

BMW MQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

August 2025





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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

*Liesel showing us what a spectacular cover should look like.
Great photo Huw. Oxbow Bend Overlook ..Mount Moran
Teton National Park.USA*



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

What a fun month this has been on the bikes. Firstly, a quick trip to Canberra to see friends on the Tiger. A bit on the cool side in places (- 8deg one morning) but it included a great ride on a near empty Putty Road. The roads out of Dungog leave a fair bit to be desired (worse than I remember) but the Putty road was great.

Following that was the Frigid Digit, which was mild temperatures but a bit damp on the ride down to Stanthorpe. I don't mind the rain when outside urban riding . You gear up appropriately as I was and you arrive totally dry. Some may not agree with that by the look of them upon arrival in Stanthorpe. The FD was fantastic and a big thanks to the man who made it all happen, Ben. He has a job on his hands to top this one for next year. Hint, if you want cold, hold it in Canberra.....

Since I have come back from touring I have attended a number of riding and social club events and remain amazed at just how well run this club actually is. The events are well organized and everyone present seems to be enjoying themselves. That's the sort of ethos we want to continue. Something for everyone, no matter what your interest level is.

Next month should see the much better editorial guru, Leizel, return to these pages and I hear a whole lot of hear, hear for that. This edition includes Part 2 of the USA wander of the VP and other half and stories on old bikes and club events. Big thanks to Tony Malone and Tony Gray for their fabulous contributions and of course to the world travelling Bennett's.

See you around. Ride safe.

Paul



*Parked up at the Pit Stop
Cafe Woodenbong*

Submissions for the next Journal close 25th-ish AUGUST



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

NEXT MEETING: Thursday 7th AUGUST





Geoff Hodge

President's Report

Hi all well we need more participants for the upcoming braking and cornering riding course @ \$ 120 for you as the club is helping with cost and the ride to Zero monies that the State Government has given the club to use for your training and rider awareness. See you there.

Apart from that I attended the Xmas in July that Richard Price organised in Kingaroy. It was well attended. It was a good night with lots of laughs and stories. I also attended the Mid-week ride that Ben arranged to Lake Clarendon. It was a great day out with mild weather and great roads around our area .

We need a new volunteer with some technical computer skills to under-study the Records role. It takes a bit of learning and it will be best to have a slow and organised hand-over. If you think you would be interested and have some skills in this discipline please come and have a word to me or to Greg.

Ride safe

Geoff



Photo by: KateFarrar on the way to the Christmas in July gathering

BMWMCQ Club Events for

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	Jennings Park Gladstone st Jennings NSW	Events Coordinator
Wed 13 Aug	8:30am	Mid Week Ride	Lake Cressbrook BYO Lunch	David Harvey
Sat 23 Aug	10:00am	Coffee Meetup	Brisbane Valley Roadsters Esk	Events Coordinator
Sun 31 Aug	8:00am	Braking & Cornering Course	Lakeside Driver Training Centre	President

SEPTEMBER 2025

Date	Start	Event	Details	Contact
Thur 4 Sept	7:30pm	General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 7 Sept	8:30am	Club Led Ride	Led Ride TBA	Events Coordinator
Sat 13 Sept	9:00am	Coffee Meet up	Lighthouse Cafe Cleveland	Events Coordinator
Wed 17 Sept	8:00pm	Mid week Ride	TBA	Events Coordinator
Sun 28 Sept	12:00pm	Club Lunch Ride	Cambooya Hotel	Events Coordinator

UPCOMING EVENTS TO PUT IN YOUR CALENDAR

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.



Dinner on the Saturday night (August 9) will be in two locations.

Both dinners are at 6.30 pm. Stanthorpe dinner will be held at the

O'Maras Hotel and dinner in Tenterfield will be held at the Royal Hotel.

Peter Todd is organising Stanthorpe and Paul Hughes is looking after

Tenterfield. Please contact each to indicate you are attending by a

comment on the relative facebook event by August 2.

Dont forget to bring your own cup, spoon and hot water

Back to the Bush Weekend October 4-6th

Maryborough and Goomeri

Saturday 4th October, Kimba Lodge Maryborough has 7 rooms held available for us. Members should phone 07 41233999 and note you are joining the BMW motorcycle club event to confirm your booking. There are other motels nearby.

Saturday night 6.30 pm dinner is booked at White Lion hotel next door.

Sunday Goomeri hotel is booked inside for 6.30 dinner. Rooms are available at \$95 share – 2 x single beds or double room with 1 x double bed at \$100 or triple room with 1 x double plus 1 x single bed \$125. Ph 07 41684131.

Book as soon as you can to get a room or try the motel up the road 4168 4141. About \$140 per night on wotiff.



The famous Goomeri Bakery

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

By the time you're reading this the Frigid Digit will be over. It has taken a lot to organise and I do hope all that attended enjoyed this year's event.

Events have been rolling along nicely, and I have been absent from a few gatherings and G.M's as well but this was due to me visiting my ill parents down in Newcastle and I will be up and down the highway for a while yet to see them.

Maggies Biscuit ride is coming up very fast as is B2B with this year's Don & Kate have taken on board and organising which I'm extremely grateful for so cheers to you both, B2B will be up at Maryborough then onto Goomeri the following day so look out for this event on the FB page and the Website.

The Mid – Week ride I lead from Dayboro out to Kilcoy the onto the Dam for a BYO lunch. 15 riders attended and it was a very relaxing day and great ride with great company.

Coffee morning was at Tony's Cafe Underwood where we had 12 members turn up which I thought was a little light considering that I'm trying to move the coffee meets around to suit everyone but as always, I guess you cannot please everyone and that is 1 thing I have learnt early on with this role. But otherwise, it was a lovely morning and actually the food was pretty dam good.

As I have said in the past a million times and I will be saying it again I need volunteers to help with rides and meets etc. Honestly it isn't hard to do but when you're the one doing this all the time it does weigh you down a bit as it is always the same people putting, they're hand up to help out and I DO appreciate this immensely but one can only ask so many times and it gets to sound like a broken record. Without events in this club, I would like to see what would happen if there was no co-Ordinator? Ask yourself that same question and let it roll around inside your head for a few minutes then write down the answer as I would love to know your thoughts on this subject..... So until next time keep it upright and be safe

Ben



Cindy Bennett

Vice President's Report

Well our USA adventure continues with (at time of writing) 33 states now visited!

The very scenic Acadia National Park in Maine was a real highlight. Quiet roads - though it was a Thursday - and lots of pull over areas to admire the views (once the fog lifted!) We are also into milder temps with magic days of low 20's.

So we have run out of Eastern USA and now heading West, weaving north and south as the mood, and good riding roads, takes us.

Here is a pic of a 1984 R100 Beemer for sale near Acadia NP. As the saying goes "tell him he's dreaming"! Lots of rust on the pipes and wheels. A real resto project.

Cheers and ride safe

Cindy




Chris Bramwell
Secretary
GENERAL MEETING BMWMCQ
HELD GEEBUNG RSL 3rd July 2025.

Meeting opened:	7:30pm
Apologies:	Steve & Rosi, Bill Luyton ,Graham and Liz Healey, Ben Nazari Cindy and Duncan Bennett, Leisel Samual and Partner, President of our Millmerran Chapter Charlie Brown
Minutes of previous General Meeting:	Proposed Tony Gray Seconded Michael Amburg
Number of attendees:	23
New members (Name & MC):	1 for July
Visitors:	Nil
Returning members:	Nil
Treasurer report:	Badges are now available; recipients will receive them at next AGM. 50 Yearbook for Victorian Club is now in the library. Notice was given of the passing of Merle Meinecke 18 th June 2025.
Editor report:	More articles were required for the monthly journals. 100 years books are still available at\$10.00 also stickers also stated more photos required. August 10 th the biscuit run to Jennings NSW, bring your own cup and spoon.
Tools report:	The next service day will be the 2 nd August The GS-911 will be available on the Service Day.
Regalia report:	Nil to Report. Also AWOL
Records report:	288 current members 4 new members for June 2 new members for July
Events report:	Nil to Report
Secretary report:	NSW Clubs Newsletter is available nothing else to Report

Dealer Liaison report:	<p>Morgan and Wacker reported for past few months however used bike sales down.</p> <p>1300RT will be available late July along with the R12GS Retro.</p> <p>R1300GS is lighter, no centre stands however cheaper.</p> <p>Safari GS is now sold out</p> <p>BMW will do off road training adventure skills 2days at \$750.00. Need to book.</p> <p>Noted that Toowoomba dealer is closed.</p>
Training Officer report:	Nil to Report
Vice President report:	Nil to Report
Clubs Australia report:	Run to Mudgee on 18 th March for Nationals run by BMWC NSW.
President report:	<p>Reminder if Fridgit Digit starting at 0800 starting at Mt Cootha side of the hill halfway up.</p> <p>Christmas in July at Kingaroy food RSL and accommodation at Oasis Motel.</p>
Other Events/Buy/Sell/Swap:	To Sell 1200 GSA refer Members Items For Sale group in Facebook
General business:	<p>Noted that Chris McArdle has passed away.</p> <p>Phil Beaumont long time Kawasaki dealer has also passed away 12 months ago. A remembrance ride to Lakeside 3rd August will be held. More details to come.</p> <p>Chris Lancaster made key ring holders from Leather for Bill Luyton and Chris Bramwell with their respective names embossed on them for arranging the ride to Amberley and wonderful gesture of his behalf</p>
Closed:	2034hrs



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

AUGUST JOURNAL TREASURER REPORT

Accounts as at 22 July 2025:

Business Account:

Start Period 23 June :	\$25,750.02
Debits for Period:	\$ 0
Credits for Period:	\$ 1,440.34
Balance at 22 July :	\$27,190.36



Investment Account: \$42,821.64 (unchanged)

Paypal Account:	\$0
Total Funds:	\$70,012.00
State Grant Funds Held:	\$ 8,925
Effective Funds Available:	\$61,087.00



Debits incurred during the period had not been invoiced or reimbursements claimed when books closed on 22 July in time for preparation of this report.

