

MAY 2022

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# BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.

Established 1958



# PURE BOXER POWER

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FIRST EDITION W/ REVERSE ASSISTANT



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## The Committee



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



**Vice President** - Paul Hughes  
Ph: 0409 814 633  
vpres@bmwmcq.org.au  
R1200GS; F700 GS  
BMW Clubs Australia Delegate



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



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



**Events** - Mark Mustchin  
Ph: 0416 061 638  
events@bmwmcq.org.au  
R1200GS



**Editors** - Cindy & Duncan Bennett  
Ph: 0401 610 671  
editor@bmwmcq.org.au  
R1200C; Triumph Tiger XCa



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



**Tools/Spares** - Geoff Hamon  
Ph: 0413 334 625  
tools@bmwmcq.org.au  
R100RS; K75S; K75C



**Regalia** - Donna Wiltshire  
Ph: 0491 026 695  
regalia@bmwmcq.org.au



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

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| Munich Motorcycles - P.62    |                          |

## On The Cover

Geoff "Tool Man" Hamon's set up featuring his fabulous R100RS at the Toad.



BMW Motorcycle Club of Queensland



BMW Clubs International Council



## Club Details

BMW Motorcycle Club of Queensland Inc.  
ABN 30 351 243 651

Address all correspondence to:  
The Secretary  
PO Box 3669  
South Brisbane QLD 4101

Monthly meetings are held on the first Thursday of the month at the:

**Geebung RSL Club**  
323 Newman Road Geebung

A Club Ride is usually held on the first Sunday after the monthly meeting.

BMWMCQ AIMS

The objectives of the BMWMCQ are to increase the enjoyment of motorcycling by:

1. Improving the opinion of the public towards motorcycling in general and associated members particularly, by careful, courteous, considerate riding, especially when riding with the Club, and rendering assistance to all road users in difficulty.

2. Improving the service and availability of spare parts for BMWs in Queensland using the advantage of a united effort.
3. Decreasing maintenance and running costs by mutual assistance on mechanical problems.
4. Organising day trips, tours and outings.
5. Encourage and support Regional Ride Groups
6. Affiliation with other clubs/associations where such affiliation would be of mutual benefit.

### DISCLAIMER

The views and opinions expressed in this Journal are those of each contributor and are not necessarily shared by the Editor, management, and / or membership of the BMWMCQ.

The Editor reserves the right to refuse any advertising or delete any material which could be considered or interpreted as questionable, libellous or offensive, without consultation.

WEB SITE

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



## Cindy & Duncan Bennett

## Editors' Report



You are reading perhaps the first ever “from the road” BMWMCQ Journal. Well, mainly constructed from the safe zone of the editor’s desktop but with modern life being so mobile it is possible to do anything from anywhere. Unless you have that nagging feeling you didn’t close the front door in your *Home Alone* level panic as you raced to get out to the Cane Toad with your NASA-designed thong. Nothing you can do except hope the squatters (a.k.a your children) haven’t moved in and are binge-watching every Netflix series while using your priceless Ming vase as a bin for Maccas bags.

Why are we on the road? To complete the Ride to the Rock we started in 2019 of course - unfinished business of the first water. We’ll probably need water come to think of it.

Where are we going? Well besides the Rock many of the iconic places of far north west Queensland and the Northern Territory, we’ll even attempt a detour via Finke to see the iconic halfway mark of the famous race. Back via the Plenty Highway and Birdsville, so we’ve recently undertaken some sand and off-road training to satisfy Justin Case:

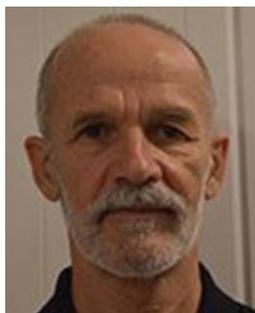


**Submissions for the Next Journal close 25th-ish May**

**VENUE FOR BMWMCQ GENERAL MEETINGS  
GEEBUNG RSL CLUB 323 NEWMAN ROAD GEEBUNG  
MEALS OPEN AT 6.00 PM MEETING STARTS 7.30 PM**

**NEXT MEETING: Thursday 5 May 2022**



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

A lot has happened since I penned my last journal report even though the Committee reports you are now reading were produced on a shorter time frame than normal. This was in order to accommodate a very well earned holiday for our esteemed editors Cindy & Duncan. It is at times like this the importance of our editors is front & centre of our thinking. I am confident that all of our other committee positions can be covered for a short term absence but with the hardware, software, knowledge & skill required to produce a quality journal on time every month, the role of editor is much harder to cover. If you have an interest in editing and feel you may have the computer skills & time to learn the role then Cindy & Duncan would love to hear from you. It would be great to have a competent backup person with a basic understanding for that role.

