

BMW MQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

July 2025

Edition No.614



www.bmwmcq.org.au



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EXTENDED TEST RIDES



WHEN

FIRST & THIRD THURSDAY
OF THE MONTH



TIME

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

LIMITED SPOTS. BOOKINGS ESSENTIAL



BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.



BMW Motorcycle Club of Queensland



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This Issue - July 2025

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On The Cover

Couple of famous people have been wandering around the Valley of the God's USA. Photo: DB



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



Paul Hughes

Temporary Editor's Report

Well how did this happen? You go away touring for a quiet six months or so and you come back to find you have been "volunteered" again. Oh well folks, you have me in this role for two editions (only). After a lot of travelling (just over 52000 kms since the beginning of December) including a fabulous month in the South Island of NZ, I returned to a sausage sizzle!!!!. Hmmmm what happened to the gourmet Long Table Lunches... lol. It was really great to catch up again with so many wonderful friends and to meet new members.

I am playing at being editor because Liezel and Huw are gallivanting around the good ole USA for a couple of months. Seems to be a thing to do at the moment with Cindy and Duncan also hopping around the lower 48. You will find in this edition the beginnings of Duncan's take on the USA in the 21st century.

June turned out to be a busy month for me. New bike month, house sitting, cat loving and catching up with lots of people. I will be here for awhile now, until I wander again looking for God knows what. Great to see the club in good hands and the committee hard at work on issues that benefit all the members. Their work is to be commended.

Hope to see more of you in July at the Frigid Digit and then in early August at the famous Maggie's Biscuit Ride.

Ride Safe



Submissions for the next Journal close 25th-ish July



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

NEXT MEETING: Thursday 5 June





Geoff Hodge

President's Report

Hi All,

We are offering a one-off Rider Training Course exclusively for club members. Unfortunately only 25 places will be available on a first-in basis. We encourage all club members to nominate. Here are the details:

The 'Ride to Zero' State Govt sponsored grant funding is nearing expiry. The club bid for and was awarded 100 places of which only half have been taken up by club members.

As a stimulus to get more club members to avail of these courses the committee has negotiated a one-off special deal with SMART Rider Academy. Their Braking & Cornering course normally costs \$345 but with the State Govt \$175 subsidy that halves the cost. The club will contribute another \$50 lowering the cost further to just \$120 per person.

There will only be one course and it will be on Sunday 31 August for the first 25 people to nominate when the full details are released. The course will be on the Driver Training Centre circuit at Lakeside Raceway. This course has a 1:5 Instructor/Student ratio so a very high level of personal instruction.

Well it's been a quiet month however I attended Chris's museum day at RAAF Base Amberley. It was a good day and turnout by our members. Thank you to all who attended and to Chris and Bill for their organisation.

Next was a short ride to Tumbulgum Pub for lunch via Hinze Dam. Paul found some good roads and great weather for the day. Thanks Paul for organising and being ride leader for the day .



Lunch at the Mid week Ride

BMWMCQ Club Events for

JULY 2025

Date	Start	Event	Details	Contact
Thur 3 July	7:30pm	General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 5 July	9:00am	Xmas in July	Oasis Motel, Kingaroy	Events Coordinator
Wed 16 July	8:30am	Mid Week Ride	Dayboro BYO Lunch	Events Coordinator
Sat 19 July	9:00am	Coffee Meetup	Tony's Cafe Underwood	Events Coordinator
Fri 26 July	8:00am	Frigid Digit	Meet Mt Cootha	Events Coordinator

AUGUST 2025

Date	Start	Event	Details	Contact
SAT 2 Aug	9:00 am	Service Day	Jimboomba	Tools Officer
Thur 7 Aug	7:30pm	General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 10 Aug	10:00am	Maggie's Biscuit Ride	see advertisement in this journal issue	Events Coordinator
Wed 13 Aug	8:30am	Mid Week Ride	TBA	Events Coordinator
Sat 23 Aug	9:00pm	Coffee Meetup	TBA	Events Coordinator
Sun 31 Aug	12:00pm	Club Lunch Ride	TBA	Events Coordinator

UPCOMING EVENTS TO PUT IN YOUR CALENDAR



Saturday
5 July

Saturday
26 July



FRIGID DIGIT

The 16th annual Maggie Biscuit ride

Sunday 10th August, 2025 from 10:00am.

The famous Maggie's Biscuit Ride is on again!

Come and delight in Maggie's delicious biscuits, and slices, maybe even that Armenian variation, and of course great company.

The morning tea will be at Jennings Park, Gladstone St., Jennings.

Peter Todd is once again, with Maggie, organising this iconic event.

As Pete's staying in Stanthorpe he'll organise a dinner in due course.

Someone else might like to organise a dinner in Tenterfield (to avoid travel after dinner).

In supporting Maggie please BYO cup, hot water and spoon.



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

This year is well and truly flying past so quickly I cannot seem to keep my head up long enough to smell the roses so to speak.

The Frigid this year really has tested my ability to organize such a big event and since taking over From the Legend Gary Bennett I have done ok I think so far but time will prevail the outcome soon with the 26 Digit well and truly organized and getting closer, I must say though without the help from my fellow club member and friend David Harvey I would still be out there riding around trying to sort it all out.

He has been a very help even if he thinks different Mate I really appreciate the help you give me not only with the digit, but the Mid-Week Rides you take on for me.

We have been on a few rides with the club including the R.A.A.F open day which I really enjoyed and so glad I went. Mid-week ride to Tumbulgum Hotel via Hinze Dam, another great ride and day out.

Maggie's Biscuit Run is upon us again very soon another ride in which I'm really looking forward to. So much coming up, Xmas in July, Frigid, Maggies, the list goes on.

I will be heading south soon on the 1200GSA to see the parents and enjoy solace with my helmet and tunes for the 880km trip. Gotta love riding, well I do anyway. Since I'm down to only 1 bike now it means I can concentrate on that bike, so I have been doing a few general service items, Fork Seals and oil, Swing arm bearings all consumable items that need to be looked at regularly otherwise RACQ will get call from a stranded motorcycle rider LOL.

Well I have been waffling on now so it's time to get organized and tell you all to be safe out there and keep it upright. Till next time.

Ben



THE AMBERLEY MOB



Cindy Bennett

Vice President's Report

Greetings from Jackson, Mississippi. Our "Lower 48" ride is going well and as I write this we are into our 4th week on the road and we have covered 12 states out of the Lower 48.

We have experienced most weather conditions with heat in the low 40's, down to about 10 deg one cloudy morning (both these extremes in Arizona!) and some heavy rain showers here in Mississippi - luckily the Klim suits have performed well in all conditions.

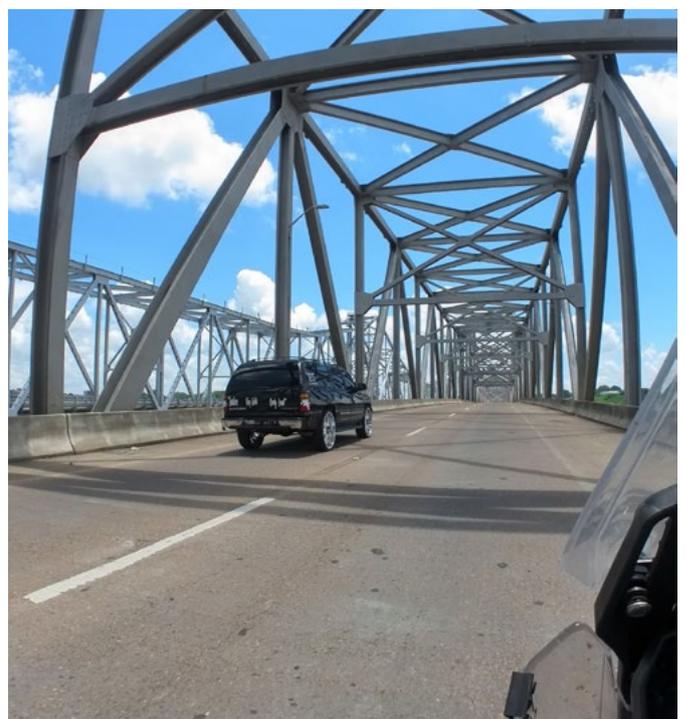
I have found the limited times we have had to ride the interstate highways that the other road users could teach the Bruce Highway drivers some lessons in keeping to the correct lane for their speed! Some roads even have a minimum speed and with a highway speed of 75 mph (around 120 kph) the traffic flows well and I have found that if Duncan (who is usually in front of me) pulls out to overtake, vehicles behind will slow to allow me to pull in after him. I also had a nice early alert from a mega SUV driver about my pannier that was about to dislodge! He tooted and wound down his window to give the warning, averting certain disaster!