Credits for period comprised membership fees + a small interest payment.

OTHER MATTERS:

Jane and I were able to attend the coffee morning at 'Motorcycles R Us' at Underwood which proved to be a top venue and attracted a good mix of members. Great to see a couple of faces we have not seen in a long while. The location is also a regular meeting point for the VJMC so there were a lot of very impressive older bikes to ogle as well as all of the new stock in the various showrooms.

On the old bike front I really enjoyed getting to better understand the 'Nimbus' motorcycle brand emanating from Denmark (story in this journal). Lars, the owner of the beautiful Nimbus Outfit featured in the story, very kindly offered me a ride in the chair after the story had been written. I jumped at the opportunity. The engine pulls very strongly in the mid-range (3rd gear is very tractable) and is really quite comfortable given the 71 years that have passed since it left the factory. The attention to detail in the restoration is very evident to the naked eye, even more so than photographs can display.

I took my only 4 cylinder motorcycle, Rex the ZRX1200 Kawasaki, to meet up with Lars. Our 4 cylinder bikes are separated by 50 years - 1954 and 2004. They are both a joy to the eye and a pleasure to ride.

Tony



**Greg Gaffney****Records Report**

In July we experienced the largest number of new members joining for a long time.

We will look forward to welcoming them and seeing them at some upcoming events.

New members in July:

Geoff French, CARSELDINE, Triumph T120

Greg Cunliffe, MACKAY

Gareth Tracy, LITTLE MOUNTAIN

Peter Henwood, GORDONVALE, R1150GS Adventure

Rolf Lehmann, CAPALABA, R1200GS Adventure, Honda CB1000F

Barry & Sonia Kitchin, MURARRIE, R1300 GSA

George Du Plooy, WACOL, S1000R

Bruce Kemp, ARUNDEL

Neil Fitzgerald, ALEXANDRA HEADLAND, R90/6

Cheers

Greg



on the way to Christmas in July phot by: Kate Farra



Duncan Bennett

Regalia Report

We've managed to cope with about 6 weeks of relentless Brisbane (and all of the coast up to FNQ) in February weather. No days when we didn't pull into our accommodation dripping with sweat or precipitation – yes the odd thunderstorm smashed us coming in. So hydration, and electrical insulation have been critical.

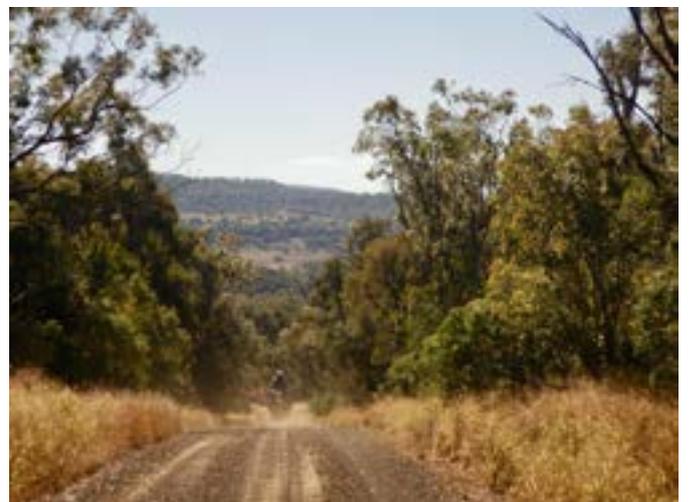
Many people laughed at Mario when he introduced the BMWMCQ water bottle last year, I certainly didn't, I laughed with him. But this item is truly the best thing ever. Every day we fill them with water and ice, and 8 riding hours later the ice still hasn't melted. Yes I realise that it is "cold" back home now. By "cold" I mean we don't get 60" of snow like they do here, and sometimes a light cardie is more comfortable, but even so the Mario water bottle steps up again. As per the photo, I like a cool drink while Cindy likes to keep hers next to the exhaust so she can enjoy a nice bisque, they are fully insulated so work both ways.

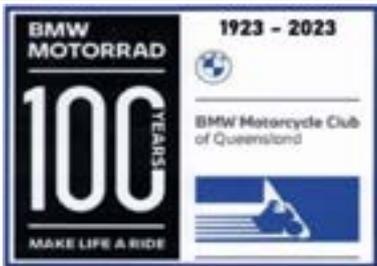
Duncan





Wonderful photos from the camera of Kate Farrar



 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.



Lower48Mate Part 2

Flagstaff AZ. By now we are solidly into the routine of motorcycle travel – up, breakfast, pack, check the room 18 times, get on the road, realise the GPS is going somewhere other than where we want to go, stop, check Google Maps and Gaia off-line maps, provide guidance to the GPS, and repeat with stops for fuel and snacks until getting to the place we had decided to stay.



US sockets always look like they've come home to find the babysitter lighting up a huge bong

We were now 16.3% of the way across the USA, but only our 2nd state of 48. We needed to start ticking them off more rapidly otherwise the whole lower 48 was going to take – small pause here while the calculator App is engaged – quite some time. Flagstaff also our first experience of rain, apparently almost unheard of at this time of year. Yes but we are in town, and we always bring it. Luckily it stopped before we executed the Day 8 plan, which was to get a few more % east to check out some geology features in the Petrified Forest and the Meteorite Crater, before cancelling out those % by heading back to Flagstaff. Cindy decided to pillion again, no sense in wearing out two sets of tyres on the straight interstate.



Everything was petrified except Cindy

On the way back, we had to stop at Winslow. This wasn't mentioned in the Route 66 song, so The Eagles snaffled it for Take It Easy. This seemed appropriate, as I've got seven women on my mind. Four that wanna own me (including the cat), two that wanna stone me, one that is a pillion of mine.



Takin' it easy here wasn't easy

Then to the impressive meteorite crater, created by a 50m lump of iron – nickel alloy that should have come to the attention of the Arizona highway patrol officers by its carelessly travelling at 12km/s. It is a big crater. There is a big lump of meteorite in the visitors centre, and a geologist I happened to meet with there said it was originally part of the core of a planet a bit like ours.



A big crater

Finally back into Flagstaff after a big day, via another Route 66 song town Winona. Having been through it on the bike gave us the right to call ourselves Winona Riders. Day 9 was going to achieve little in ticking off states, but it was going to set us up for it and some big highlights. We headed

due north out of Flagstaff, missed a turnoff to the Sunset Crater (a volcano this time) due to road-works and no sign, and pushed up to Tuba City for luncheon at a Dennys Diner, our first for the trip. On the way we went through a section of the Painted Desert, which became a photo obsession, but getting off the road into deep sand calmed the obsession down a bit, and resulted in only partial satisfaction.



Only got a monochrome bit of the Painted Desert

After lunch we headed north east through Navajo country, the scenery started to make a few changes, then suddenly we were amongst rocks. We decided on a detour to a lookout as we were a bit early to get to our motel in Kayenta, and this was a great decision. The hint of Monument Valley sandstones started to come into play at this time, as the plateau steeply drops off into a valley floor. A tempting feature of the rock is that it is flat, so can be ridden on, and so was.



On a motorcycle, temptation is indistinguishable from duty

Down into the valley, the trip into Kayenta gives more than a hint of Monument Valley, it is the start of it. Out to the motel in the middle of nowhere, we had to head back into town for dinner supplies. One of the features of the US is that food and beverages are available everywhere, servos included. But no beverages in the Indian reservations, except the usual bewildering display of energy drinks and other weird concoctions. So a light dinner of servo snacks and water, and some light motorcycle maintenance. Another feature of the US while drifting along on the features topic is that you have to pay for air. Not the breathing kind, but the tyre kind. \$2 is roughly the average for 5 minutes of air. That leads to another feature – coins. This literally drives people mad, because the maximum value coin in circulation is a quarter, which is 25 cents. So you need a lot to do anything. You want 5 minutes of air? You need 8 quarters, which means you will have 7 quarters available. No air for you, Mr and Mrs Motorcyclist. Anyway, back to the story....

Right. Now we are just going to do some photos to kick off Day 10 because this area is beyond words.