The good news story this month was the 'completion' of the work undertaken by club members to get Mark Morrissey back on his feet at the Boxerworks. Mark still has an enormous task ahead of him but our role to get him back to an operational level has been achieved. The cover of this journal is graced with an image of Mark riding La Contessa – his Monza Blue R75 which was one of the 34 bikes drowned in the February flood event. Mark has used La Contessa as the guinea pig to prove that with early intervention and meticulous attention to detail all of these bikes are recoverable and can & will be returned to their former state. I wouldn't hazard a guess at the number of hours contributed by BMWMCQ members to achieve this outcome but it would be enormous. Well done to you all.

Right on the back of the Boxerworks recovery we received the tragic news of the death of Les Fitzpatrick's second son Paul. Paul was a club member and former editor of this journal so we have recognised Paul in a separate remembrance story in this edition. Les along with Kelly had been a major contributor to the recovery work at the Boxerworks. Les has always been the first in to help when help was required so it was no surprise to me that club members were equally quick to offer their heartfelt sympathy to Les on the loss of Paul. Both of these occurrences to help Mark and the genuine display of love and support for Les & Kelly has reinforced to me how this club can and does operate as a big family. There are strong friendships that have built over many years. This is very precious. We may have our differences from time to time as all families do but don't lose focus on the big picture. We have a group of like-minded souls who can help each other in times of need and in the good times enjoy a laugh and the memories of great rides and occasions.

Jane & I have been on a couple of good club rides this month to Atkinson Dam & the German Bakehouse at Helidon Spa, very well planned & led by Duncan and then the ride to lunch at Maidenwell on Easter Saturday. This was a self-managed ride but a couple of groups formed and our ride group of 5 bikes had a good ride but were less successful with our coffee/lunch stops. Jane's ode to this ride covers it well without 'naming names'. On this ride we were 'caught out' by long delays which caused us to be riding home in the dark. This is fine with a clear visor but not expecting these delays, most had dark visors fitted. I carry a set of wrap-around sunglasses that have replaceable night vision lenses for just such an occasion. Do you have a strategy? It is dangerous (and I dare say illegal) to ride after sunset with a dark visor. I am really looking forward to our premier Canetoad Rally this weekend at Mt Perry. Our events calendar has something for everyone so don't be shy to give one a try. We have had quite a few new members as well as 'first-timers' along on recent rides and they have been warmly welcomed.

Also you will find a story on a discussion I had with Ian Aitchison, a very important and influential club member from the 1970s. I hope you find that as interesting as I did catching up with Ian. I also found a bit of time to finalise the purchase of an R1100GS that is now residing in the Gray workshop. You get to see & hear about BIG RED in a separate story in this Journal. Now I just need to organise myself to get some quality time in the workshop as the jobs list is getting quite long.

**Tony.**





## BMWMCQ Club Events for MAY 2022

Date	Start	Event	Details	Contact
<b>Thurs 5 May</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sun 8 May</b>	8:00am	Club Monthly Ride	To Woodford - Frank Hills leading. Meet Puma Bundamba	<b>Events Coordinator Mark or ride leader Frank Hills</b>
<b>Sat 14 May</b>	9:00am	Coffee Meet up	The Lovewell Project, Mount Gravatt Lookout	<b>Events Coordinator Mark</b>
<b>Wed 18 May</b>	8:45am	Mid Week Ride	To Lake Baroon, meet Ampol at Samford <b>BYO lunch</b>	<b>Ride Leader - VP Paul Hughes</b>
<b>Sat 21 May</b>	10:30am	Sunny Coast Brunch Ride	Fairhill Native Botanic Gardens Fairhill Rd, Yandina	<b>Steve Maney - SC Riders</b>
<b>Sun 29 May</b>	12:30pm	Monthly Lunch Ride	Pioneer Arms Hotel, Goombungee	<b>Events Coordinator Mark</b>
<b>Tues 31 May</b>	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	<b>Events Coordinator Mark</b>

## EXTRAORDINARY EVENTS CALENDAR

Date	Event	Location	Contact
13 - 15 May	Ruptured Budgie Rally	Mingoola (60km West of Tenterfield)	<a href="https://motoguzziclubqld.org/ruptured-budgie-rally/">https://motoguzziclubqld.org/ruptured-budgie-rally/</a>
10 - 13 June	BMW Clubs Australia Rally	Kooralbyn Valley Resort	See page 52 for further details