The "all way stop" (or 4 way stops as they are in Canada) is a concept that I am not sure would work back home. The first vehicle to arrive at the intersection has right of way, and if multiple vehicles arrive together then the vehicle to the right has right-of-way! Pulling up side by side on the bikes does not seem to equal being able to go together – don't ask me how I know!! A great traffic rule is being able to turn right on a red light after stopping (if there is no traffic) – not sure why this did not continue in QLD after the trial they had a couple of years back. It seems to improve traffic flow significantly.

Duncan has a fuller wrap up of our first bit of the trip in this edition.

Take care and ride safe!

Cindy.





Chris Bramwell Secretary's and Records Officer's Report

BMWMCQ General Meeting Minutes -7 JUNE 2025 Venue: Geebung RSL

Meeting opened:	7:35pm
Minutes of previous General Meeting:	Proposed: Tony Gray Seconded: Charlie
Number of attendees:	26
New members:	5 new members joined last month.
Treasurer report:	The report was in the journal. Major purchase was the medallions for mileage awards. There is a 50-year special edition journal from Vic
Editor report:	Thank you for all the wonderful contributions to last month's journal. Apology to new member Tony Ryder (not Rider) who was the unlucky winner of the error this month. Thanks to Paul who will be doing the journal for the next two months. Please support Paul and send in some material for the journal.
Tools report:	The report was in the journal. Service day last month was well attended. See report in the journal. Next service day will be 2 August 2025, the weekend before Maggie's biscuit ride.
Regalia report:	Regalia still the same as per the journal. There is a red frigid digit polar fleece available.
Records report:	Thanks to Greg who is still helping until we have a new database commissioned. Currently 284 financial members.
Events report:	The new member First Sausage Sizzle ride was very successful. See events on Facebook, website or the journal. The local club will provide dinner for Frigid Digit, but no shuttle service.
Secretary report:	NSW journal received via post. No other correspondence.
Dealer Liaison report:	M&W won the best sales in Australia last month, mostly GS and GSA models. Some end-of-year sales on in June. Refer journal for the ads and links to the relevant web pages.
Training Officer report:	There is still subsidy for rider training. The acquittal needs to be done by end of June 2025, and we will be requesting 6-month extension.
Vice President report:	GS911 diagnostic tool update now available. There are still 100-year anniversary edition books available at \$10 each(2 for \$15), plus car stickers at \$5 each.

Clubs Australia report:	Last Clubs Australia BMW AGM was car focused. Not much on the bike scene. Every year sales exceed the previous years.
President Report:	See report in journal.
Buy/Sell/Swap:	No new items.
General Business:	None.
Closed:	8:30pm

RECORDS

The highlight of the month for me was the greatly participated visit to RAAF base Amberley organized by Chris Bramwell.

This event was considerable nostalgia for me as I worked on the F111 at Amberley in the 70s and rode a beautiful R90S.

New members in June:

Mark Delf, ROCHEDALE SOUTH, R1250RT

Jeanette Macdonald, ROSEWOOD

Merilyn Bromley, SANDGATE

David Donaldson, TARINGA

Cheers

GREG



LUNCH AT LANDSBOROUGH PUB FOLLOWING RICHARD DeGROOT'S RIDE



Bill Luyten

Phone: 0438 123 747

Email: spares@bmwmcq.org.au

or: wluyten@bigpond.net.au

Tools Officer's Report

Service Day

The Club will hold a Service Day on Saturday 02nd Aug at Rob Wynne's place starting at 0900 - 0930.

Location: 61-63 Saint Jude Circuit

Jimboomba

(Just off Mt Lindesay Highway)

Note: some GPSs require the suburb to be "Glenlogan".

Two Hydraulic Bike Lifts will be available to make working on your bikes a bit easier. Also, a comprehensive tool kit will be available along with drain pans and paper towels.

We will be providing a Sausage Sizzle and softdrinks at very reasonable prices. (Proceeds to the RFDS).

Coffee and Tea is complimentary.

The GS-911 diagnostic tool will be available to connect to your bike to check for any fault codes, reset a service reminder or change an operational setting if required.

Come along and share your expertise with those servicing or checking/testing their bikes.

Please let me know if you require specialty tools brought along to the next service day.

Tools for loan

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

Special Tools

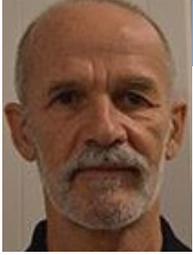
- 34mm socket for rotating crankshaft
- Twinmax electronic carburetor balancer (Twin BMW engines)
- SynchroKing - Carburettor & Throttle Body Balancer
- LambdaKing Mk II - Air Fuel Ratio Tuning Meter
- Clutch alignment shafts (3 sizes)
- Compression tester (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- M12-thread-repair-kit-131-piece (Helicoil)
- Torque wrenches, the torque range goes from 3 to 210 Newton Meters
- Battery tester
- Battery Charger

Club Tool Loan:

Tools can be picked up or brought along to the next meeting or Club ride. Please contact me by email or mobile.

Bill





Tony Gray

Treasurer's Report

The major expenditure this month was \$1320 for the purchase of 150 Club Longevity/Mileage award medallions. Other expenditures were \$62.10 to the Office of Fair Trading for the Annual Return that was not paid in 2024, \$52 for the purchase & postage of the BMWCV 50 year book which has been added to our club library. We also transferred \$349.50 to the RFDS being a combination of donations at the club service day and funds donated by Richard Maher from the sale of parts donated by new club member Christian Schattis.

Income for the month was derived from membership fees both new and renewal. Nineteen (19) of these (5 joint memberships) were received via the Paypal system while Five (5) memberships were direct payment to our BOQ account. There was a \$10 purchase of the 100yr book plus \$3.17 interest. Paypal deducts a fee for this service so we do not receive the full \$50 or \$75 into our account.

Business Account:

Start Period 22 May :	\$26,232.12
Debits for Period:	\$1,783.60
Credits for Period:	\$1,301.50
Balance at 23 June :	\$25,750.02
Investment Account:	\$42,821.64
Paypal Account:	\$0
Total Funds:	\$68,571.66
State Grant Funds Held:	\$8,925
Effective Funds Available:	\$59,646.66

Debits for period comprised of the purchase of the medallions, RFDS transfer, book purchase and OFT

annual return fee from 2024.

Credits for period comprised membership fees and sale of 100 year book + interest.

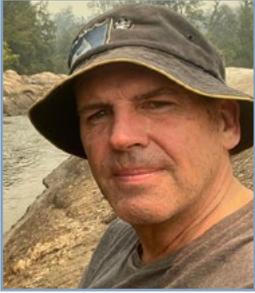
VALE Merle Meinicke Member #758

Merle passed away on 18 June after a battle with cancer. Merle was a gentleman in the true sense of the word and liked and loved by those who knew him well. The club facebook page contains a post on Merle's passing that contains some fine tributes from fellow club members. There was no public funeral service.

TONY



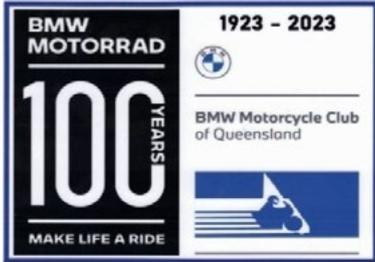
Duncan contemplating changing the oil

**Duncan Bennett****Regalia Report**

Well the BMWMCQ regalia is doing very well across the lower states. The buckets hats were getting a fair old work-out in the bright sunshine until we got to Mississippi when suddenly I started thinking about a line of BMWMCQ rainwear. No doubt Richard is doing a magnificent job while I'm away, and we know how Chris feels as his deputy because we've been to some of the Civil Rights museums. On that theme, I have a dream that one day we will be judged not by the colour of our bucket hat, but by the content of our BMWMCQ stubbie cooler.