First serious hint



Yes we can see it now we're in Utah



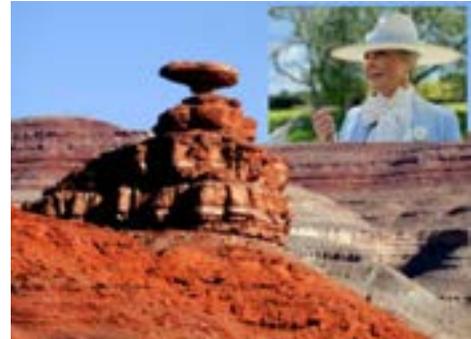
In amongst it



Run Forrest, run!

Our good friend Alden from the "best ever" Alaska ride in 2019 had mentioned the Valley of the Gods road, not far out of Mexican Hat. A sensible question is why people are naming things Mexican Hat this far north? Maybe because the rock formation does look like someone in full bustle wearing a

Melbourne Cup hat, but the Melbourne Cup was not televised in this area back then so they went with the closest thing – a Mexican Hat.



Yeah. A Melbourne Cup hat, not a Mexican hat. I'd even suggest a clear winner.

Off up the Valley of the Gods dirt road, this was truly one of the best rides we've ever done. Loneliness and wilderness all by ourselves. Epic scenery, this had the lot.



As good as it ever gets

A stop toward the end attracted a couple from Germany. They had a serious number of BMWs – even to Cindy's delight an R1200C - I think I lost count after five, so the conversation flowed easily. This highlighted another thing – when you travel by motorcycle, you attract attention. We are both fully dressed in Klim gear – USA designed – so surely bog standard. Not the case, people dressed like us were extremely rare, the undressed Harley rider is the norm, so we find a lot of people just come up and start asking questions. It happened a lot here because most people are tourists. Done with some of the best geology imaginable, we headed off to the next target – the four corners point. This is the meeting point of 4 states – Colo-

rado, New Mexico, Arizona, and Utah, so we could easily tick off the first 2 making it 3 for the day. We ticked them off just getting to the point, but for a mere \$5 per head we could reach the actual point that isn't actually the point.



Inspired by a 10 year old girl before her turn, Cindy goes the 4 state push-up

The day concluded at the Super 8 motel in Cortez, Colorado. If Cortez looked a little worn generally, the Super 8 was the Cortez pants seat. We were on the second floor, so the motorcycles were nowhere near line of sight. This was a bit of a concern, but there were Harleys parked nearby and they were much shinier than ours so with the disc locks on and a visit to a craft brewery we'd done all we possibly could.

Day 11 was raining heavily, and it was about 10°C. With the bikes out in the open and many tens of feet from the hotel, we held off departure for a while, but this means the rain responds by setting in. Extreme detail time-and-motion planning starts to try to minimise exposure to water when loading up the bikes. The easy stuff first, everything is packed, we take it downstairs and place it close to the exit door. Too close in fact, other guests can't get out. Okay, shuffle it around to create a corridor between bags and helmets and accoutrement. Open the door and look at the sky then down at a puddle to judge rain flux every 10 seconds. Is that a slightly lighter patch headed our way? But

which way are the clouds moving? Stare at the grey blanket for 10 seconds, no idea. Could stand there all day in theory, but Santa Fe New Mexico beckons, and it is a fair way away. Toughen up and take everything out at once. Then realise that with only two hands, holding everything and packing is impossible. Stuff goes on the ground, stuff gets wet, we'll worry about that later. Off past the portico at the front of the hotel where Harley people were leisurely packing their stuff under cover, and across the bottom of Colorado.



Imaginatively named Chimney Rock

The riding was very pleasant along here, cool but not heated grips cool, and there was still a smidge of snow on some of the higher peaks. Then to Pagosa Springs and a due south-ish to the New Mexico border, Cindy had done a push up already in this state so we remained on five. New Mexico was surprisingly green in the north, but the rock formations it is famous for soon woke themselves up as we headed in Santa Fe which is a bit more deserty.



Amphitheatre Rock were we refused to pay \$5 to see because we could see it for free

Into an Airbnb about 8 miles (we were now fully converted) south of Santa Fe, we had a whole house complete with washing machine and dryer to ourselves for two days. A trip to the supermarket later, we made a big discovery – cooking and eating at home is a lot cheaper than eating in diners and restaurants and breweries.



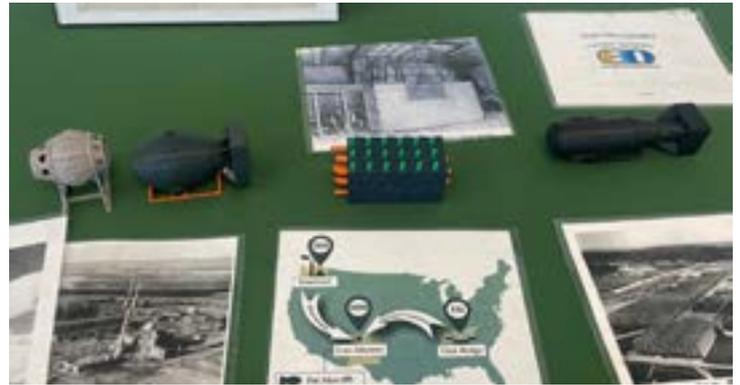
Santa Fe is an artistic community. This piece is entitled – Man watching socks dry

Day 12 was touring Santa Fe via a self-guided walking tour App. These things are quite good except when more than one tourist is involved, the synchronising of the commentary travelling between the sights and the other tourist gets tough, with the “where is yours up to?” becoming almost incessant. We did see some good things though, including the oldest church in the USA, the 1610 San Miguel chapel, and the famous spiral staircase in the Loretto Chapel.



The Loretto miracle spiral staircase, originally built without the handrail

Another interesting stop was at 109 East Palace Avenue. This was the office of Dorothy McKibbin, the gatekeeper of Los Alamos during the development of the nuclear bombs in WW2. Dorothy would check scientists and their families in before shipping them up the hill to the site. Being totally ignorant, I hadn't realised Los Alamos was near Santa Fe, so this neatly set the plan for Day 13.



Some Los Alamos toys to throw about

Los Alamos was originally an exclusive boys school, but the Manhattan Project leader General Leslie Groves decided it was a perfect location for a top secret laboratory – very limited access in canyon country, reasonable climate, limited private ownership, and no communities. The major problem was the gross underestimation of the resources and size required to develop the bomb, initially the thoughts were 300 punters was heaps. Turned out 6000 was the real number, so it was a bit of a mess for a long time. Still, they got the job done. A great museum and some lunch later, Los Alamos was done and we were back down the hill to Santa Fe.



Cindy with two very big characters in world history

Day 14 started with Las Vegas. But not The Las Vegas, just the Las Vegas. A totally different kettle of gambling fish in New Mexico. It was far enough out of Sante Fe to demand a coffee, and this leads to another USA cultural exposé. A quaint plaza, numerous cafés, 0930 hours. In Australia it would be going off with active wear and Lycra clad people ordering single source decaf lattes at precisely 52.3°C and a dish involving breads from some obscure eastern European country with avocado. Las Vegas New Mexico? Nothing. No-one. We asked a couple doing laps of the plaza – their gym was closed for de-sweating – where can we get a coffee? A bakery a few blocks away. OK, back on. The couple came around for another lap – that place there has just opened. Righto. Some excellent coffee with simply horrendous art later, we were replete.



The monument to when the US took over Las Vegas. Coffee not mentioned.

South-east into the flat lands happened this day. The lunch target was Tucumcari, where Lee Van Cleef stopped the train and got off with his horse to get lunch in A Few Dollars More. To get there we dropped off the heights, and it is a long way down.



On the long way down

Onto the interstate for the final stretch, we made a mess of getting the border sign photo, but regardless got into state No.6, Texas. This section was memorable for all the wrong reasons – a feedlot. It was huge, right next to the road, and the smell was up there with the Fez Tannery of '23. Breath hold didn't work, we would have broken the world record it was that big. One can also sense the miasma of foulness getting into everything, and one becomes paranoid checking into the motel on Route 66 in Amarillo. Full immersion, we went with the Big Texan motel. Were they being more perfunctory than normal when we checked in because of the feedlot, or is cow waft a badge of honour? Who knows. The Big Texan is famous for the 72oz steak, 2.04kg sounds scarier, eat it and the sides within an hour and you get it for free. A chap was doing it when we were there, comfortably home in 59 minutes and 57 seconds. One of the winners board comments was "bring your own knife", likely a plastic one would only add to the drama.



13:52 remaining on the clock and he chooses this moment to say it's not cooked right

Overloaded on our own steaks and big people in big hats, we battled the heat outside and called it a day. Day 15 started with breakfast, as it pretty much has every day for the past 60 years, but this was potentially very scary, with thoughts of a what scale a Big Texan breakfast could be. Turned out huge, but we were confident enough by now to say "I'll have the Big Texan breakfast please, just without the 9oz sirloin, the cheese, the crispy bacon, the sausage, the potato, the crispy fried

chicken drizzled with sweet honey, and the fluffy waffles with syrup. Yes, just the two poached eggs and the toast please.”



Nobody's answering!

