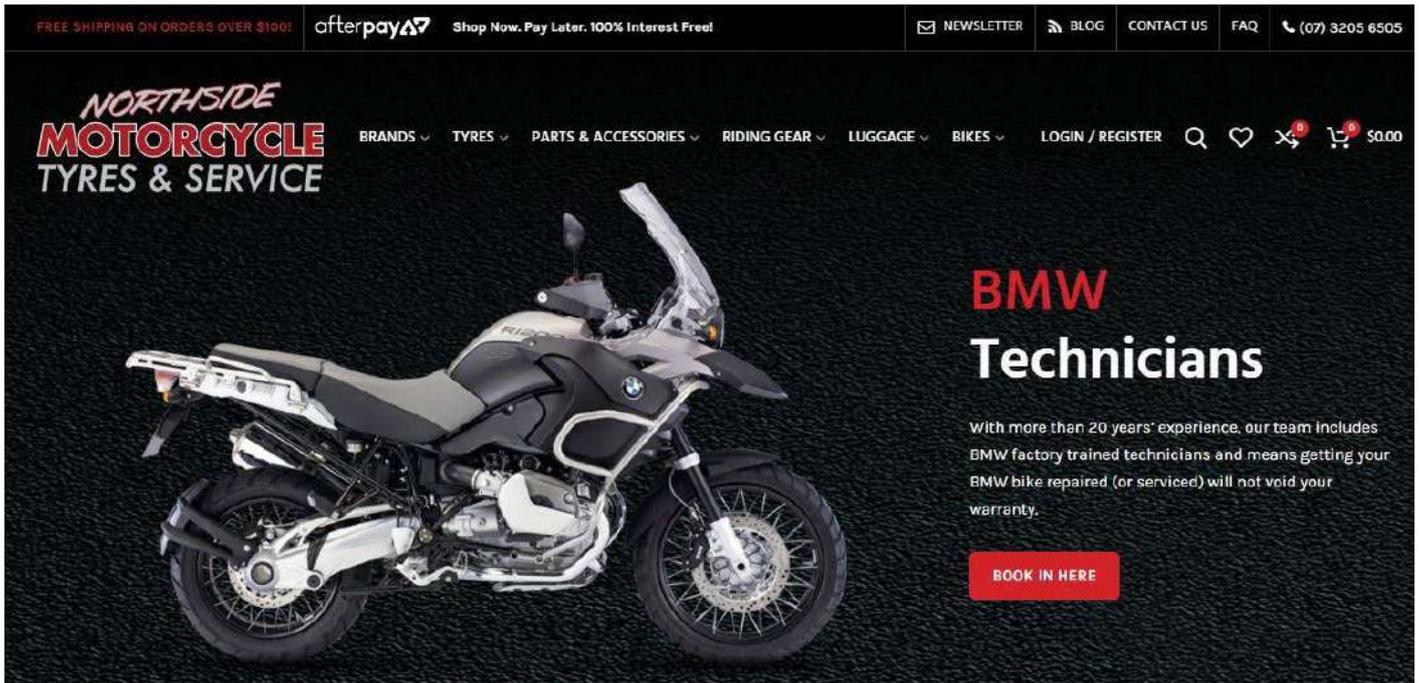
## Count yourself in!

- 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.



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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.

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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.

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Photo of the month from our Club Facebook page was posted by one of our North QLD contingent, Klaus Zillner at Millaa Millaa Falls on the Atherton Tablelands.

Stay tuned for a story by Klaus in next months Journal on his and Kerry's Darwin to Melbourne ride last year. Can't wait!

## 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.



# 5 YEAR WARRANTY IS ONLY THE BEGINNING

EXPERIENCE SELECTED SAVINGS ACROSS THE  
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 SCAN ME

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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 rubber is about to hit the road, in one month voting will need to take place at the AGM under two separate Special Resolution votes:

1. To approve the determination and fixing of the annual membership subscription based on the financial needs of the club for the next calendar year.
2. To approve the inclusion of Events Officer in the Membership of Management Committee positions.

The changes in grammar and format have been done to bring the Constitution in line with the Model Rules and include updated sections to the Constitution in line with updates to the Associations Incorporation Act 1981, specifically the Grievance Procedure and Prohibition on use of information on register of members. These are not changes to the rules, as the Grievance Procedure and Prohibition on use of information are in the Act they apply anyway, therefore do not need a vote.

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. But it still needs to be voted on.

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 as the model rules.