Editor: Very Stylish Guys You could start a Trend

 BMWMCQ REGALIA COLLECTION 			
Display of Item	Description	Size L x H	Unit Price
	Key Ring Rubber (Front and Back) "NEW ARRIVAL"	38mm Diameter	\$5.00
	Large Badge (Iron On)	56mm Diameter	\$8.00
	Small Badge (Iron On)	47mm Diameter	\$8.00
	Small Round Sticker	60mm Diameter	\$1.00
BMW Motorcycle Club of Queensland	Long Helmet Sticker	175mm x 15mm	\$2.00
	100th Large Sticker	128mm x 100mm	\$2.00
	Regalia Collection Set of 61 x Large Patch, 1 x Small Patch, 1 x Key Ring, 1 x Small Round Sticker, 1 x Long Helmet Sticker and 1 x 100th Large Sticker		\$26.00
	Drink Bottle 500ml Stainless Steel "NEW ARRIVAL"		\$16.50



Lady Shirts



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



[2LCP](#) - \$36.00
65% polyester
35% cotton
*Comfort and
fashion!*



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



[T10022](#) - \$28.50
Cotton
Tee up!

Bloke Shirts



[P9000](#) - \$44.50
96% cotton
4% elastane



[2CP](#) - \$36.00
65% polyester
35% cotton



[7PIP](#) - \$38.50
100% polyester
Get one onya!



[T10012](#) - \$28.50
Cotton
*The best riding shirts on
the planet!*

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](#) \$57.50
Ladies Vests



[3JLV](#) \$57.50
Mens Vests



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



[SD804 Swiss](#) - \$42.00



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

Method 1: Bling Your Own Wardrobe

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



Lower 48 Mate

Duncan Bennett

According to the gospel of shipping, in the beginning of March 2025, there was a ship, the Ever Unicorn. We tracked its progress from Brisbane through pirate-infested waters to Busan in South Korea. Picturing Busan was easy; we'd watched *Pirates of the Caribbean: At Worlds End*, so knew our motorcycles were cursed and pirate blood was required to swap the container onto the Delaware Express to LA. Delaware Express? That's a seriously commercial shipping name, but thank you anyway for your personal blood contributions Johnny Depp and Keira Knightley. The second part of the beginning was the end of May 2025 QF15 – Brisbane to LA. Check in for a 5 month stay was a worry, but the biggest drama was that we didn't use the USA bag drop which caused staff bedlam. OK, still only 30 minutes to get into the lounge, spent mainly in the queue for security. A 13 hour flight later, we landed in LA. No dramas, apart from the ankles. I'd been into the US only a few weeks previously for work, and that had been incredibly easy. This time there was a bit more scrutiny, 5 months? What are you doing here for 5 months? Helmets displayed to prove we're riding motorcycles. Are you retired? Luckily I didn't hear this question, and Cindy quashed any issues with a firm yes. Welcome to the USA.



I had the Qantas pyjamas on but should have used the compression socks

A cab to the hotel, which was sensibly near the port that the motorcycles had landed at. Shame that we weren't in Africa and needing to pick the motorcycles from the port, they were bloody miles inland at the shipping agents. Not to worry, the San Pedro area was fabulous for de-jetlagification, but tragically we arrived on the last day of Fleet Week. Fleet Week is a huge US naval event, with every bar and venue packed. Our first evening was in San Pedro Brewing, and it was going off with a healthy mix of full dress uniform and whatever the opposite is. The first IPA and wine of the USA under the belt, we managed to keep it together long enough to go to bed at a reasonable hour.



Definitely in the right place now

Day 2 started with the alarm – never, ever risk a sleep in otherwise the jet-lag body clock is potentially reset when one awakens at 12 noon. Plenty of stuff to do in San Pedro, we decided the Battleship Iowa was the go. Down to the port we went, plenty of helicopters taking off which was cool, but the gate to get into the Battleship was closed. But it is only closed Christmas and New Years Day? Yes but the frenzy of Fleet Week had exhausted everyone to the point that only the cleaning and portable toilet recovery people showed up for work. Right, the San Pedro Maritime Museum, also only closed Christmas and New Years Day. And a new rule - the day after Fleet

Week. OK, we'll walk a long way to a German Biergarten lunch spot. Closed. It's a Tuesday for heaven's sake. Right, the supermarket to the rescue.



As close as we could get to the Iowa

That evening, we decided the Fish Market was the go, mainly because it was open. First a drink in an utterly deserted bar, then a bike hire to kill some time riding the full length of the San Pedro waterfront. Interestingly, on display out the front of the museum was the propellor from the USS Canberra, the only US warship ever to be named for a non-US city.

A very very very quiet beer



A small drama next – conversion. The US have

units that only people over 80 in Australia are still comfortable with, thinking mph, fluid ounces, gallons, it really is an imperial world. At the Fish Market conversion shortcomings had consequences, I selected a 32oz beer. 32? Not sure but that sounds like a small snifter. Well yes if a small snifter equals 0.95 litres, in a flimsy plastic cup. OK, need to remember that 32oz is huge. But after 32oz I could no longer remember that I was Duncan, so called it a nil-all draw.



A nil-all draw with a loser

Day 3 was huge. Into an Uber, let's head to Compton and to the bikes. That happened with no issues, except the Uber driver seemed concerned that we were being dropped off at an abandoned warehouse. Yeah, that's where it all happens we assured him. In the front door, we said we are here to get our bikes. All these places do is handle overseas vehicles, so our statement was somewhat lacking in detail, but our contact was there so out the back we went.



With Munro written across the back. It couldn't be. Could it?

There they were. We gave them a quick once-over, and they were just as when they'd left home. Now for the hard part – connecting red and black wires to red and black battery terminals. This is a cruel yet essential task for starting the motorcycles and riding them away. The potential for this to go pear-shaped and south is always running through the mind from the moment they are dropped off back at home: 1) The warehouse will be 50°C and 180% humidity and have the lighting of a medieval cellar. 2) One will accidentally drop a battery terminal bolt down into the dark unexplored recesses and I've forgotten to pack a spare. 3) One will accidentally pull the terminal off the wire on the GPS and render navigation impossible. 4) The battery will have gone flat, or flat enough to not turn the motorcycle over after the tiny amount of severely degraded fuel takes its own sweet time getting to the injectors.

But this was not our first rodeo. The temperature and humidity is out of our control but was actually very pleasant. The lighting was woeful but expected, so a head torch was deployed. A battery terminal was dropped,

but the extendable magnet quickly recovered it. The terminals were secured without any coming apart. Then the big one. Turned the key, everything came on as it should. Pushed the start button. A side note here – after a big overseas trip, this had never worked, and getting them to turn over was like the definition of insanity – doing the same thing over and over and expecting a different result. But they both started like they'd been ridden 3 minutes ago. All we needed to do was set the



units to US gallons and mph and all was good. The panniers packed and the Garmins stroked, we were into the gear, and riding the slalom through the field of cars. Out the gate, we were on the wrong side of the road which meant it was now about to get real, we were on our own. But we needed some fuel to actually ride the USA. To a nearby servo, we confidently pulled up to the bowser. Tried the card, which didn't work because it needs a matching Zip Code. Seriously? Is that still a thing? OK, Cindy inside with cash. No worries, bowser lights up. Nozzle deployed, and gasoline 87 flavour selected as Triumph say this is regular so fine. Pulling the trigger like I'm playing Call of Duty, but nothing is happening. I notice a weird stiff rubber sock on the nozzle, could this be related to the non-

flow? I read a sign on the bowser, the sock is installed due to California's Clean Air Act, which doesn't allow petrol smells to waft about. It seals beautifully around car fuel filler inlets, but the hinged motorcycle cap doesn't allow this. The Eff Word is starting to come into abundant usage about now. Are we the first people in California history to try to fill up motorcycles? Cindy back inside, and out comes the attendant. He believes we are the first people in California history to try to fill up motorcycles, and can't understand why the rubber sock doesn't seal neatly over something. He was a trooper though, and managed to fill both bikes because he knew how the stiff sock worked – it needed to be pulled back underneath, which is extremely painful to do.



California clean air sock results in very unclean language

OK, we were all over that ridiculous concept, and could hit the road to Indio. Those who have ridden the Bruce Highway will quietly nod when I say that the LA freeways are very familiar to us, even though we've never ridden them before. Generally fast moving apart from the congested bits, there are people in a lane that is so wrong for the speed they are doing it is ridiculous, and people merging at mobility scooter speeds. But we have seen it all before. Off the freeway, we were connected via

the intercom, and screaming started. My recollection; "My pannier! OMG my pannier! Oh the humanity!". I pulled over. The thinking was – panniers are a binary thing, they are off, or on, there is no such thing as a ½ on pannier. Turns out I was wrong, Cindy's pannier was ½ on. People were even beeping at her, it was leaning over that far on the bottom lugs.