## NATIONAL MOTORRAD RALLY KOORALBYN RESORT

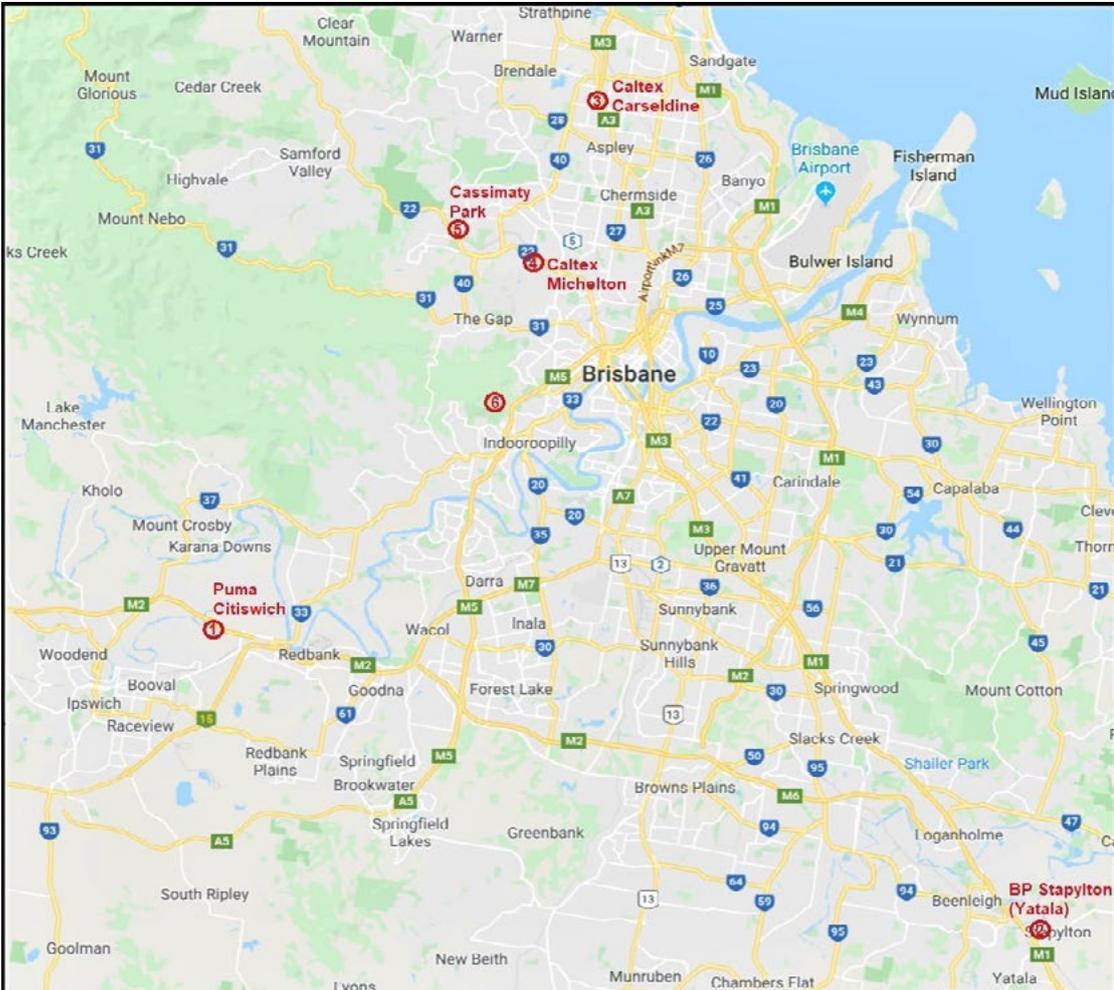
### 10 - 13 June 2022

*Full details see page 54, book now!*



## BMWMCQ Club Events for **JUNE 2022**

Date	Start	Event	Details	Contact
<b>Thurs 2 June</b>	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	<b>President Tony</b>
<b>Sun 5 June</b>	9:00am	Club Monthly Ride	TBA - RIDE LEADER NEEDED. If no ride leader steps up then it will be a self-led ride to lunch	<b>Events Coordinator Mark</b>
<b>Wed 15 June</b>	9:00am	Mid Week Ride	Details to follow - RIDE LEADER NEEDED! <b>BYO lunch</b>	<b>Events Coordinator Mark</b>
<b>Sat 18 June</b>	9:00am	Club Service Day	61 - 63 St Jude Circuit Jimboomba	<b>Tools Officer - Geoff Hamon</b>
<b>Sat 25 June</b>	10:30am	Sunny Coast Brunch Ride	Details TBA	<b>Steve Maney - SC Riders</b>
<b>Sun 26 June</b>	12:30pm	Monthly Lunch Ride	Mount Warning Hotel, Uki NSW	<b>Events Coordinator Mark</b>
<b>Tues 28 June</b>	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	<b>Events Coordinator Mark</b>