From Amarillo we went straight north with a modicum of east. This area is known as the panhandle, and even though it is a pretty featureless place it has an interesting history. There is a lot of oil and “carbon black” production here, with carbon black the additive to tyres which makes a huge difference to tyre life, which I was starting to think about. There is also agriculture, and as we headed up into Oklahoma we were right in the heart of the famous Dust Bowl counties, where people died of “dust pneumonia”, i.e. their lungs just had so much dust in them they couldn't breathe and they died. Also, the amount of silica people ate with their food wore their teeth out. This area looks weird, there is a 34 mile section of Oklahoma that sits between Texas and Kansas. Why didn't Texas just say “that bit's ours?”. Another hopefully interesting fact is that for Texas to join the Union in 1835, they had to give up anything north of 36°30' latitude, i.e., that bit, because they were a slave state and slaves were not allowed above this line under the Compromise of 1850 between the free states and slave states. So it existed as No-Man's Land, not under anyone's control. Of course that ended well, every rat-bag in the surrounding states just

did rat-bag things and then wandered back into No-Man's Land to avoid the authorities. In 1890, it was thrown to Oklahoma to manage. I suggest that thoughts of people in the future wanting to ride the entire lower 48 states was in play – in 34 miles a motorcyclist can be in 3 states! Let's legislate!



And even before the outfit could be changed....

More north and more east followed. We were in Kansas so could just do the east, but the famous Dodge City beckoned. The place of cattle, gun-fights, and cattle having gun-fights with Wyatt Earp. Admittedly I didn't spend that much time in the museum and may have missed a couple of the key displays, but that was the gist.



Boot Hill. Should have worn boots.

What didn't come through in the westerns we watched as kids was the heat. They always wore vests, often coats, and even cravats or ties. A loose singlet and shorty short shorts was too hot a combo when we were there, and John Wayne only got down to this practical western ensemble in The Man who Shot Liberty Valance.



John Wayne in the Comancheros. He left his water bottle back in the motel, and died.

So we were 8 states in. Going okay, with the only big concern my rear tyre which had worn down a bit faster than planned. Numerous phone calls to hopeful tyre places had not borne much fruit. Then I remembered that they aren't tyres, but tires. But that's a story for next time.

In the first post I forgot a map, here it is in green (first post), and red (this post). Messy, but we are being measured by progress so we need to prove something.

Duncan

Map



Random Frigid Digit Photos



FRIGID DIGIT 26 - A WEEKEND OF CONTRASTS

by Tony Gray

The Frigid Digit Weekend is a long-standing Club Event dating back to 1995 - marking this year as the 30th anniversary. Graham Healey, one of the originals, reminded the assembled masses of this fact at Mt Coot-tha on a chilly and cloudy Saturday morning. It was in fact the 26th running of the event as there are a few gaps caused by 'Wars', Epidemics and other such aberrations. There was an encouragingly large number of hands raised as Frigid Digit Virgins which is a great sign of strength in the club. A few of the hands got a bit shaky when Life Member and renowned rider briefing raconteur, Tony Malone, mentioned initiation rituals! Sorry you had to be there, nothing for publication.

Event organizer Ben distributed route directions and briefed the participants on the structure of the run - take the planned route or your own alternative, ride at your own pace and expect rain along the way. Destination - Stanthorpe. There were three suggested stops for coffee/refreshment to split the group so we did not overwhelm one location. We departed pretty much en-masse up and over Mt Nebo and Mt Glorious down to the Brisbane Valley Hwy, across to Glamorganvale, Marburg and Rosewood where a few of us peeled off to take our pitstop. Rosewood these days is more outer suburbia than true country but the message didn't get through to a dude in a Holden Crewman Ute - he had dual aerials that were at least 4 metres long, a bank of search lights that must have come from Brisbane Airport and a cut-down bullbar off a Kenworth truck. He had naff-all ground clearance as the overladen front suspension strained to hold the weight. The car was covered in expletive-laden decals and the music blaring out of the cabin came in both kinds - Country and Western. Oh my!!! We escaped while he was parked.

We had got this far without getting wet but the sky ahead and the BOM weather map both carried the same message - things were about to change. The first drops were sparse then getting stronger as we had cleared Warrill View, Harrisville and Kalbar.



Onto Rathdowney where we joined the Mt Lindsay Hwy where the Heavens opened. We passed Craig on the roadside playing tie-down straps in the rain with Blink - he gave us the 'all good' so I assumed he didn't need any more players for the game. We subsequently found out that one pannier had made a late decision that it did not want to go to Stanthorpe in the rain and hit the ejector button.

Google Maps indicates that the Mt Lindsay Hwy extends all the way up to the Qld/NSW border where our southern cousins call the road Summerland Way. At the juncture where Summerland Way turns sharply to the south towards Kyogle, the road then assumes the Mt Lindsay Road handle which it carries all the way to Tenterfield. Now this just may be semantics BUT there is no way that is a Highway! Saturday tested everyone's riding ability traversing that road - very poor visibility with rain & mist, glassy polished bitumen, poorly filled potholes that had emptied their gravel contents over the road and a few sections where the road had subsided. Not a pretty picture. Somehow we all safely made it into Woodenbong and the planned lunch stop. Unfortunately the Pitstop Cafe has a very small enclosed area and a very big outdoor dining area that was very, very wet. There is dry cover across the road at the 24hr servo but a couple of three-wheelers had found a nice dry spot beside the bowlers and gave

no indication of wanting to move.

Jane and I, along with several others decided to push onto Stanthorpe and catch a late bite to eat there. The ride through Legume and Liston to Stanthorpe is a nice ride and even on that wet Saturday it was enjoyable especially compared to what had preceded. Ben had arranged and pre-paid for accommodation at several sites - the 'lucky ones' were domiciled in the Boulevard Motel and the Stannum Lodge Motor Inn where Jane and I stayed. The 'brave' had opted to camp at the Top of the Town Tourist Park. The steady rain started to wash away at the resolve of the brave to the point where Frigid Digit Virgin, Toby, found himself alone at a very wet tourist park. Ben was working the phones and helping out as much as possible so by the time the sun had set (what sun?) everyone, Toby included, had a solid roof over their head. O'Mara's and the Country House Hotel gained some unexpected patronage. Toby and his R100RS have certainly passed their initiation.

Dinner at O'Mara's Irish Pub was a noisy and friendly affair. It was great to see Liz & Katie make an unexpected and unplanned appearance - driving up to the surprise of Graham and Jurgen. Our ladies were quite well represented with the J,K,L & D being Jane, Jane, Julia; Kate, Katie; Liz, Lindy, Donna. Dinner was quite a sporadic affair with dishes appearing at random and in no particular order. Fortunately the Guinness was delivered in a much more orderly manner.

The rain had been unrelenting as evidenced by the rising height of 'Quart Pot Creek' that divides Stanthorpe beside the Boulevard Motel. Those of us staying to the south of the creek at Stannum Lodge had to cross to get to dinner at O'Maras'. It had risen a couple of feet during the time we were at the pub and a few feet further by the time we left on Sunday morning. And what a glorious morning it was with the sun making a welcome appearance. The first bike fired up about 6.30am at Stannum Lodge with a steady exit of others for the next couple of hours. As is tradition, people made their own way home either alone or in small groups. After the adventures of Saturday I was not aware of

anyone who decided on backtracking the previous days route. Variations involving the New England Hwy seemed to win favor with most. We headed into Warwick for coffee & cake crossing paths with Boden on the way. We also had a brief chat with 4 GS riders from Sydney. They were mounted on 2 x GS1300 Trophy, GS1300 and GSA1250 and were on day 3 of a 36 day lap of OZ.

This was a memorable weekend away with a great bunch of friendly people all out to have a good time. I am not aware of any bike problems (Craig's pannier just a mere flesh wound) or mishaps which is a credit to the abilities and common sense of the group - ride to the conditions.

By my count we had about 36 attendees including the late arrivals with only a couple of late withdrawals. The manager of Stannum Lodge said he told his wife on Saturday there was no way the motorcyclists would ride up to Stanthorpe in those conditions - he was pleasantly surprised. The mounts included several airheads with Steve's R90S the oldest bike, R80GS, 2xR100GSPD, 2xR100RS through to the current R1300GS. Although R models in various forms dominated we managed some F models but Boden's K1600 was the only K bike to my knowledge - no first generation K bikes unfortunately. Two of our 3 wheeled brigade in Stuart & Mike made an appearance. Steve's Ducati was the only 'foreigner' with Paul opting for his GS over the Tiger. These were my observations so no guarantees given.

We all were given a couple of 26th edition Frigid Digit stickers which from this day forth shall be displayed proudly to attest that I was there that day when we resisted everything that nature and main roads could throw at us! Well done and a big thanks to Ben for all of his hard work and meticulous preparation - the weather, well no control over that but it made for a memorable event.

Footnote: Rider training has been a major focus of the club Committee for some time now with the subsidized 'Braking & Cornering Course' still having some spaces available. Two experiences on Saturday highlighted for me the need for us all to keep our bikes in good condition and to keep refreshing



our rider skills, especially braking & cornering.

The first instance was climbing Mt Nebo when a 4WD crested a rise onto a right hand bend coming our way. We were ascending and setting up our own right hand bend. The problem was that he/she was a good meter over the double lines on our side of the road.