The pannier of horror

So back up the road I marched, checked it out, and jammed the pannier back on. I'm not suggesting a miracle here – Cindy's smalls not exploding across the county isn't up there with the dividing of the Red Sea – but it was physically improbable that it hadn't fallen off. No delay, and on again to Mission Viejo, not far from the coast south of LA. Then fantastic roads through to Indio, which is not far from Palm Springs. Hence, gambling is a thing. So is sweating, Palm Springs and the valley are notoriously hot.



The fantasy was that the beer and wine would be cheap, unfortunately unfulfilled

Day 4 plan morphed a bit because Joshua Tree National Park is not very far away from Indio. OK, let's take a look at the Salton Sea. A small summary for those who can't be naffed googlin', the Salton Sea is a below sea-level depression formed in the Colorado River basin. It used to be a sea that came and went, then it went. But the ground is extremely fertile, so lots of farming,



then improved by irrigation. Until the entire Colorado River broke through the canals in the early 20th century and filled the depression. Farmers were pretty casual for a while, and lots of run-off went into the sea. By the 1960's it was a super popular place with resorts, celebrities, ski boats, the lot. But the run-off contained fertilisers, and got less and less, so apart from a few massive flooding events that killed all the celebrities, the sea got smaller and more saline. These days it is so salty that no fish can live in it, and the seafront houses are nowhere near the sea. Tourist numbers have dropped to the point of insignificant, and it seems to have become a haven for odd characters.



Bombay Beach now mainly famous for weird art

Some photo taking and time in the visitor's centre with a very helpful and knowledgeable dude, we started the climb from -262ft down and back through Palm Springs up toward Joshua Tree. We were still getting into our zone here – what about lunch? A diner of course. What is good about the US is wrapped up in the diner experience. Food, in serves that require calibration but is infinitely tailorable to suit. A menu with big pictures. Jolly service. And old-skool plastic straws, none of those Australian cardboard horrors that taste of remnant homeless man sock.



The Haj was easier than we'd thought

Into Joshua Tree, we hit the motel, a bit out of town but comfortable walking distance to the Indian restaurant and convenience store. That set us up well for Day 5 – Joshua Tree NP. We'd checked it out, and decided on a couple of must-do's. The Cholla Cactus Garden for one. I wanted the Geology Tour Road, but then saw it – sand and corrugations. Almost certain death for Cindy as a pillion, so we decided cacti gardens were fine.



No touchi the cacti

The JT NP happily accepted our NP pass, and we were in. We did a few walks, and tried not to fall over on any cacti or super rough rocks. Joshua Trees are in abundance, these look like a tree but are more like a cactus, the leaves are bloody spikey clusters on the ends of the branches.



A big Joshua Tree

A fun day apart from fuel regrets as I didn't even think about the distances involved, we were back to the motel for a touch of early laundry and microwaved remnant Indian. A walk after dinner was the whole length of Joshua Tree. The pre-arrival impression of Joshua Tree was that it would be a Queenstown NZ fusion with Pucón Chile and Banff Canada – swarming with tourists entering and exiting essential oils, gift shops, and odd antiques establishments, but it is a really normal little town with normal businesses. We did find a quirky jazz bar though, the closest it ever got to our expectations.



Good advice but one day we will ignore it

Day 6 was serious progress, and marriage with the iconic Route 66 which we would have an “on again off again” relationship for a long time. There was a lot of South Australia with hills on this day – utterly barren desert. Surprisingly there are properties and houses out in this area – heaven only knows what they do out here.



As per Matthew 21 he rode a Triumph so double points for us

And then the big moment – an intersection with a symbol and name incredibly familiar to anyone who has heard the Bobby Troup 1946 song “Get Your Kicks on Route 66”. Well Barstow at least. Amboy is notable by its absence from the song, but it sums up Route 66 perfectly – very quiet and well off the Interstate. As we pulled into Amboy, an aeroplane rolled up the street past the café. Does it use Route 66 to take off I asked? No, he is just moving it. Nothing else but Route 66 resembled a runway though so it was likely the stock answer in case the questioner works for the Federal Aviation Administration.



First Route 66 exposure in Amboy

It was a bit warm so after refreshments we decided to get more kicks to Needles, where the prickly heat seemed appropriate. A big moment occurred with a crossing over the Colorado River into State No.2, Arizona. This was huge mainly because it meant the end of the stiff rubber socks on the petrol nozzles and the destruction of nerve endings in the fingers trying to hold it back. The pre-planning had shown a nice little section of winding 66 up to Oatman, so off we went. The scenery became very nice and hilly, and all was quiet, apart from swarming donkeys who blocked the road at regular intervals. Then Oatman, which is a true day-tripper tourist village, with even more “access all areas” donkeys. We parked in the main street, because there was a shoot-out going on between the sheriff and a loud lady and the street was blocked to traffic.



Donkey drama

The loud lady having successfully shot the sheriff, the street cleared and we could have a nice lunch. A wander through the Oatman gift shops which showed that Harley riders were a significant market out that way, and back into the sweaty gear to continue onto Kingman. The photo obsession for this leg was the bike overlooking a grand vista, which was not that easy because the ol' Route 66 road design team didn't think driving people would want to pull over and take photos. But obsessions cannot be ignored, no matter how much risk is involved. Blasting up a rocky and narrow track to a lookout, I could only hope that there was enough room to turn around, and luckily there was.



Vista with memorial to a KTM rider who'd pushed the obsession too far

Into Kingman, it was still jolly hot, but the hotel had good air conditioning. Kingman was truly Route 66, even with an archway people could park the car under to get a photo. We decided

a wander up the street to get the lay of the land was a good plan, but only made it as far as The Grand Canyon Brewing + Distillery as it was too hot to continue. This was a fantastic place, with great wines and IPA's and a fun lot of people and staff.



Finally a practical pistol holder for Cindy when on the bike

Day 7, a week on the road. Destination – Flagstaff, which is definitely in the song, and a good place to spend a couple of days for sightseeing. But the interstate is no way to get there, somewhere during the route planning we'd seen the old mining town of Jerome, and the road map looked impressive. So off up 66 to Peach Springs, where we ran into our first fellow foreign adventure rider, a Frenchman on an Africa Twin who had been all the way to Florida and back.



Is Klim, is good

Then to Seligman, which is 66 tourist overload, with cars, diners, old memorabilia, and heaps of gift shops selling Route 66 stuff like T-shirts,

hoodies, magnets, hats, and stickers. Of interest was the general lack of motorcycles, the feeling prior to hitting 66 was that it would be a Harley procession as everyone in the US who rode one would consider it a life-long pilgrimage dream, and 2025 was their best ever opportunity. Not so, it was small RV's, families in people movers, and couples in cars.



Selfie practice bears fruit on 66

A bit of interstate to Ash Fork, then south to Prescott. Then to Mingus, which sounds like a rude word describing something that could be genitalia – e.g. I'm applying ointment to my mingus is now in common usage. Onto Jerome via an incredible road. Jerome was a copper mining town, so is definitely not where a sensible person would put a town. Right on the side of a steep hill, it is motorcycling heaven, and only gets better as it descends into Sedona and off toward Flagstaff.



Another near-death experience needed to get this photo

Into Flagstaff after an incredible day, we finally met up with another couple at the motel riding their Harleys in their trip of a lifetime. We'd survived our first week, with the biggest achievement actually getting into the US with no dramas whatsoever. The scenery we've come to expect from the US had been amazing, we'd had our first Walmart experience, and things can surely only get better as we head east.

DUNCAN



RIDE TO AMBERLEY

BY: CHRIS BRAMWELL

On a cold well very cold Sunday morning on the 15th June 28 members with their bikes 6 with pillion passengers met at



the Gate Guard the retired F-111 along with members who drove there with their families in total 56 members and families in preparation to being signed into RAAF Amberley. They were escorted onto the base in groups of 10 bikes then were marshalled into their designated parking position on a taxiway at the Heritage Centre. A group photo was taken as well as photos at the guard gate.