<b>1</b>	<b>Puma Citiswich</b>	Cnr Ashburn Rd & Hawkins Cres, Bundamba QLD 4304
<b>2</b>	<b>BP Stapylton (Yatala)</b>	Cnr Pacific Hwy & Stapylton Jacobs Well Rd, Stapylton QLD 4207
<b>3</b>	<b>Caltex Carseldine</b>	1754 Gympie Rd, Carseldine QLD 4034
<b>4</b>	<b>Caltex Mitchelton</b>	550 Samford Rd, Mitchelton QLD 4053
<b>5</b>	<b>Cassimaty Park</b>	1312 Samford Rd, Ferny Grove QLD 4066
<b>6</b>	<b>Brisbane Lookout Mt Coot-tha</b>	



**Paul Hughes****Vice President's Report**

**G**ee its May already. The year is racing away from us and still so much to do. Activities, activities, activities.... no excuse for not getting out on the bike for some club events.

I have only just returned from The BMW Clubs Australia AGM in Melbourne. 16 car and bike clubs get representatives together once a year to discuss the international BMW club scene and upcoming events as well as sharing club ideas etc. This years AGM was the first live one held for 2 years due the dreaded Covid. It covered all the necessary admin events as well as individual club reports on the last year's activity. It would appear most clubs managed to keep membership at 2019 levels with online events etc. Our club would appear to have performed pretty well under the last 2 years circumstances.

The big news is 2023 is the 100 year anniversary of BMW's first production vehicle... a motorcycle no less... the famous R32. In 1923 4 prototypes were built with the first having no suspension and a block of wood for the only brake mechanism (the rear only). In 1924 1500 were produced and in 1925 1640 bikes. There aren't many left in the world (less than 400 I believe) and only one in Australia. That is owned by Trevor Deane the Vice President Motorcycles of BMW Clubs International Council and a member of the NSW Touring Club. If you attended the bike show at GOMA last year you would have seen it.

There are plans for the 100 year celebration in Europe. A 7 day tour on classics in Germany early in July and a big celebration in September. Each BMW Motorcycle club in the world has been asked to also have a special celebration in 2023 and your club is in the planning stage of doing just that. Details to be advised in the near future.

The other news is the planning for the National Motorrad Rally in June is very advanced and is looking to be an interesting weekend and catch up for many interstate friends who haven't seen each other for quite awhile. If you can't afford the time to attend all 3 nights, just book a one night stay direct with the resort and join in the fun. The gala dinner is on the Saturday night so that would be the night to pick. Don't forget to register for the Rally as well as booking your accomodation. Details are in this journal as well as on Facebook and our web page.

The training subsidy is being well patronised, especially at the Smartrider course, all with very good feedback. You can't have enough training, so no matter how long you have been riding this course will benefit you. Considering the course fee is \$50 and the subsidy is the same amount, what isn't to like about it.

We have some great events coming up with The Cane Toad Rally, Christmas In July and a Back to the Bush about to be announced. As well all the usual monthly events such as lunch rides, club led rides, coffee mornings, mid-week rides and service days ...Something for everyone....

So please get involved and join the fun.

Ride safe and ride often.

Cheers

**Paul**



## Darryl Gowlett

## Treasurer's Report

**G**'day everyone,  
 We've had to pay some costs for the Cane Toad Rally this month, but we'll recoup that next month. This report is a week early as our esteemed editors are sallying forth, (I can never work out why Sally is forth, perhaps she was the consummated Brady), to the hallowed turf of the Rock, on yet another junket, after visiting the much more revered Cane Toad Rally.

I have introduced a line at the bottom highlighting the donations we make to the RFDS, as much of it does not go through our bank account, especially the tins, which you can see are substantial.

Next, I'm going to work out how we keep a tally of the blood donations the club members make. Aren't numbers fun?