The second instance was along the 100kph marked Boonah-Rathdowney Road where we confronted a B Double truck coming towards us. He positioned himself to the far right side of the road in an apparent endeavour to make a left turn into a property.

We safely managed to negotiate both potential disasters due to our positioning on the road, quick assessment & reaction and a bike we understand well with good tyres and brakes. I will never claim to be Marc Marquez but I do listen, learn and practice what good instructors have told me over the years. Braking & Cornering - yes we all need good skills in those essentials.

TONY



The epitomy of the FD



Krismas in Kingaroy

By Tony Malone

Christmas comes just once a year (to celebrate the birth of our Saviour). Clearly the time for giving presents and good will is so sorely missed that it seems fitting to have an imitation in July (to appreciate the cold of the Northern Hemisphere). For a few years Richard Price has been organising this event for our Club, and this year it was back to Kingaroy. Probably no chance of snow that far North (Stanthorpe last year being a possibility), but lower temperatures were assured to give a genuine feeling of the real Christmas (hence the pseudonym that I have used in the title).

Richard's intention was to duplicate the event from last year, to be held at the Oasis Hotel. As it turned out he had an insufficient number of attendees for catering at the Oasis, and so the venue was changed to the Kingaroy RSL. As it turned out this worked well for me, as when I tried to book a room at the Oasis, none were available. And so, it was onto Booking.com to see what was available, and the Rooms Motel East had a king double room for a reasonable price. No need for Trivago!

I was not able to take part in the organised ride, however knowing the route that it would take meant that I would be able to join the group on the way. The first stop was at My Little Blueberry at Crows Nest. Donna and I arrived shortly after the crew, having taken the Esk-Hampton road to join the New England Highway. The day being fine, and not too cold meant that we gathered at a table outside. Looking at the range of products I was taken with the Ham and Swiss cheese croissant, toasted of course, to be accompanied by a mug of flat white. Who cares about calories?

The next stop was to be at the Bunya Mountains Tavern. I had meant to refuel in Crows Nest, but in the excitement forgot about that. We were not very far along the road before the warning reminded me of what I should have done. No real problems, Yarraman would have fuel and it was only about 20 kilometres past the turn to the Bunyas, and so this should not cause too great a delay.

The fuel stop in Yarraman has 98 octane, which is always my preference. The price was reasonable, and I remain confused as to how the fuel companies seem to play with consumers. Anyway, the inevitable U-turn had us back at the turn to Bunya. Not being entirely sure on how to get to Bunya, I turned left at Maidenwell towards the Bunya National Park. This proved to be a good choice, as it seems the route the group ride took encountered some unsealed road, whereas my path was sealed. The only slight issue related to the slightly damp and narrow roads, and those (thankfully minority) drivers who think that it is some sort of raceway. All you can do is hold your line and trust for the best.

Arriving in Bunya the Tavern was easy to find; indeed, it was at the end of the road! Our comrades had arrived and ordered, and we found our seats at the table booked for us. The menu offered fine selections, and with another coffee there was little chance of dozing off in that crisp mountain air. The others finished their meals and bade us farewell. Donna and I finished soon after, and it was all downhill to Kingaroy. This is where the country opens, as on the way up you are driving through tree lined scenery, albeit with occasional lookouts. The views along the road were spectacular, and rejoining the Kingaroy-Dalby Road soon had us through Kumbia and onto Kingaroy.

Regrettably I had not prepared well enough and was not sure of the address for the Rooms Motel. As it turned out there are 2 of these in Kingaroy, and I went to the wrong one first. The reception set me straight on the path to the Rooms Motel East, and it was soon found. Of greater importance, the RSL was just around the corner; about 100 metres away. The Oasis was more distant than that, probably more than a kilometre. Sometimes things go your way.

As a matter of interest, I on arrival I had scouted the whereabouts of the RSL, and on returning found a group of about 20 motorcyclists had pulled into Rooms Motel East, only to find that they were booked into the one I had mistakenly found earlier. There were a string of complaints from the lead

rider on his full dress Harley Davidson, wondering how he was going to turn his machine in the tight space.



The Kingaroy RSL

Dinner being at 18:00hrs, we soon found the ANZAC function rooms allocated to us. The plan was to order individually from the menu. To enhance that Christmas feeling Richard set out a few decorations (including a reindeer backing away from something) and handed out the bon-bons (which we would later crack, tell the silly jokes and wear the silly hats). There were about 20 attendees, and some had travelled quite a distance to be there. Camaraderie and happiness filled the room, and we were all well fed. As advertised there was a courtesy bus provided, and rather than walk back Donna and I jumped in. As it turned out we were dropped off on the return, having travelled some way to the Oasis.

Before leaving we had set the air conditioner to about 24 degrees, and so a comfortable night passed. Breakfast the next morning was to be at Little Italy (a place at which we had dined in the past) which was about 200 metres from the Rooms Motel East. I enjoyed the morning walk in the brisk air. Bad news at the Café; there was no bacon! I looked at the menu and found a ham and Swiss cheese croissant, and with a feeling of déjà vu or-

dered that along with the mug of flat white.

Breakfast over it was time for the trip home. This time through Yarraman (again) and Blackbutt, turning towards Esk on the Brisbane Valley Highway. The event went well, and thanks to Richard for organising this again. As to the weather expectations, when it came to hoping for snow, I guess that

I amAlone



Dinner in the RSL Function room



Dancing and frivolity was involved :Photo by Mario

A RARE EUROPEAN WORKHORSE

BY: TONY GRAY

World history is littered with motorcycle companies which also make or once made other products - there is an obvious synergy with bikes and cars such as made by BMW and Honda, but other products are less obvious. Laverda was a major manufacturer of farm machinery before building its beautiful line of motorcycles, BSA was initially an arms manufacturer, Yamaha also make musical instruments and motorcycles are a very minor but high-profile sector of Kawasaki Heavy Industries. There are many other examples but what about vacuum cleaners and motorcycles? Yes, such a connection did exist.

The genesis for this story was a FB post by club members Michael & Ann Ahlberg who are also members of the Pine Rivers Area of the HMCCQ. Pictures of its club sidecar run showed a very rare and meticulous example of a Danish built 4-cylinder Nimbus. This beautiful outfit also captured the attention of club 3-wheel aficionado Phil Gresham so I thought I would investigate further to build this story. Our club sidecar builder extraordinaire, Stuart Wade, will not be disappointed.



I first became aware of Nimbus motorcycles when Jane and I were in Copenhagen in 2012. The pictured ex-army, in-line 4-cylinder, shaft driven motorcycle has an estimated pre-1955 build year. The young owner was a Uni student and let me sit on but not ride the bike - perhaps it was the grey beard or the Isle of Man cap that caused him concern? He said the Nimbus was a Danish motorcycle with a very under-stressed engine that provided him with cheap & reliable transport. I could not remember ever having seen one in Australia.

A RARE EUROPEAN WORKHORSE



The history of Nimbus motorcycles dates back to 1918 where Nilfisk, a Danish vacuum cleaner manufacturer, diversified into motorcycle production. The company name is derived from the two owners Fisker & Nielsen. Nilfisk had produced the first European vacuum cleaner in 1910 and today remains as a major world producer of these products. That first Nimbus (named after the cloud formation) was a 746cc in-line 4-cylinder shaft driven motorcycle that remained as the basic design during its production life. Production of those first models, A and B, ceased in 1928 but restarted in 1934 with the Model 'C' which then featured an OHC engine and telescopic front forks. Now here is a contentious point - the Nimbus was introduced in 1934 with a 'world first' telescopic front fork one year before BMW introduced the R17 with a hydraulic damped telescopic front fork. The Nimbus adopted hydraulic damping in 1939. BMW tied up its design with patents that didn't survive WW2.

The major buyer of the Nimbus was the Danish Defence Forces (most to the Army) followed by the Police Force and Postal Authority but there were a lot sold for civilian purposes. Bikes were for Danish consumption with very few exported.

The end came with a letter from the company on 6 May 1959 to its dealer network stating that no more bikes would be supplied for private sale but spare parts would be supplied for the ensuing 15 years. The Nimbus had been supplied direct from the factory to the Army, Post Office and Police Department. The last 12 Nimbus were supplied to the Danish Postal authorities on 20th January 1960.

In the mid-1970s the ex-army bikes were auctioned off in batches of 10 basically at scrap metal prices. Spare parts were auctioned off by the pallet load. The very last Nimbus left the Danish defence force in 1980!

Total production of the model 'C' from 1934 to 1959 was 12,715. Nimbus used two different gearing in the rear bevel gear; solo machines had a 1:4 (14:56) gearing and sidecar gearing was 1:4.9 (12:59) pinion and crown wheel.

War Years: Denmark was occupied by the German Forces from 9 April 1940 to 5 May 1945. During that period Nimbus production almost stopped as Mr Fisker refused to co-operate with the Germans. Even though the occupiers tried hard to get the factory to manufacture other products for them and supplied materials for these 'orders' they did not materialize as the raw products were slowly 'diverted'. Nimbus had 100 outfits ready to fulfill an order for the Yugoslavian Air Force when Denmark was overrun. These were hidden until the German hierarchy found out via documentation discovered in Belgrade. These 100 outfits were sent to Norway where they spent the war in the hands of the occupying German Police Force. Many were destroyed by the British Forces as they had orders to destroy all German equipment after Norway was liberated in 1945. Some of these bikes remain in Norway today.