After the Heritage Centres safety and security briefing, they proceeded to a showing of videos of the last F-111 to fly in the world in December 2009 and that aircraft is on display at the centre, then followed by how the ejection module works and the wheels up landing of an F-111 at Amberley in 2007 using the arrester hook.

Members then toured around the 5 hang-

ers with aircraft from the Vietnam War and WW2.

Most members spent about 3 hours looking at all the exhibits and then at Midday the Control Tower went active in preparation for 2 FA-18s to take off. Many members had left



however the ones still at the centre got to see the take-off. The noise was deafening and usually there are no FA-18 movements over weekends.

Of the members and their guests who attended that I spoke to they all remarked how much of a good time they had at the Heritage Centre for most it was the 1st time they were able to get close to Military aircraft.

Our President Geoff Hodges will be writing to the Commanding Officer with a letter of appreciation to Wing Commander Kevin Kovic and his staff at the Heritage Centre. The day was a great success and I am sure another visit to the Heritage Centre will be arranged at a later date.

CHRIS



The 16th annual Maggie Biscuit ride

Sunday 10th August, 2025 from 10:00am.

The famous Maggie's Biscuit Ride is on again!

Come and delight in Maggie's delicious biscuits, and slices, maybe even that Armenian variation, and of course great company.

The morning tea will be at Jennings Park, Gladstone St., Jennings.

Peter Todd is once again, with Maggie, organising this iconic event. As Pete's staying in Stanthorpe he'll organise a dinner in due course. Someone else might like to organise a dinner in Tenterfield (to avoid travel after dinner).

In supporting Maggie please BYO cup, hot water and spoon.



Capturing the Journey

By Cindy Bennett, Member #4170

As someone who's spent a fair bit of time on two wheels with a camera rolling, I've been using helmet-mounted cameras to capture the sights and sounds of my travels for over six years. My go-to setup had been the Sena 10C—a solid all-in-one unit that combines a Bluetooth communicator with a built-in camera. I used it extensively on rides through New Zealand and Alaska, and it served me well... until it didn't.

The first unit gave out when the top function button stopped working. Still, I liked it enough to upgrade to a new 10C EVO just in time for our four-month South American adventure in 2023. That's when I hit another snag: cold temperatures severely limited the battery life, cutting it down to barely an hour. For long riding days and scenic stretches, that just wasn't going to cut it.

In searching for a more reliable alternative, I stumbled across the Insta360 lineup. A friend and fellow Club member, Margreth, had taken the Insta360 Go2 on her own South American tour and posted an excellent review afterward. Inspired, I looked into the newly released Go3, which was getting solid praise from reviewers—and I decided to give it a shot.

I also picked up the motorcycle mounting kit, which turned out to be a smart move. It offers versatile options for attaching the camera to bars or mirrors, and it stays secure even on rough terrain.

For a while, I ran both the Sena and the Insta360 Go3 side by side. Admittedly, this slowed down my learning curve with the new system. But our trip through Spain, Portugal, and Morocco last year pushed me to explore

its features more thoroughly—especially the TimeShift mode, which produces stunning fast-motion riding footage minus the dull bits.

Now, on my current motorcycle tour across the USA, I'm finally putting the Go3 through its paces. Here's what I've learned:

The Pros

Flexible Mounting: The included kit makes it easy to mount the Go3 on handlebars or mirrors – and take the unit off easily for safety or changing the angles.

User-Friendly App: Transferring footage and images to your device is straightforward, and the interface is intuitive.

Auto Editing: The auto-edit feature is surprisingly smart, saving a ton of post-ride editing time.

Battery Life: Excellent. The camera pod recharges on the go when docked in its Action Pod—a major plus for long touring days.

The Cons

Shutter Lag: There's a delay when snapping photos, which means "capture the moment" doesn't always happen in time (see the Route 66 sign fail below...).

Colour & Durability: The camera's white finish gets grubby quickly when mounted on the bike—purely cosmetic, but worth noting.

Learning Curve: Compared to the Sena, which is more plug-and-play, the Insta360 Go3 takes some time to get familiar with—especially if you're learning on the fly.

While I am definitely not a YouTuber or Moto Vlogger – just a keen amateur, I would say the Insta360 Go3 has earned a permanent place in my travel kit. It's not perfect, but its com-

compact size, flexible mounting options, and feature-rich design make it a great choice for riders looking to capture more dynamic footage from the road.



The Good



The Not so Good



Locked and Loaded



THAT SLIPPERY FEELING

TONY GRAY #3905

Michael and Ann Ahlberg are good friends of Jane and I. We first met when we rode to Sydney together to load our bikes for shipping to Europe in 2012. Our shared love of motorcycles and motorcycle-touring has kept us close over the ensuing years. We also take some pride in having influenced them to try the joys of BMW ownership after many years with Royal Enfields and Harleys (throw a Kawasaki & Triumph into the mix as well). The 'Grey Ghost' our 2007 GS1200 is a great ambassador for the abilities and strength of the boxer engine BMW. They purchased 'Violet' with 19,000km on the clock. She is a 2012 R1200 GSA cam-head.

We were keeping in touch with each other as we toured Europe in 2024 but for Jane and me sadly, we were in Europe without the Grey Ghost for the first time. Late in their tour, Violet started to experience clutch slip and it was decided to curtail some of their planned adventures in Scotland, cut back the mileage and get Violet back to the shipping agents outside of London. At that time Violet had run up 140,000km on her life clock with a lot of 2 up touring in the Alps with their beautiful, but clutch testing, tight switchbacks.

Michael asked about the potential issues and solutions, and it was agreed to bring Violet over to my workshop for some surgery after she returned from Europe. This is not an extensive technical expose of clutch replacement in a boxer engine BMW, there is plenty of that on line, but more an overview of what is entailed, some tips and some potential pitfalls. The opinions expressed here are based on my experience so make your own judgment before contemplating taking on a job like this.

In broad terms this is a BIG job, not necessarily in complexity but in hours expended. In round figures you are looking at \$1,000 for a clutch + ancillaries and if you are looking to have the job done in a shop then add about \$3,000 in labour (based on another club member who has had the job done recently). A

lift table is not mandatory but makes the job much easier on the body (yours, not the bike). Specialist tools required include a clutch centering tool and a GS911/Motoscan to bleed the ABS system to the rear brake (the club has both of these tools). Other tools are required if replacing the seals but more on that later.



Scarlet on the operating Table



Support under engine before removing rear sub frame

The first BMW motorcycle, the R32 of 1923, was powered by a 500cc boxer engine with a dry clutch and a shaft driving the rear wheel. That basic design has remained true to this day and continues in the R12 range of motorcycles, powered by the earlier design air/oil cooled 1200cc engine. In 2013 BMW introduced the liquid-cooled boxer engine with a total redesign, including a wet-clutch (conventional motorcycle design) at the front of the engine. That newer design is not relevant to this story.

The traditional dry clutch has provided sterling service over more than a century but if it does go bad then it is not an easy fix. What life can you expect from a dry clutch? That question is akin to the 'how

long is a piece of string' conundrum. I once spoke with the service manager at M&W and he was able to relate stories of clutches entirely worn out within 50,000km. For comparison, the Grey Ghost has passed 270,000km on her original clutch with no sign of slippage.



Stripped down to rear subframe



Subframe being removed



Ready to remove transmission

There are two primary reasons for a dry clutch to fail. The first and possibly most common is oil contamination, which will be absorbed by the organic material of the clutch plate and cause it to slip against the pressure plate. The clutch is sandwiched between the engine and transmission, both of which carry oil. Failure of a seal at the back of the engine or front of the gearbox may leak onto the clutch plate causing contamination. The second

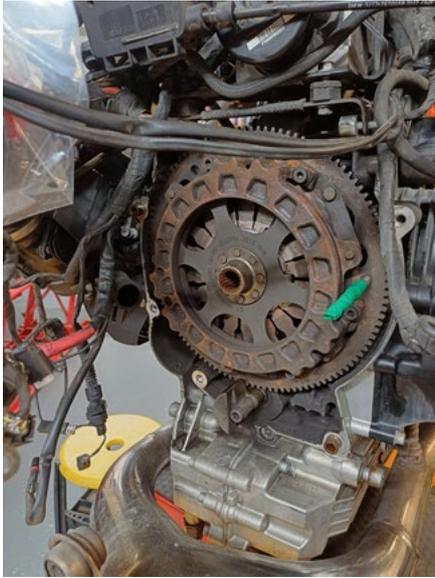


Transmission removed

reason is wear of the clutch plate material over time in the same way that brake pads wear from contact with the brake rotors. This wear is inevitable; it is just a matter of when/if the bike is ridden enough to wear the material to its limits. I would guess that most motorcycles do not reach that point.