*Many fears are born of fatigue and loneliness. Beyond a wholesome discipline, be gentle with yourself. Have you ever been out in the desert at night with two broken arms, your steed in the middle of the road, and a road train bearing down on you? Sometimes it's difficult to be gentle with yourself.*

Ciao,

**Darryl**

Trading statement as at: **April 20, 2022**

BoQ Balance as at: <b>March 26, 2022</b>		<b>\$ 14,972.04</b>	Year to date		<b>\$ 16,165.68</b>
<b>Income:</b>					
Membership	\$ 1,025.00		\$ 3,017.00		
Advertising	\$ -		\$ -		
Regalia	\$ 85.00		\$ 85.00		
Tools	\$ -		\$ -		
Events	\$ -		\$ -		
Interest	\$ 1.77		\$ 3.43		
Sundry	\$ -	\$ 1,111.77	\$ 124.00	\$ 3,229.43	
		\$ 16,083.81		\$ 19,395.11	
<b>Expenses:</b>					
Administration	\$ 110.00		\$ 729.95		
Website	\$ 531.14		\$ 1,617.81		
Paypal	\$ 16.55		\$ 42.13		
Regalia	\$ -		\$ 645.00		
Tools	\$ -		\$ -		
Events CTR	\$ 592.86		\$ 686.96		
Awards	\$ -		\$ 300.00		
Sundry	\$ -				
Club Banner	\$ 77.00				
	\$ -	\$ 1,327.55	\$ 617.00	\$ 4,638.85	
<b>Balance</b>		<b>\$ 14,756.26</b>		<b>\$ 14,756.26</b>	
<b>BoQ balance at: <b>April 20, 2022</b></b>		<b>\$ 14,756.26</b>		<b>\$ 14,756.26</b>	
<b>Term deposit:</b>					
Interest	\$ 20,541.79		\$ 20,500.45		
	\$ -	\$ 20,541.79	\$ 41.34	\$ 20,541.79	
<b>Available:</b>		<b>\$ 35,298.05</b>		<b>\$ 35,298.05</b>	
<b>RFDS donations</b>	Tin	<b>\$457.95</b>		<b>\$586.95</b>	



**Geoff Hodge****Secretary's Report**

The report for the last month? Well I have very little to report. I attended the second annual poker run, a great day out. After that Ellen captured the Covid and then as a great Wife passed on to me so of late I have been house-bound.

That's all for this month, hope for more next time.

**Geoff**

### BMWMCQ Meeting Agenda/Minutes 7 April 2022

#### Venue: Geebung RSL

<b>Meeting Opened:</b>	7:34pm
<b>Apologies:</b>	Les Fitzpatrick, Kellie Wicks, Steven & Rosi Johnson, Geoff Hodge, John Allen, Maggie Rafanowicz, Graham Healy, Matt Leach, Peter Ferguson
<b>Minutes of Previous General Meeting:</b>	<b>Accepted:</b> Mark Mustchin <b>Seconded:</b> Charlie Brown
<b>Number of Attendees:</b>	<b>25</b>
<b>New Members (Name &amp; MC):</b>	Nil
<b>Visitors:</b>	Nil
<b>Returning Members:</b>	Nil
<b>Treasurer Report:</b>	Nothing to report, nothing spent. Editor subscription InDesign payment for a couple of months.
<b>Editor Report:</b>	Timing on Journals for May and June. May early, June late.
<b>Tools Report:</b>	Up and coming Service Day on 11 June planned with Rob Wynne. May clash with Nationals – discuss at committee.
<b>Regalia Report:</b>	Nothing new, still 100 badges available. Happy to post out to any purchasers.
<b>Records Report:</b>	12 new members in this month. March membership reminders didn't go out, sending out for March and April. 80 signed on for CTR so far.
<b>Events Report:</b>	Coffee at Samford 9 April. Maidenwell pub lunch. CTR. May all sorted, Frank Hills leading club ride. Biscuit Ride planned 6 <sup>th</sup> – 7 <sup>th</sup> August, Jubilee Park Tenterfield.
<b>Month Ride: Sunday 10 April 2021</b> <b>Leader: Duncan Bennett</b> <b>TEC: Cindy Bennett</b>	To Bavarian Café Helidon Spa. Leaving 09:30am. Morning tea at Atkinson Dam.

<b>Secretary Report:</b>	NSW BMW club magazine /5 rally in their journal.
<b>Dealer Liaison Report:</b>	TeamMoto Springwood R18 stock still available. 850 GSA in stock, GS generally 4-5 months, not much else. Electric bikes coming 4-5 months away. M&W Harley side went under in floods, everything out and now back to normal. Overall low stock levels. With Safari coming up servicing happening, bikes transported to start location.
<b>Vice President Report:</b>	Nil.
<b>Clubs Australia Report:</b>	Clubs Australia meeting 9-10 April in Melbourne, VP attending. 51 booked total, only 5 from BMWMCQ.
<b>President Report:</b>	Ukraine rider acknowledgement from AGM. Discussion re Anita W suggestion of RFDS donation. Covid still an issue. Longevity medals being posted out. Mark Morrissey clean-up, Friday 1 <sup>st</sup> was the last day, 32 days total, business back up and running.
<b>Cane Toad Rally Update</b>	Registrations building well, looking promising. Volunteers have come forward, means shorter times. Screen and stickers will be the Fanging Toad. Demonstration event for thongs this year, any design welcome. Must be able to walk 6 metres. 3 led rides Saturday, 2 to Paradise Dam, 1 to Mystery Craters.
<b>Other Events/Buy/Sell/Swap:</b>	Nil.
<b>General Business</b>	Rodney Reeve's wife Rhonda passed away, sold pink panther, no longer riding. Ex-committee, in club 28 years.  Road conditions still variable out in the Lockyer Valley.
<b>Closed:</b>	8:26 pm, next meeting 5th May.