Fast forward to today and the Nimbus outfit shown here. Michael obtained a contact name and phone number of the owner, and we had a chat about his bikes and the Nimbus brand of motorcycle. I also turned up a copy of 'Old Bike Australasia' where editor Jim Scaysbrook had test ridden an example back in 2022. The outfit featured here also appeared in the 'Old Bike' story.

Lars Glerup migrated to Australia from his native Denmark about 35 years ago. He purchased this ex-army 1954 Model 'C' Nimbus locally as a solo motorcycle in June 1998. He set about the big job of restoring the very worn bike, finally getting it registered in 2006.



No LHS chair (sidecar frame) had ever been made by Fisker & Nielsen for the Nimbus. ACAP was the main supplier of sidecar bodies to F&N for the Nimbus motorcycles throughout the years. Lars had to set about building his own - mirror reversing the standard specifications to suit Australian compliance. Lars built the sidecar chassis in 2007 and fitted a timber box before importing a very rusty ACAP sidecar body which was restored and fitted in 2013. The detail on the chassis build trails this main story.





Up to 1 April 1956, the engine and frames had matching numbers as a separate plate was riveted to the frame after assembly and numbers matched. After that date the frame number was stamped into the frames left side headstocks lower flange and no longer matched the fabrication and engine number! Sidecar numbers were never matched to the engine/frame.

Lars also owns a 1945 model 'C' which he now plans to restore in his retirement. Lars estimates that there are between 35 and 40 Nimbus bikes in Australia so they aren't something you will see every day. If you do cross paths with one take the time to have a closer look. They are the personification of a time when motorcycles were built simply and sturdily to provide reliable transportation. Better still, if you are lucky enough to be visiting Denmark then call in to the town of Horsens, Jutland where the Danish Nimbus Club (Danmarks Nimbus Touring) has a museum.

Thanks to Lars for his time in sharing his vast knowledge of the Nimbus and supplying a number of the photographs. Also, thanks to Michael and Ann for their photograph taken at the HMCCQ run and providing the contact.

SIDECAR CHASSIS DETAIL: *The frame is made from a 1-inch steam pipe (seamless) with a 4mm wall thickness, all U-bolts are made from stainless steel rods that I threaded and pressed to U-shape. All other brackets/clamps for the mud-*

guard etc. are also homemade.

The wheel used is a back-wheel from a BSA that was kindly given to me by an Ipswich HMCCQ member, the rear sprocket got machined off the brake drum and a new axle machined to fit the imperial bearings! The old spokes and rim ended in the bin and new stainless-steel spokes were fitted to a correct size rim, 3.5 x 19.

The brake mechanism runs through the rear cross section of the frame and directly into the brake drum and shoes, it is activated via a brake-arm close to the bike's rear wheel, it is then connected via a Bowden-cable to the rear brake pedal on the Nimbus.

The leaf springs for the sidecar contain 5 layers for a standard sidecar body and 9 layers for a commercial tray body. Many tradies and delivery companies, milk men, crystal ice deliveries you name it, used Nimbus with sidecars.

The Danish postal authorities used Nimbus with sidecar for collecting mail from public mailboxes until September 1976!

As you can see in the attached photos, I had a wooden tray mounted until I got the ACAP body attached in 2013.





TONY

Touring Kyrgyzstan

By: Cindy Bennett, Member #4170

David Carey, member #4797 who lives in Mossman NQ is currently touring Kyrgyzstan with Compass Expeditions riding an F650 GS. His partner Roisin Allen is accompanying him and is a very talented photographer. Duncan and I met this intrepid couple when they were on our South American ride in 2023, and we keenly follow along with their adventures.

Roisin has given me permission to publish some of her wonderful shots of this amazing and little known country.

This trip traverses sections of the Old Silk Road trading route and includes staying in traditional Yurt's with local families.

Roisin reports: "The nomadic families are so friendly and welcoming, offering us their home made goats cheese and fresh cream made from their cows milk. The children are delightful".

The pace of development in the country is fast with a lot of the incredible gravel roads being paved by a concerted Chinese construction effort. I know we have now put this unique part of the world on our bucket list!





A backroad wander Neurum. photo by: PH



Just in case anyone has forgotten how good an event the clubs celebrations were.

ANY EXCUSE WILL DO

JEGJul2025

*Why do you ride your motorbike
What does it mean to you?
Is it for how it makes you feel
Or more or less something to do?
How did you come to get your bike/s
Were they pre-loved or sparkling new?
It really doesn't matter why or how
For any excuse will do
We all have bikes for our own reasons
Some have one or quite a few
Many have been riding since their teens
While some are starting anew
There are those who prefer the local runs
Meeting friends for a brew or two
Or simply to make the commute more fun
But any excuse will do
Others enjoy long days on the bike
Especially when the sky is blue
Loving the sense of freedom to roam
Alone or with a motley crew
Adventurous ones ride for months on end
Or years for the intrepid few
Whenever or wherever you ride
Any excuse will do*

Mid-week to Wivenhoe

One of the good things about transitioning to retirement is having the ability to take part in a whole range of Club events. The mid-week ride is one of these, and 16 July 2025 had us meeting at Dayboro at 08:30 for a 09:00 start. As I do not have Facebook etc. I was not sure of any other details (on destination, coffee stops etc.) and so all I needed to do was be there with a tank of fuel.

As it turned out I was a bit slow in getting going, and rather than rising at 06:05hrs after the News, I lingered for another 30 minutes waiting for the chill of the inversion layer to pass. I had messaged Ben that I would be there, and if I missed them to let me know the first stop. His response was to meet at C.J.'s. at Kilcoy if I were late. I arrived at about 09:30hrs, demonstrating that sleeping in was not wise.

Anyway, I had a pretty good idea that Ben would lead over Mt. Mee, possibly take Robinsons Road and then the Mt. Delaney Road to the Villeneuve Road to Kilcoy. By simply crossing Mt. Mee onto the D'Agular Highway I would save some time, and possibly reach Kilcoy soon after the group arrival. This turned out to be the case, and I ordered Coffee with a sausage roll well in time for departure.

The ride took us towards Somerset Dam, but turning right onto Gregors Creek Road. This is a nice twisty piece of road, eventually crossing the head of the Brisbane River and joining the Brisbane Vally Highway. At Toogoolawah we turned onto the Biarra Road, which joins onto the Crows Nest Road back to Esk. We then travelled along roads I had passed along days before, back through Coominya and then along the Somerset Dam wall to the Cormorant Bay park.

These roads are nice and winding with terrific scenery. One thing that impressed me was the competence of those taking part, with a good (and entirely legal) pace being set and complied with. There were not too many people at Cormorant when we arrived (sadly the café that used to operated there no longer does so) and we all enjoyed the lunches we had brought while admiring the magnificent views over the lake. Conversations over, each found their own way home. I noticed that most turned toward the Northbrook Parkway, but for me it was heading back to Ipswich.

And so that was the ride for the day, and with everyone else being on time it seems that by sleeping in I made sure that for most of the ride **I amAlone**



The Dingo Delivers

The Leisure Riders Touring Motorcycle Club is Queensland based and is known for running its Imbil Rally from 1990 until 2020, and now organises the Frosty Dingo Rally in the show grounds at Wondai. This year it was held on the weekend from Friday 11 July 2025. There seemed to be no ability to book on-line, and as I had no access to information on the registration fee it was a matter of putting a few hard won dollars in my pocket, load the machine, and head off. I was sure to meet members there.

The ABC weather report has introduced a map showing the areas of expected frost in Queensland, and it was with interest I saw that it covered the area of the South Burnett in which Wondai is situated. I had seen a few advertisements about a Gem Show to be held in Wondai on the same weekend and was concerned that there might be some clash of space, but that event was to be held at the Wondai Sports Ground which is removed from the show grounds (which also boasts horse stables and what seems to be a trotting track). As it turned out neither event interfered with the other, the sites being quite distant.

But back to the start. Friday 11 dawned bright and clear (but cold). My general plan was to take some scenic roads on the way there and avoid the highways, and to return by way of a larger loop to Ipswich. Wondai is about 300 kilometres from where I live, and with a plan to arrive around mid-afternoon there was no need to be on the road at first light. Further, the details that I had of the rally suggested that the gates opened at around 13:00 hrs, so there was no point to getting there too early.

Taking Pine Mountain Road would lead to some rolling hills through to Lowood, then onto Esk

through Coominya would get me onto the Hampton Road up to the Darling Downs. I had been speaking to a fellow motorcyclist who recommended the road from Crows Nest to Blackbutt; it being sealed with a lot of nice corners. This was not shown on my map, and on reaching Crows Nest I felt confident following the direction sign to Blackbutt. The advice proved correct, and there were a couple of turns to the right showing Esk and Toogoolawah; roads to be explored in the future on my R100CS.

Along the way there was a forestry clearing to my left, and I paused there to take a photograph. I could see a settlement in the distance, and without really knowing accurately where I was estimated it to be Yarraman. Blackbutt was about 30 kilometres further along and brought me out at the ANZAC memorial roundabout. A left turn to Yarraman had me heading to Nanango. for fuel and food.