So what is involved in replacing the dry clutch in a BMW? Basically the bike has to be separated in two with everything rear of the engine removed. Major components include bodywork, air-box, wheel, brake, final drive, drive-shaft, swing-arm, rear sub-frame, transmission, starter motor, exhaust. Throw in pannier frames, rack and top-box plate when talking about a GSA. An RT will have a lot of extra body work to be removed. A number of components have to be detached from the front half of the bike including, fuel tank, air intake tubes and engine protection plate. This last item was removed to get a support under the engine as the centre-stand is removed with the rear sub-frame. The plate is rubber mounted to protect the engine casings from damage in off-road use and I prefer to put a stand under the solid engine casing. There are a myriad of electrical connections to be released. The rear brake lines have to be released at the ABS box hence the need to bleed the ABS system with the GS911 tool after re-installation.

So what did we find with Violet. Her clutch plate was worn down to 4.2mm thickness with wear limit of 4.4mm - only a bit further and the metal rivets would have touched the metal friction plates and



Clutch exposed. 8mm drill bit acts to lock crank and clutch

ended their trip - Michael & Ann were lucky they carefully managed the last part of their journey. The friction plates showed heat dis-colouration as expected with the slippage generating heat. There was no sign of oil leaking from the seals but they were replaced as we were in there - this is a personal choice. Some subscribe to the 'if it ain't broke, don't fix it' school while others say new seals must provide greater future life.



Very worn clutch plates

There are three seals either side of the clutch - two on the back of the engine and one on the front of the transmission. The smaller seal on the engine protects the shaft carrying the counter-balance weight. This is low in the casing and exposed to more debris from the wearing clutch plate - yes it gets very dirty in there. This seal is below the oil level in the sump so drain the engine oil before commencing work or the oil will drain out of this hole if

the seal is removed for replacement. This seal can be removed and replaced in the conventional manner using a seal removal tool and a correctly sized socket to drive in the new seal.

The second much larger seal on the engine casing where the clutch push-rod enters is a more difficult proposition. This seal is recessed and fitted around a central boss so cannot be lifted out in the conventional manner. The method of removal is to drill and insert two 3mm self tapping screws on opposite sides of the seal and then pry it out with bent long nose pliers gripping the screw heads. This same method is required for the recessed seal around the main-shaft on the front of the transmission.

BMW make a special tool to fit the larger of these two engine seals but there is a cheap work-around. The internal diameter of the seal fits perfectly around an aluminium drink can. Cut the bottom out of the can and dress the cut line then slide the lightly oiled seal down the can and over the boss protecting the delicate inner lip. Remove the can. The new seal can then be driven into its recessed home using a standard R1200 oil filter removal tool as a driver - it fits the seal perfectly.



Heat discolouration on pressure plate

The other special tool needed is a 'Torque angle gauge' which is required if replacing either of the two engine seals. The clutch housing must be removed to access the large seal. This part is retained by five non-reusable stretch bolts. The new bolts are

torqued by a combination of conventional torque + 40 degree angle tightening. The same method is applied to the counter-weight bolt but in this case a secondary 90 degree angle tightening is required. A basic form of this tool is a \$20 purchase from auto or tool stores. The bolts securing the clutch plate are also non-reusable stretch bolts. A set should be supplied with a new clutch.

Tips - photograph everything before and during removal including the location & routing of electrical connections. Return removed bolts/screws/nuts to their removed location after disassembly if appropriate or place in marked zip lock bags. Have a manual at your side (yes the club has those too) and do your research so you know what you are getting



Large Engine seal

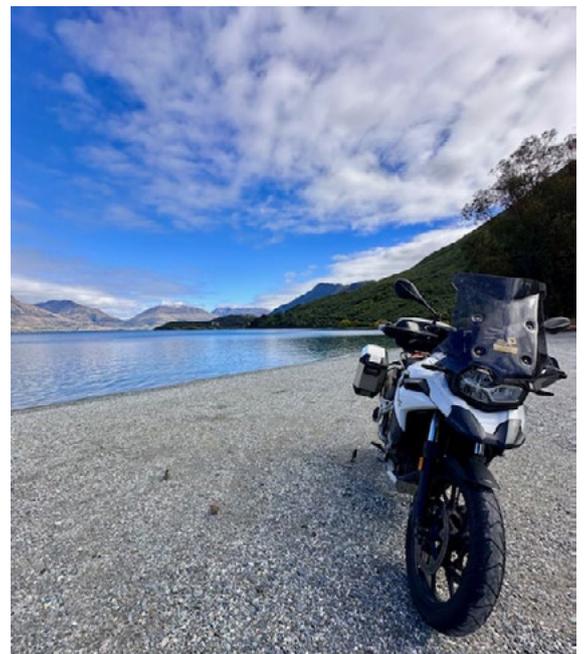
into before turning the first spanner.

Hopefully now Violet is on her way to at least another 140,000km of trouble free motoring.

TONY



Drink Can being put to good use



Queenstown NZ - PH



MY BLOCK

JEG

Jun2025

*Every now & then there comes a time
When try as I might I cannot rhyme
No words, no thoughts that interlock
I guess you'd call it "Poetic Block"*

*Will I write about this or write about that?
Will I ramble on & "chew the fat"?
Or write about some serious matter
Instead of lines of idle chatter?*

*To pick up a pen & come what may
Making a decision on what to say
Sometimes it comes as easy as pie
Sometimes not no matter how I try*

*Please forgive me for my lack of thought
With "Poetic Block" I've come up short
I'll do my best next time I swear
My rhyming thoughts for you to share*



Overlooking Cromwell NZ on a beautiful day -- photo PH



Cindy contemplating taking up boating as a hobby



The Pretend Tours

This article is difficult to present. The reason is that it relates to a trip taken in a car, and not on a motorcycle. The only justification that I can give is that it mainly covered straight roads, and it is more economical to travel in a vehicle designed to remain upright; meaning that the ecologically unsound practice of wearing motorcycle tyres flat in the middle was not an issue. What I will do is ask readers to suspend disbelief, and imagine that my travels were on a motorcycle, and not in the 530d BMW sedan in company with Donna. It is the journey that matters, and not so much how we get there.

It all started with Donna introducing me to the work of artist, the late Frida Kahlo. Frida was Mexican, born in 1907, and while her beginnings were nothing out of the ordinary (apart from having polio as a child causing problems with the development of her right leg, and suffering terrible injuries in a motor accident in the mid-1920s when a bus failed to give way to a tram - pierced through her lower back with a tram hand-rail which exited through her vagina and suffering pain for the rest of her life), she married renowned artist Diego Riviera when aged 22. Financial stability followed, with a mixture of emotional turmoil – all interesting but not so relevant to my tale. Anyway, there was to be an exhibition of the legacy of her life being displayed at the Bendigo Art Gallery, the direction this tour was to take.



Bendigo is about 1,600km South from my home, and I decided that with time as an issue (leaving on Monday 12 May 2025, with an intention to visit the exhibition on the following Wednesday) it was best to take the straightest route along the Warrego Highway to Goondiwindi, and then down the Newell Highway. Lunch time saw us around Moree, and with the town being off the Highway it was a case of finding the best-looking pub. The plan was to make about half the distance, around 800km, and with the sun fading and to avoid the risk of collisions with wildlife, the overnight was to be in Gilgandra.

I must admit to being a little out of practice with touring, and there is very little accommodation on the Northern side of town. Being a bit lost I thought that the Royal Hotel looked suitable, and with undercover parking out back it seemed secure. It also served meals, so dinner was sorted. Relaxing on the veranda before dinner we met a shearer named Tom, aged around 30 years. He was an expatriate New Zealander, finding Australia quite a nice place to be. It was interesting to hear about his work and the sheep, and the heavier fleece of the Merino breed making shearing harder work than in his home New Zealand, where the fleece is lighter. It seems that the shearers have their own gear (his being contained in a 20-litre rubbish bin), and travel out to stations from accommodation in town. It sounded like a tough life, with those who shear more being paid more. Heading South the next morning I saw other options of accommodation in Gilgandra, with quite a few motels and service stations.