***President Tony Gray presented Bob Coleman (member #4406) with his BMWMCQ 10 year longevity award badge and letter at Imbil on the way to the Cane Toad Rally.***

***Congratulations to Bob.***

***Only a few more years to go for some of us.***



## Geoff Hamon

## Tool's Report

Hi,  
Nothing much has been happening so far. I have been in touch with Rob Wynne regarding a day suitable for the next service day.

We have decided on the 18th of June for the next service day.

Should be a good day. Get your bike all serviced for the Digit.

### Repair Manuals

The Club has various Repair Manuals available to borrow, mainly for older bikes.

### 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 carburettor balancer (Twin BMW engines)
- Vacuumate (electronic synchronisation of throttle valves up to 4 cylinders)

- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool (Wi-Fi and USB Version)
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool (suction bleeding via the brake caliper)
- Compression tester

### Club Tool Loan:

\$50 deposit (refundable) for GS911.

### Contact Tools Officer

**Geoff Hamon 0413 334 625**

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



*A couple of Richard Maher's pics from the last Service Day*



**Greg Gaffney**

**Records Officer Report**

There was a good turnout for the Cane Toad this year. We had a large number of pre-registrations and the weather was also looking good which helped. This is my first Cane Toad and great being involved in an exciting weekend at one of the club's premier events.

*Cheers Greg.*

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

*Welcome to New Members:*

**Marcus van Vugt, NEWSTEAD, R1250RS, Piaggio Yourban MP3\***

**Paul Doyle, REDCLIFFE, K1600B, Triumph Trophy SE**



*\*Ed: When Greg sent this I thought he'd mistakenly put new member Piaggio Yourban's name on the wrong line. Why Piaggio was claiming an MP3 player rather than an R9T or something more motorcycle-ish was also a mystery. Google addressed my gross ignorance, pictured left.*



**Donna Wiltshire**

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

**Regalia Report**

Hi,  
I have always admired seeing our Club's various Regalia worn by members on jackets, shirts, hats etc.

I'm now looking forward to spying the latest BMW 1958 MCC cloth badges worn at Club Events.

There are eighty-eight badges remaining, so let me know if you'd like me to bring some along for your purchase. One badge **\$6** or two for **\$10**.

The Royal Flying Doctor's Service reported \$457.95 from our Club's latest donation tin. Feeling grateful to all those caring people who contributed towards their heroic work.

Our new RFDS tin will be joining us at future Club events.



If you only have a credit card, RFDS have that covered now, with a scanning code on their tins, brilliant! Otherwise any loose change or notes is always appreciated.

Lastly from me, checkout the Regalia Catalogue and order form and treat yourself or someone.

Kind regards, **Donna**



**Lady Shirts**



[2LPS](#) - \$32  
65% polyester  
35% cotton



[2LCP](#) - \$33  
65% polyester  
35% cotton



[7LPI](#) - \$33.50  
100% polyester  
*"Chris Rock was smacked because he dissed my shirt"*  
- Jada Pinkett Smith



[ICE Tee](#) - \$26  
Cotton  
*As worn by Meghan Markle during her recent grandmum-in-law catch-up!*

**Bloke Shirts**



[210](#) - \$32  
65% polyester  
35% cotton



[2CP](#) - \$34  
65% polyester  
35% cotton



[7PIP](#) - \$36  
100% polyester  
*"Beemer shirt me up Scottie!"* - what Captain Kirk really said



[ICE Tee](#) - \$26  
Cotton  
*"I smacked Chris Rock because he took my ICE Tee"* - Will Smith

**Gender Neutral Hats & Bags**

**Deez R Da Autumn Bomb!**



[AH695](#) - \$17  
Bucket Hat  
Sandwich Design (with trim)



[AH715](#) - \$16  
Bucket Hat.  
Not all that gender neutral.



[AH230](#) - \$15  
Cotton Cap, not as warm as a beanie.