I stopped at the BP Nanango, as their Ultimate 98 is what I choose to run my machines on. The food and service are good as well. I sat next to a wall painted with directions to local attractions, and apart from noting the steam powered sawmill at Elgin Vale being worth a visit in the future (which it read also had a museum – which I was told by comrades is not the case) I also noted

an old coach road from Nanango down to the Linville/Moore area which will also be worth exploring.

I noticed that there were a few motorcycles on the road, and these being packed with gear seemed to be heading the same way as me. While there are a few paths to take one to Wondai, I decided to take the turn left towards Murgon and through Ficks Crossing. This takes you past the Bjelke-Peterson Dam at Moffatdale, which on that wonderful day made the air very brisk and fragrant – the smell of the bush.

Arriving in town I passed the Gem Show. I was tempted to call in, but having spent about 5 hours travelling (and it was about 3 o'clock in the afternoon) it was best to set up camp while there was still light. Signs told arrivals to register with the caretaker. Duly reporting I was told rally-goers went elsewhere. I then "registered" (which is simply giving them \$30 and receiving a badge), I looked around for a flatter spot to set my tent. One spot looked promising, and as I started to unpack a fellow named Willis told me not to camp alone and invited me to set up with him and his mates. Trying to find a spot with fewer dead gum branches overhead was challenging, but in the end my camp was made.



One of the things which happens on rallies is that you look around at the gear that others use. In this case I viewed the hammock type tents with interest, as getting up off the ground is proving a little more challenging to me of late. Such tents are about 1.3 metres in length when packed, with means that they will not fit within my luggage and would need to be strapped outside. However, such a tent means that a sleeping cot is not needed, and neither is a ground sheet, and so more could be fitted within the top box (such as a camping table which I did not have space for) and other things (such as LED lights).

I contacted some Clubmates who were dining at the RSL that evening and was invited to join them. This I did, and the food was excellent and reasonably priced with friendly service. The crowd might have been a little larger with the gem show in town, but things moved at a reasonable pace. There was some live music performance on Friday night back at site, and conversations to be held with my new campmates. One of them was from Esk, and he told me that this was his first rally (even though he had been riding for many years) and he was really enjoying himself. His machine was a 1996 Honda Valkyrie, which is based a 6 cylinder horizontally opposed Gold Wing design. The styling was quite contemporary, and the give-away is the smaller diameter of the front disks.

Conversations over, and it was into my tent. The night was cold, and I had not dressed properly for bed. Thoughts ran through my head of travelling back to Murgon the following day to find a supplementary sleeping bag or blanket. In the end of that restless night, I rose the next morning to find the anticipate frost – not too heavy but certainly present. Day 1, the dingo had delivered.

As seems to be the case with many small towns,



THE FROSTY DINGO

the show grounds are available for use by casual campers. The showers were hot with a good flow of (very hard) water, so it was difficult to get a lather up. Quite a few rally-goers were already there, and I would estimate ½ of total attendees. Even so it was not crowded, and ablutions over it was time for my bacon and eggs. I was cooking with my Trangia stove, using its burner of methylated spirits. The new rally goer confessed that he had never seen such an amazing contraption. I also boiled my billy on the cooker but knew that I needed coffee.

As it turned out there was a coffee vendor on site, making fresh espresso. I did not need to wait long to have my flat white in a mug. Conversation with the lady making the coffee revealed that she experienced a cold night as well, and she and her partner were finding a room in town for that Saturday night. As it turned out there was also a food caterer, but he was a little short on stock and eventually ran out. However he was still trading at lunch time, and although some items were gone there was still a steak sandwich, made with the most tender sirloin I had experienced in some time.

Then it was time for the gymkhana. The events included the slow race, then pushing a keg with the front wheel of your motorcycle, followed by a tyre throw first for the ladies and then for the gents, who were tossing what seemed to be a hog tyre. It was interesting to watch the different techniques, but the style of the winning male was most impressive. He was a monster, did not need a run up, just threw the tyre a couple of metres further than anyone else. The final event was the egg throw. Some were so good that it was hard to believe that the egg was not boiled. The eventual winner (calling herself Tosser) impressed, and she later told me that she and her partner practised ju-jitsu, giving the skill needed. Even though there were a few of us there, we did not reach the highest

club attendance. Afternoon naps and conversations followed. The area was relaxing, and I even got to do a little reading. Not having catered for meals other than breakfast, it was back to town for dinner. I chose to attend the Cecil Hotel, which had quite a deal of motorcycle memorabilia and photographs around its walls. The rissoles, with the mashed potato and vegetables, were a great feed. A bottle of wine and back to camp for some more telling of tales. This night I left my jumper on and better dressed for the cold.

Sunday morning was another stunner, and this day 2 the dingo once more delivered the frost – not too heavy but it was there. Again, I fired up my Trangia, and after that breakfast found the coffee. Leaving was not urgent, and with the tent dry I was on the road at about 09:30. The idea of the loop home (and



avoiding the roads so recently covered on the return from Kingaroy the previous weekend) took me through Tingoorra and on the Bunya Highway to Kumbia. This road is at the Western end of the Bunya Mountains Nation-

al Park, and has some changes in elevation and really nice curves and views. Through Bell and onto to Dalby, the unexciting plan being to head towards the Toowoomba by-pass and along the Warrego Highway to home.

Reconciling all this with my watching the ABC I guess that I **amAlone**



Plaque on the wall at the Wondai Hotel

Camping was not an option in the rain

More random Frigid Digit Photos



Arriving in the rain at Woodenbong photo by Paul Jacobsen



We filled the motels in Stanthorpe photo by Rusty



Chasing America's Crown Jewels – National Parks from the Saddle

By Cindy Bennett, Member #4170

Duncan and I have now clocked up visits to four of the USA's iconic National Parks — each a scenic gem in its own right, and each one proudly represented on my collection of fridge magnets.

Before wheels even hit U.S. soil, I'd done some homework and invested in the America the Beautiful National Parks Pass — \$80 USD per person for unlimited entry to over 2,000 federal recreation sites for a year. A good deal, but here's a tip: you only need one pass per vehicle, so if you're a pillion passenger (or travelling in a car), you can save yourself the cost of a second one. We had the passes shipped to Australia ahead of time (at a painful extra cost and wait), in hindsight, buying one at the first park gate would've been much simpler and cheaper.

Joshua Tree National Park – California

Our first taste of National Park magic came early, on Day 3 of the ride: Joshua Tree. Stark, surreal, and stunning. There was no queue at the gate, and flashing the pass got us waved through without fuss. The riding inside the park was expansive — so much so that fuel became a concern before we could explore every corner. Still, we managed a couple of short hikes, and I was glad I'd brought my Forma Adventure boots. They double brilliantly as hiking gear — particularly reassuring when a "Beware of Rattlesnakes" sign catches your eye! We didn't see any other bikes that day, which made us a bit of a curiosity at scenic stops. Chatting with other travellers led to some great tips on places to see.



Joshua Tree NP

Petrified Forest National Park – Arizona

A few days later we rode into Arizona's Petrified Forest National Park, conveniently located just off Route 66. The visitor centre was a highlight, offering a fascinating glimpse into the fossilized trees and prehistoric landscapes. As we rode out toward the Painted Desert, we were treated to sweeping desert vistas and deeply layered colours that photos just can't do justice. This park may be compact, but it's loaded with geological wonder.



The Bucket Hat put to good use at Petrified Forest NP



Painted Desert NP

Great Smoky Mountains National Park – North Carolina

After a few weeks and a lot of tarmac, we found ourselves in North Carolina, carving through the sweeping curves of the Great Smoky Mountains along Newfound Gap Road. It's a dream ride — smooth blacktop, lush forest, and rocky streams just a kickstand away. This was motorcycling bliss, pure and simple.



Great Smoky Mountains NP, Newfound Gap Road

Shenandoah National Park – Virginia

In Virginia, we rode a section of the famed Blue Ridge Parkway through Shenandoah National Park. The riding was scenic and peaceful, but the strict speed limits and heavy traffic took some of the joy out of the twisties. Wildlife was plentiful — deer in particular — so much so that some areas were limited to 25 mph due to frequent collisions.

National Military Parks & Hidden Gems

Alongside the natural wonders, we also stopped at a few Civil War sites including Shiloh, Chattanooga, Vicksburg, and Appomattox — where the General Robert E. Lee officially surrendered his army and the Confederacy dissolved soon afterward. These National Military Parks are free to enter, with well-curated visitor centres and short films that really bring history to life. I'll admit, I found these far more engaging than expected.

And then there are the surprises — like the Natural Tunnel State Park in Virginia. We spotted the sign while riding and took a quick detour. What we found was jaw-dropping: a limestone tunnel 10 stories high and nearly 900 feet long, with a railway still running through it. No crowds, no expectations — just pure discovery.



Natural Tunnel – a true natural wonder

What's Next?

With three plus months of riding still ahead of us, we've got many more National Parks on the list — but it's the unplanned detours that I'm just as excited for. The America the Beautiful pass might open the gates, but it's the open road — and the unexpected turns that make the adventure truly unforgettable.