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, unless the Special Resolution 1 is carried. 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.*

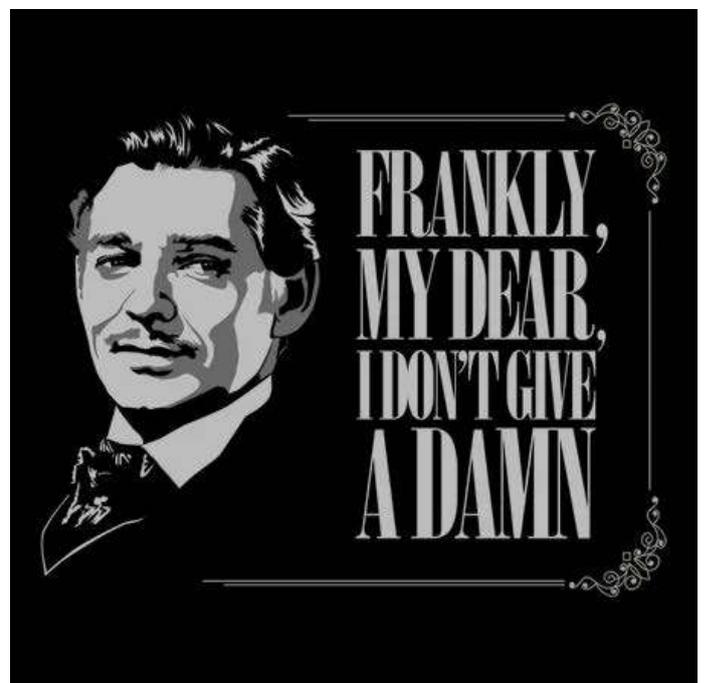
*Proposed by, Les Fitzpatrick, member number 1956 [signed]*

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

<sup>16</sup> 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 Resolutions 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 - but doesn't need a vote**)

### 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 - but doesn't need a vote)**

- (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 - SR Vote Required)**
  - (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 - but doesn't need a vote)**

(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 - but doesn't need a vote)**

(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 - SR Vote Required)**

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

(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 - but doesn't need a vote)** 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. **The vote will be a YES or NO for the Special Resolution, and a separate YES or NO for the inclusion of the Events Officer.**

Under the assumption that the Special Resolution and/or the Events Officer 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**



## Darryl Gowlett

## Treasurer's Report

**Editor: Note that none of the following was discussed with the Club's management committee either formally or informally before the Editor received it from the Treasurer at 11:20am on 31 January 2025, hence while I present the text in full without alteration, I freely exercise the Editor's right to comment on the text, and correct errors.**

### Looking to 2025 from the Treasurer's viewpoint

Every year, possibly through sound fiscal management, the Club makes a profit. In 2022 it was \$5900, in 2023 it was \$11500, and this year it will be \$3100. 2023 is the outlier as we ran a very successful event for the 100 year anniversary, and this year's is lower because we spent nearly \$3900 replacing the editorial computer and peripherals. So, you could average out our annual profit at \$6000, which we would expect to maintain in the coming years. We don't produce a physical Journal any more, but you can see that maintaining the Club website and producing the brilliant publication we have still comes at a cost. However, I work on the KISS principle and don't overly worry about particular items of income or expenditure, but consider that when all incomings have come in and all outgoings have gone out, we're still making \$6K per year.

You'll notice I'm using round figures because they're easier to grasp when considering things, and to that end, we currently have \$60000 in the kick, which we must deal with. As we're a 'not for profit' organisation we're constitutionally and legally not allowed to put it in our pockets. It's also contentious that partially funding parties for 40 Members and 10 non-members is not necessarily in the spirit of that fundamental rule. But what to do with the dough? We have, and always have had, 280 odd Members, how odd is for another conversation, so we could give everybody \$200 and the money would be spent. But that's not in the rules. So how do we benefit all the Members with all the savings we've accrued that is within the rules, given that the break down by location is:

Area	%	Area	%	Area	%
Greater Brisbane	68	Ipswich to the range	3	Beenleigh to the Border	4
Caboolture to Gympie	9	Gympie to Bundaberg	2	Bundaberg to Rockhampton	2
Toowoomba west	5	Far north Queensland	2	Interstate	3

There are rounding errors there, but remember I'm simple. Greater Brisbane includes Logan and Moreton Bay. But there's over 30% of Members that don't reside there. **And can't attend meetings, which is why we have an elected committee.**

Constitutionally, although I wasn't aware until Duncan reviewed it and adeptly proposed to contemporise it, I am obliged to prepare a budget for the coming year. **Editor: The requirement for the Treasurer to prepare a projected budget is the subject of the Special Resolution dated 15 July 2024 on page 75 of this Journal, which will be voted on by the membership at the 2025 AGM. Under the current Constitution, no such requirement exists.** And as I'm an advocate of the KISS principle, which I hope you appreciate, my budget is a proposal to lower the current Membership fees so that we start running at a loss. Now there are Members who are opposed to this consideration, for reasons I'm not fully au fait with, but the one I hear mostly is that if we lower the fees we'll never be able to raise them again. In the history of the Club during my 40 years, the Membership has never voted against an increase in fees due to ongoing costs.