**\$5 discount per shirt for 2 or more shirts!**



[Metro](#) - black/charcoal or black/royal - \$21  
[Swiss](#) charcoal- \$37.50  
**Note: a bag order small surcharge may apply - talk to Daniel!**



[AH742](#) - \$17  
100% Wool Beanie



[AH770](#) - \$17  
100% Cotton Beanie

**Look out people, you'll need these soon!**





BMW Motorcycle Club  
of Queensland



## Club order form for shirts, bags and hats

Send this form to [daniel@goldstarembroidery.com.au](mailto:daniel@goldstarembroidery.com.au) or call Daniel on **0403 150 857**

Name: \_\_\_\_\_ Email address: \_\_\_\_\_

If delivery is required an additional fee is charged. Delivery required **Yes or No:** \_\_\_\_\_

Delivery address: \_\_\_\_\_

A minimum 50% deposit is required before the order is started. Payment in full is required if Gold Star Embroidery is to organise delivery. An invoice will be emailed after the order form is received.

*Shirts/Vests order:*

<i>Shirt product code number</i>	<i>Quantity</i>	<i>Size</i>	<i>Colour</i>

*Bags order:*

Bag product name	Quantity	Colour
Metro		
Swiss		

*Headwear order:*

Product code number	Quantity	Size	Colour
Cap AH230 - \$15 each			
Bucket Hat Sandwich AH695 - \$17 each			
Bucket Hat AH715 - \$16 each			
Wool Beanie AH742 - \$17 each			
Cotton Beanie AH770 - \$17 each			

There are also heaps more colours, styles and fabrics available through Gold Star Embroidery - check out the website at [goldstarembroidery](http://goldstarembroidery.com.au) and call Daniel - he knows all about BMW regalia!





## Mark Mustchin

## Events Report

The April events have been well attended, the coffee meet up at the Little Tree Brew & Bake house at Samford attracted 20 club members. Its a really nice venue & the food was excellent.

Cindy & Duncan's led ride to the German Bake & Wurst House was another well attended & popular event, Duncan had planned an interesting route with a morning tea stop at Atkinson Dam and the lunch stop at the German Bake & Wurst House. The best Wurst I had since the last time we were there.

The easter Saturday Ride to the Maidenwell was well attended but proved to be somewhat frustrating day for some members. Apparently Crows Nest is not the place to stop for a coffee on an Easter Saturday, coffee was ordered & 40 minutes later the coffee & scones had not arrived so a refund was demanded. Due to the long wait the group eventually arrived at the Maidenwell Hotel about 1.15 PM. Maidenwell Hotel on an Easter Saturday also proved to be very popular so arriving late only added to the frustration of their day, lunch was ordered which eventually arrived about 3.15 PM to a chorus of empty growling stomachs.

The calendar for May is looking good. Big thank you to Frank Hills for volunteering to lead the Club ride & Paul Hughes for organising the Mid week Ride.

The June Club Led Ride is leaderless so if anyone would like to organise a ride please let me know.

Happy Riding,

**Mark.**



*Bikes at rest at Atkinson Dam morning tea stop on the April Club Ride.*

## EASTER RIDING

JEGApr2022

Don't go riding at Easter,  
 Saturday especially  
 The route & the company were A1  
 The weather was lovely  
 We had great expectations  
 Of a new French patisserie  
 But so did hundreds of others  
 It just wasn't meant to be  
 So off to the local café  
 For coffee & maybe a scone  
 45 minutes later  
 We got our money back & were gone  
 No worries, for a big pub lunch  
 Was waiting just around the bend  
 But so many road work red lights  
 How long does one have to spend?  
 Finally we got to the pub  
 A bit late but our mates were there  
 Ordered lunch & told there's a wait  
 So sit down & pull up a chair

Those mates all started leaving  
 Other diners started to thin  
 "Where's ours?" we kept asking  
 Our heads beginning to spin  
 Again we thought about leaving  
 And one of us actually did  
 The rest of us were too hungry  
 Under the table we almost slid  
 At long last 2 hours later  
 Our meals started to arrive  
 We had started to wonder  
 If we were going to survive  
 Back on the bikes in no time  
 For the day was fading fast  
 Our helmets had dark visors  
 We knew the light wouldn't last  
 But this is not a tale of woe  
 Although it's what it sounds like  
 We did still have a great time  
 Being out riding on the bike





## By Mal Cremer, Member #1138, BMWMCQ President 2009

It is with great sadness we note the recent passing of Les Fitzpatrick's middle son, Paul.

Paul was a member as well as a Committee member of the BMWMCQ.