Back on the road, the intent was to reach Bendigo that evening. Having travelled this highway in the past I had an idea of things along the way. We passed by the area of Siding Springs observatory, marvelling at the amazing countryside. Lunch time had us in Jerilderie, a place of note in relation to the Kelly Gang. Ned dictated his famous Jerilderie letter to Joe Byrne while they were here, holding up the bank. There are several sites of the antics that happened over those days, with Ned destroying multiple bank records related to the debts of farmers. A pie at the bakery, and onwards.

Nothing much sticks on your mind as you travel

along. As usual, distance seems to be covered more quickly the more kilometres you pass. At around sunset we found ourselves on the outskirts of Bendigo, and a few quick calls had us staying (that first night at least) in the Old Crown Hotel, which had been converted into overnight accommodation. As all we needed was a place to sleep, and as it had an ensuite toilet and shower and a comfortable bed, it was decided that it would be our place to stay. Dinner was at the Sporting Globe Hotel, with screens showing football of all types, boxing, cricket etc.

The plan was to see the exhibition on the Wednesday, and to take in what Bendigo offered after. Donna had some Facebook friends in Bendigo and had been given numerous suggestions on what might be good to do while in town. Further, Donna had planned to meet her uncle Billy who was travelling up from Melbourne to watch his grandson in a soccer match on the Saturday, meaning that there were a few days of leisure. I spent the morning looking to the best places for breakfast.

We went to the show, and it took some time to take in all that it revealed. Frida expressed emotion by drawing on her surgical corsets. It was only a short walk from our accommodation, and along the way we noted a few things to have a look at. One of these was the military museum, housed within what used to be an RSL which had been built on the top of the original gold reef in the town. It was an excellent display, including a part of the fabric from the Fokker of the Red Baron. But I digress.

Leaving the Art Gallery (and after admiring the paintings in the Gallery itself – most impressive) we wandered along the ridge, and I climbed the poppet lookout (only to find that it had been blocked half-way up while some rehabilitation work was completed). Moving a little further we came to what used to be the Bendigo Gaol, now turned into a theatre for performing arts. The doors being open we went in to have a look, only to be told by some officious workmen that we were not allowed to be there! It is amazing the authority some take upon themselves. Sometime around here we had a look at the Sacred Heart Catholic Cathedral. This was an inspiring building and proved the wealth of the town in its heyday. It stands near the top of the hill and

has the most impressive spire.

Walking down the hill back to town we passed The Black Swan Hotel. I spied in an upper window what looked very much like the tail piece of a Ducati 450 single, circa. 1976. A closer look told us that the hotel opened on Thursday afternoon, with some limited trading over the weekend. There seemed to be some motorcycles on display on the ground level, so we were coming back.

The plan for the following morning was to take a trip on the Bendigo Tram. This is a restored vehicle, which really travels the length of Bendigo with the Southern Terminus being at a display of a mine head turned to a museum, and at the Northern end at a place near the factory which produces military hardware, in most recent times the Bushmaster. Near to here is the workshops for the trams, with these now being electric, but in former times having been horse-drawn and then steam powered. The driver and chaperone on the tram gave a run-down on the interesting history of the place. There was a large Chinese population, and the story was that the State of Victoria set a charge of £10 per head on Chinese immigrants, to be paid by the shipping company. To avoid this the immigrants would be landed in South Australia and then travel around 700 kilometres on foot (carrying all belongings) to Bendigo.

There was a significant Chinese presence then (with many descendants now), and it was important to have a look at the Chinese museum. Looking at the photographs one can see how the town was laid out, with the Chinese at one end tending market gardens to feed the workers and miners. We had lunch at the Emperors Dargon café and walked into the walled gardens and pergola from those older times.

Thursday morning being taken with viewing a few sites, and the afternoon had us back at The Black Swan. The barman told us how the hotel was somewhat rundown and was purchased by a surgeon from Melbourne who had an interest in (passion for) Indian Motorcycles. He then showed us into the cellar, which had been a store, but is now used



THE PRETEND TOURS

for functions. There were a few Indians on display, with photographs of Bert Munro and his special (the world's fastest Indian) being of note. Upstairs was another world again, with comfortable lounges and a host of older motorcycles on display, including Harley Davidsons, Laverdas, (quite a few) BMWs, Moto-Guzzis, and the Ducatis that had first attracted my attention. We finished our time there with a pizza (from the shop next door) and a few drinks.



Friday 16 May had us taking in another of the sites recommended to Donna, this being The Great Stupa. This is a shrine built by the Buddhist congregation but includes shrines to all religions and beliefs including Christian and Jewish. It is part of a grand plan of 80 years of construction, with prayer flags fluttering. They also have a café, with the most wonderful vegetarian food.

Saturday saw us travel to the soccer ground to meet Billy (after doing a loop around the country of about a hundred kilometres to take in Castlemaine and

other notable places the barman had recommended that we should have a look at). As it turned out, Billy as a Scot is keen on that game and takes an active role in coaching. We headed back to town, and had lunch at a café called the Social, then bidding him good-bye. I am at a bit of a loss to recount all that we had done in Bendigo (including visiting the Bendigo Pottery), but there had not been many idle moments.

Sunday was the start of the return journey. While I had no specific plan, the idea was to head East along the Midland Highway, past Wangaratta (remembering that this was a tourist, as opposed to the shortest route home) and join onto the Hume Highway (which serves as the main Sydney to Melbourne route) and travel North with a view to finding Windsor and then the Putty Road, the plan thereafter to travel along the New England Highway. We passed by places of note, including Beechworth and Glenrowan. I guess that the railway line that ran beside the road was the one that carried that train of Troopers to the Kelly capture. The first return night was spent in Yass, in a comfortable warm room.

The next morning was darker and a bit drizzly. So far, our trip had been in good and fine weather, with news reports of rain in South-east Queensland being a stark contrast. Not far up the Hume the warning in the car told us that the ABS and traction control had failed, and a short time later the warning read (in red) "transmission failure – drive moderately until the next service". I was a bit worried, but the vehicle was performing adequately so moderately I carried on (putting it down to a bit of moisture that might dry out). Turning off the Hume onto M7 towards Windsor we started to experience road works and then traffic lights. We stopped at some lights, and on taking off it seemed that the bands of the automatic transmission were slipping. We got up to the 80kph roadworks speed limit, but I was worried. Needing a toilet stop I pulled into a side street, and out of caution left the vehicle in park with the engine running. Getting back in I found that it was locked in park; oh no, disaster!

There was nothing that I could do but cut the engine. Wondering what to do next and how I was going to cope, I pressed the start button again. She fired up,

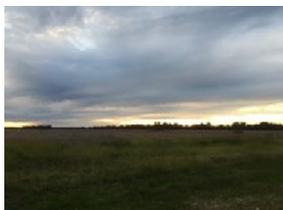
no warnings were displayed, and the transmission moved into drive as if nothing had happened. The gears shifted better than ever, and everything felt fine. While this is a car issue, it highlights that when on tour do not despair until all options are tested.

Reaching Windsor, it was back to that familiar Putty Road, which takes one to Muswellbrook. Memories of trips of many years past flowed back to me, including where Dave on his 750 Sport Ducati and I on my Z650 Kawasaki had some great times. Joining the New England, the next stop was Bendemeer, which we reached just on darkness falling.

Bendemeer was my choice solely on the basis of Club history, where we used to meet the NSW Club for the halfway run. As it turned out there were a few motorcycles there (a group riding together) including an Option 719 R1300GS. I introduced myself to that group and found one rider (whose name escapes me as I write this) who is a member of our Club, and while he has not been to meetings for some time said that he would make an effort to come along. Look forward to seeing you!

Rising the next morning I knew that we would be home that evening. The kilometres slid by under our wheels, and before long we were home. It was a great week and a half, with many great experiences. Hoping that there is enough here involving our passion, I know that I have gone out on a limb in recounting this trip to motorcyclists, and some may say that in being so bold that I **amAlone**

PS. My 2006 BMW 530d is a turbocharged 3 litre 6-cylinder diesel engine, and I honestly suspect that it would give my 2014 R1200RT a run for its money in highway (overtaking) acceleration, though the R1250RT with its 100Kw might hold its own. Suffice to note that passing road trains was never a problem, and it is pleasing that none of the Eastern State Governments have sent me a photograph.