The fridge magnet collection so far.....

Coffee at Tony's

Amongst the events or Club stages each month is the Coffee Meet Up. For this month, July 2025, it was to be held at Tony's Café at Underwood. I was unfamiliar with the venue (thinking the name suggested something like an Italian specialty), but on searching the Internet I found that it was a business conducted by Tony Armstrong. The premises are Motorcycles R Us (formerly Springwood Suzuki). In my road racing days I had some contact with that business, Tony of course winning the 1987 Australian Superbike Championship on his GSXR750. This more personal contact with the venue meant that I looked forward to meeting there with eager anticipation.



While the meeting time was for 09:00hrs the Café opens at 07:30hrs on a Saturday, and so I decided to get there a little earlier and enjoy breakfast as well as my coffee. Arriving I saw that the parking area was almost full (being designated for motorcycles only); however I found my space. I am always cautious that in such cramped conditions someone might lose balance and have their machine fall onto mine, and more on that later. Having parked my 2014 R1200RT I found my way to the reserved table, to find leader Ben and a couple of others already

COFFEE AT TONY'S

there.

To pause for a moment; there were about 15 attendees, which seems to be the usual number that show up these days (but of course not the same 15 persons). I decided to break from the groups' intention and order my breakfast then, rather than to wait for others to arrive. Bacon and eggs looked good, with some baked beans and a hash brown, accompanied by a flat white in a mug. Conversation helps the time to pass quickly, and before long the tucker was in front of me, quickly devoured.



The Dealership sells a range of machines; Suzuki (obviously) and Ducati being road focussed but with the trail variants inspired by the Paris Dakar image promoted by BMW, along with off-road machines such as GASGAS and KTM. It was interesting to see the development of electric powered machines from these makers, and the incredible riding skills demonstrated on the various video screens spread throughout the dealership. The high risk nature of what these experts do leaves one in awe.

Tony also shows few machines from his private collection. These included a number of Suzuki machines including a GS1000S Wes Cooley Replica with the unique bikini fairing, blue and white paint, and Yoshimura exhaust, along with a 750GT water bottle (a water cooled 2 stroke triple). It also included an RG500, a water cooled 4 cylinder rotary valve intake 2 stroke, which was a replica of machines raced by

the late Barry Sheene and Marco Lucchinelli (who held the 1981 world championship on a Suzuki RG Gamma 500 XR35). Indeed an RG500 was my first racing machine, stripped for success. To crown it all was a GSXR1100S Katana, one of which I owned in 1981.

Going back outside I met a colleague from my racing days, and we had a great chat about times past (and present). Phil told me that he often visits on a Saturday morning to meet up (as we were). Speaking about the number of machines in the car park, and the closeness of them, he said that he knew of only one fall which was an Eddie Lawson replica Kawasaki Z1000. My concerns about parking in limited spaces were confirmed, but of course need to be placed in context.

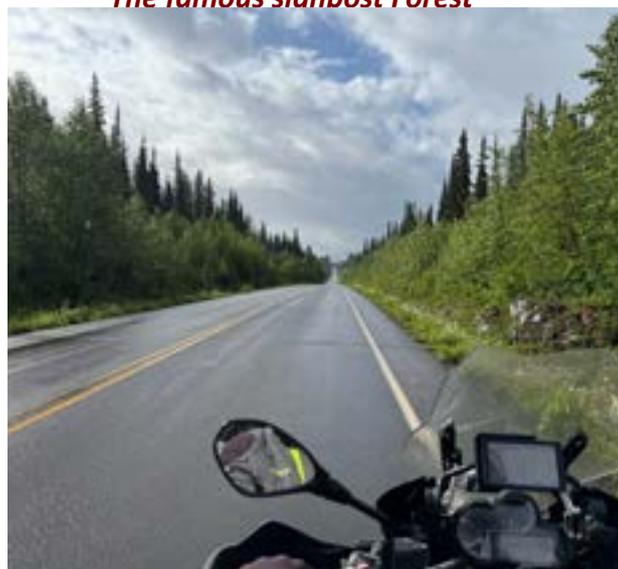
And that was our meet up. When it comes to experiences of those present, and my unique and personal reflections with the dealership and Tony Arm-

strong meant, that as usual *I am Alone*

Photos from Canada by: Leizel



The famous sianpost Forest



Hudson Mountain



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August 31 @ 8:30 am - 3:30 pm AEST



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You'll also get:

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Course Details

Location: Lakeside Driver Training Centre

Date: 31st August, 2025

Time: 8:30AM – 3:30PM

Format: Road focussed on-track training

Cost: \$120 (subsidised under the TMR Motorcycle Ride to Zero Grants and BMWMCQ)

Riders must hold a current open, provisional or probationary RE or R licence to be eligible for the course.

CLICK ON THIS LINK <https://smartrideracademy.com/event/bmwmcq-lakeside/>

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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**
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- **Photo of the odometer to show the kilometres.**

Presentations at the monthly meetings for those that live locally – so get your details in!





Ride to Zero



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).

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 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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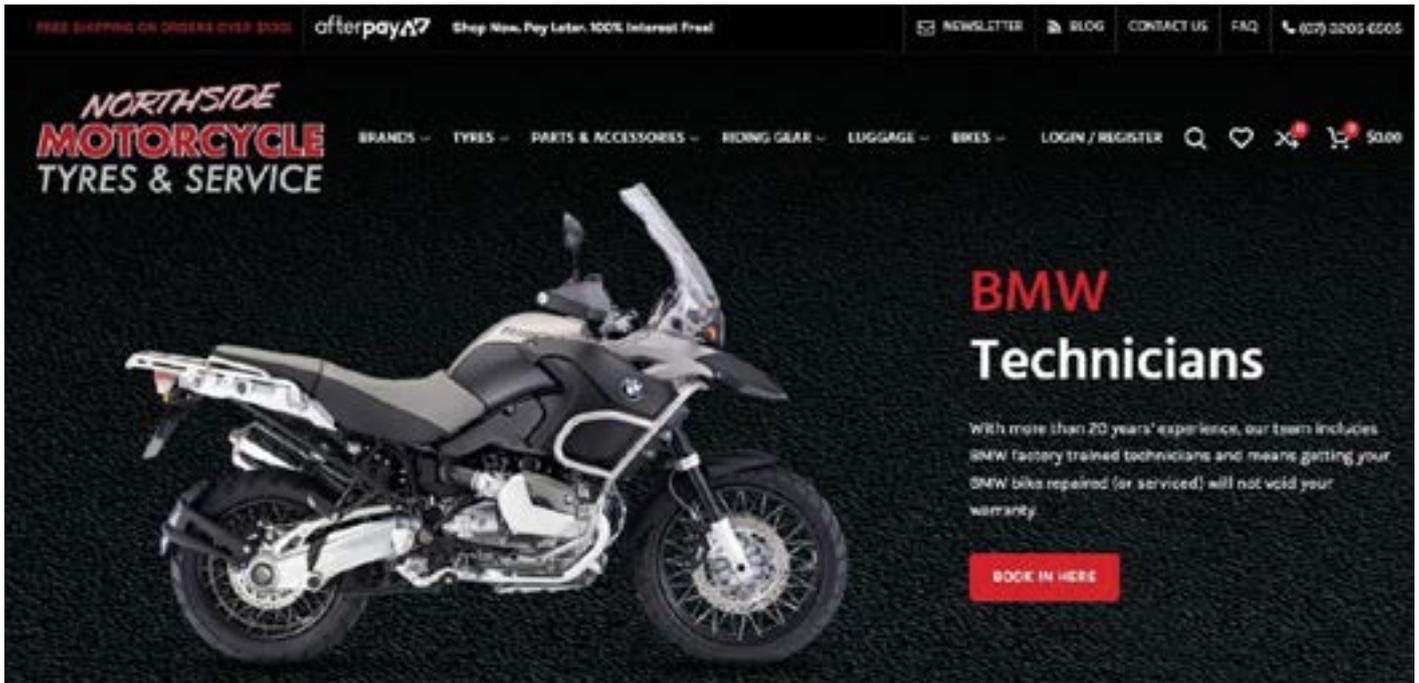
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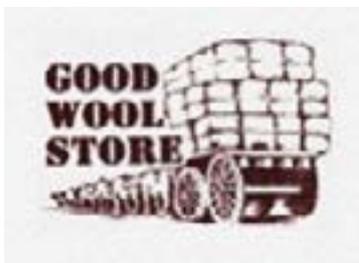
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Ben our super organiser leaving the Frigid Digit on a sunny Sunday morning. photo Steve Ramsey

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No Room for Watermelons	Ron & Lynne Fellowes
A Motorcycle Courier in the Great War	Captain W.H.L. Watson
Australia Motorcycle Atlas With 200 Top Rides (6 th Ed)	Hema Maps
Overland Magazines - issue #'s 11; 19; 21; 22; 25; 26; 27; 28 and 29.	
Adventure Bike Rider - issue #'s 44; 46; 51 and 53	
The Touring Motorcycle	Jeff Ware & Kris Hodgson
BMW Twins	Mick Walker
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