## Darryl Gowlett

## Treasurer's Report

Which incidentally, was always the cost of printing and posting the Journal. On one occasion, the last fee increase, probably due to mismanagement, the Club was going broke, so the Members accepted the raising of the fees to \$50. And there it has been since, regardless of not producing a printed magazine, and regardless of making a profit every year.

Also Constitutionally, the Members at the AGM determine the fees for the coming year by vote. One would assume by an informed vote. So, here's the information. Last year we received \$14500 for Membership fees. The year before \$13800, and the year before \$12700. Let's assume an average of \$14000. If at 280 Members, which the numbers each year appear to consistently be, we charged only \$10 each, our Membership income would be \$2800 and we would be \$11200 worse off. It would take 5 years to bring our bank account down, during which time, we'd have ample opportunity to apply a correction, if need be. If you feel that's too severe, we could put the fees at \$15, placing us \$9800 worse off, with 6 years to apply a correction. Similarly, a \$20 fee would yield \$8400 less and offer 7 years to apply a correction.

This is the only way we can reduce the money in the bank that all members can receive a benefit from, that doesn't encroach our Constitutional and legal obligations. Deliberately subsidising events, whilst constitutionally may be possible, but hasn't been legally challenged, doesn't pass the pub test. **Let's try to make this simple, and refer to the Model Rules which reflect the Act, and are the same in our Constitution:**

S46 General financial matters

**(2) The income and property of the association must be used solely in promoting the association's objects** and exercising the association's powers.

**(3) No part of the association's income or property is to be distributed, paid or transferred by way of a bonus, dividend or other similar payment to the association's members.**

**(4) Subrule (3) does not apply to—**

**(a) reasonable remuneration paid to a member of the association for work done by the member for or on behalf of the association; or**

**(b) any payments or dispositions of property that are incidental to activities of the association in accordance or consistent with the association's objectives.**

Our Constitution:

### 2. Objects

**(4) Organising tours and outings.**

**And:**

22 Functions of management committee

**(2) The management committee has authority to interpret the meaning of these rules and any matter relating to the association on which the rules are silent, but any interpretation must have regard to the Act, including any regulation made under the Act.**

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

**I very strongly recommend that those who still believe every member of our Club must attend an event, tour, or outing for any money to be spent obtain that legal advice, rather than continue to make uninformed statements and publically abuse members (over the journey they've been immoral, illegal, criminal, and now failing tests in the Supreme Court Arms) who have overseen the Treasurer's stated increase in membership fee revenue, organise and lead rides and events, and do bloody hard work and throw their money in the RFDS tin. For absolutely no cost to the Club. Be careful what you wish for.**

The Treasurer's budget is this:

1. Apply an annual Membership fee of \$10 for 2025.
2. Apply a joining fee for new Members of \$40 for 2025. (To cover the administrative costs and provision of specific regalia)
3. Stop subscribing to Issuu and posting the Journal on that platform. Issuu is an open platform that allows anybody, anywhere in the world with internet access, to read the Journal.

The reasoning is:

- saving the Club over \$800 annually
- maintaining the privacy of our Members
- encouraging Members to continue to be engaged, as they currently don't need to be a Member to read the Journal
- encouraging new people to join to read our illustrious magazine

**As stated, the management committee members who have the responsibility and accountability for committee-approved expenditure in their portfolio, have not been consulted or involved in this, and therefore cannot have approved it. A normal budget with expense and revenue projections by item across each portfolio, such as Regalia, Events, Training, Editorial, Tools, Admin and other was perhaps an unreasonable expectation.**

Moving on to the Constitutional amendments, I propose the following wording amendments to the great work Duncan has produced for the revised Constitution. My reasoning is so that there will no longer be a questionable grey area as to which, if any, Members can receive a financial benefit for attending functions.

The Treasurer's recommendation for Constitutional amendments as previously published **(Actually still down the back of this Journal)**:

Item 16 (1) to read:

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, provided that all events are proposed to be cost neutral to the Club, and not to be beneficial to any Member or group of Members.

## Darryl Gowlett

## Treasurer's Report

**This creates a contradiction with the Act, which allows spending money on the objects of the club. A simpler way would be to propose removing S2(4), and not having tours and outings as an object of the Club.**

Item 31 (2) to read:

All such statements shall be examined by the auditor, as determined by the Act, 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.

**The only difference in this is inclusion of the words "as determined by the Act". Of course it is determined by the Act, nothing in the Constitution can be in contradiction with the Act. Not sure about this one.**

Item 31 (3) to read:

The income and property of the Association shall be used and applied solely in the promotion of its objects in the exercise of its powers, notwithstanding the expenditure for events are endeavoured to be cost neutral to the Club.

**As per the comment on proposed Item 16(1), this creates a contradiction with the Act, which allows spending money on the objects of the club. Hence you would still have to remove S2(4), and not have tours and outings as an object of the Club. Endeavoured is a very loose word, and would open up future committees to attack if they were perceived to have not tried hard enough.**