Sunrise

Black Swan R17 plate and the R17



Black Swan R71 and Full moon at Gilgandra



A HELPING HAND

Sitting in the wet ash

A HELPING HAND

By Tony Gray #3905

The BMWMCQ was formed in 1958 and holds a privileged position in Queensland as a focus point for all things BMW Motorrad. The Club fields questions from members and non-members alike, seeking advice or assistance in relation to BMW motorcycles of any vintage. Questions range across the spectrum from parts & service, to what bike would best suit their requirements. There is a wealth of knowledge within the club and we on the Committee will respond or direct the questions to those most able to assist.

Sometimes the request for assistance is far more personal with a family seeking to dispose of a bike left after the passing of a relative, or a person no longer able to ride due to injury or frailty and wishing to pass on their beloved steed to a good home. My own R60/6 came from a hay shed outside Armidale from a gentleman who had made the difficult decision that his riding days were behind him. A recent request for assistance was very poignant and established a high level of empathy with a fellow rider.

Stephen lives in northern NSW, is not a club member but was seeking to join the club facebook group due to the circumstances that had beset him. He had suffered from a natural disaster and reached out to the club to salvage something from this tragedy. Stephen's home and possessions were destroyed in a fire. He sent this picture of his beloved BMW R67/2 that had been destroyed in the fire. This is a 600cc model from the early 1950s. A sad end for a bike near 75 years of age. Stephen's words add something to that image but the picture is worth a thousand words "I haven't even removed it from the wet ashes so rust will set in pretty quickly".

Stephen's intent was to have someone with the knowledge & resources salvage parts from the R67/2 so that it may live-on in another bike of similar vintage - think of it as a mechanical form



of organ donation which is the most noble thing that one human can do to assist another. I spoke with club member Martin Bicknell of BMWerks (refer story on Martin in the April Journal) who slept on it overnight then said yes, he was prepared to help. With the assistance of John Green, Martin recovered the remains of the R67 that now sit in his workshop awaiting surgery. Stephen was naturally quite emotional to see this important part of his life removed but was most appreciative of the work that had been done and was to be done to salvage some parts for reuse.

Stephen had the bike for over 40 years during which time it was mainly used as a commuter. He related the experience of accepting the plunger rear suspension and half-hub width brakes in modern traffic. It also had an exposed drive-shaft so a bit of a



In a safe place on the way to recovery

hazard for flared pants legs or an unwary female pillion in billowing attire. You certainly became as one with your bike. His luck with bikes has not been good having previously owned a 1969 BMW R60 (stolen) and 1955 Ariel Red Hunter (also stolen). The engine & frame number of the R60 is 1817391 if by chance anyone comes across an example for sale with this number. Stephen bought the R67 after the R60 was stolen in 1983 as a stop-gap measure. 40+ years proved to be some stop-gap.

Needless to say the R67 wasn't the only possession to be lost in the fire. As well as photos and a lifetime of memories Stephen mentioned that he had a set of three framed Chiko Roll motor



A pristine R67



BMW R60

bike posters - most of us are old enough to remember those!

I was able to pass on a copy of our BMW 100



year Display poster and 100 year book to provide some BMW memories for Stephen. I am sure you would all join with me in wishing Stephen good luck and better fortune in the years ahead.

TONY



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 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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These are the simple rules to qualify for a subsidy:

- 1. Every financial member is eligible.*
- 2. Subsidy is limited to one in two years for each member eg subsidy June 2024 re-eligible June 2026.*
- 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.

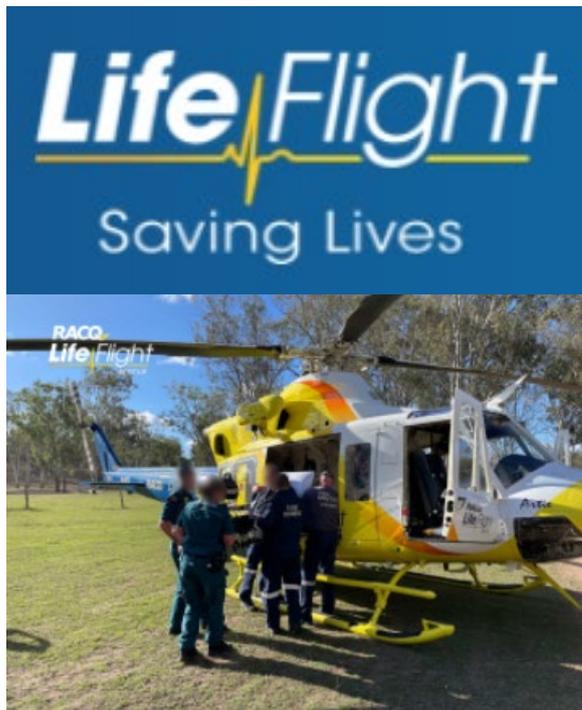


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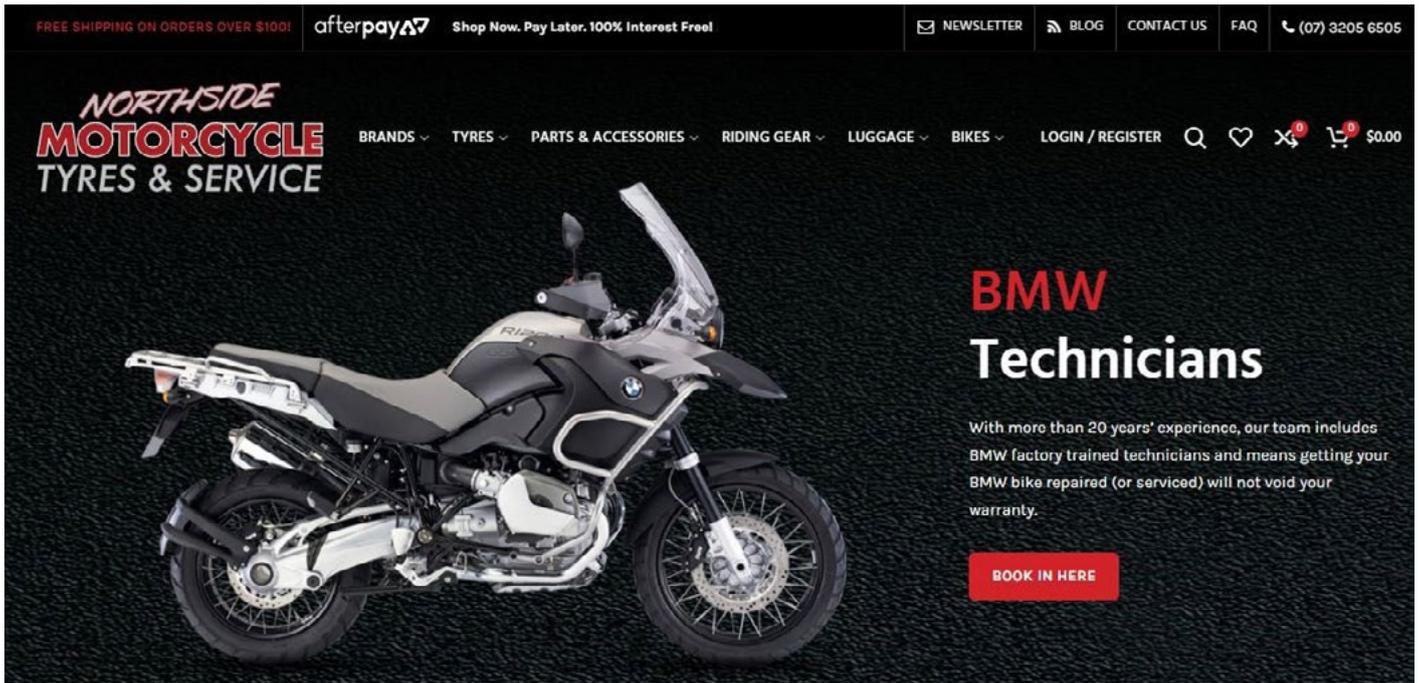
Count yourself in!

- 1 Register an account at lifeblood.com.au (or log in if you already have one).
- 2 Go to 'Teams' and choose 'My Teams'.
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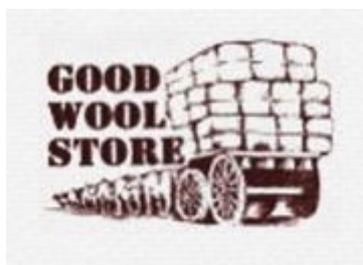
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