I recall the meeting calling for office bearers for club positions in 2009. The filling of Committee positions is often difficult but with no other nominations for the Editor's position, Paul put up his hand.

The Editor's position was not easy in those days with pre-set deadlines, juggling stories and photos plus working out advertisers' space and location and then producing a computer file suitable for a commercial printer.

The Editor's role also requires working with other Committee members and so does require a bit of maturity and life experience. Paul was only in his late teens when he took on the Editor's responsibilities at this time.

I can honestly say he did an excellent job and he made a positive contribution. I overheard one of our "more mature members" say ..."doesn't do a bad job for a young bloke"

Our thoughts are with Les and his family.



This month we are introducing new member Toby Richter, and not only because he is my nephew (and Kim's son!) but because as a 25 year old he has brought the average age of our members down by a significant measure! Toby and his partner Ali (a pillion of only a month or so) attended the April Club ride to Helidon Spa.

Toby has recently bought a 2019 F 750GS. A very tidy unit which he found for sale in Port Macquarie, and in late February as the rains hit he flew down and rode it back in very challenging conditions.

Due to that trip the first accessory was an after-market windscreen. Toby uses the bike mainly for commuting from his northern suburbs home to the Amberley RAAF Base where he flies C-27J Spartan aircraft.

Toby reports that the bike is going well so far and with a new set of tyres he does hope to do some off-road adventuring. Toby is also a member of the Land Rover Defender Club and is an experienced camper. We might see Toby and Ali at the next camping weekend!



*Toby's usual mode of transport....*



*The May winner for the Pic of the Month is Merv Bone, with a Bavarian beauty in front of a Bavarian Grill Haus! Congrats Merv, a regalia voucher is coming your way...*

*A reminder of the criteria for the Pic of the Month:*

- "Pic of the Month", will run from March to December 2022.
- Each month members are invited to submit a photo that they have taken during that month - there will be no theme, so anything bike/riding/Club event/ bike travel related.
- Prize will be a voucher (\$30 value) with our regalia supplier Gold Star Embroidery. This can get you a t-shirt or a couple of caps or put towards one of the bags (see p 16 for inspo)!
- Entries can be submitted by emailing to the Editors at [editor@bmwmcq.org.au](mailto:editor@bmwmcq.org.au) with a description of the photo.
- We look forward to seeing your shots!



*Pic from Treasurer Darryl of a prudent Club purchase for events - me thinks perhaps an April Fools' trick?*

*But how handy for the Cane Toad Rally though...*



*Merv Bone - On Monday the BOM said 95% rain today (Fri 8th). Wed down to 90% Thurs down to 70%. Today we went for a ride over Mt Tamborine and got home dry.*

*Above is my photo for this month. A Bavarian tractor in front of the Bavarian Grill Haus & Red Baron Brewery.*



*Paul Hughes - the Boss and his good lady at the Irish Pub!*



*John Eacott - Charlie Brown doing his first Blood Bikes Australia weekend run, taken at Flavours Cafe Boonah before picking up from Boonah Hospital. Charlie joins several other club members who volunteer for this very worthwhile cause.*

*If you are interested, please go to the Blood Bikes website*

*[bloodbikesaustralia.org.au](http://bloodbikesaustralia.org.au)*

*and contact Peter Davis or Paul Malcolm or chat to one of our member volunteers including: John Eacott, Steve Maney, Peter Jeremijenko, David Whale and Cindy Bennett.*



*Above is Charlie giving the "finger of fate" warning John not to use the pic on FaceBook!*

*Paul Hughes - Lake Baroon, a good place for the next mid-week ride.*





*Tony Gray - not quite Ireland but they do sell Guinness. Outside O'Shanley's Irish Bar in Clifton on a lazy Saturday ride.*

*And another from Paul H of Lake Baroon on a fine April day.*





## ***Liezel Samuel Member #4412***

### **GS Therapy**

It is Sunday morning; I can sense the natural light of the sun coming into the bedroom.

Someone must be playing a trick on me: My eyelids are glued together, and every joule of energy has been tapped from my body. How do I get out of this comatose state and make something of the day?

Only one thing comes to mind. I need GS therapy.

Luckily Huw needs only half a prompt to agree that we go for a ride, so off we go.

Destination: Clear Mountain Road. See photo below.



**By Duncan Bennett, Member #4171**

Last month Liezel Samuel published an excellent, comprehensive, hypo-minimalist, and near perfect packing list for her and Huw's epic ride around Australia; 1-2-3 which translated to 1 GS, 2 people, and 3 months. It really got me thinking about my packing list for 1 bike, 1 person, and 1.2 months. Being solo on a bike has huge advantages when it comes to packing; your stuff, where you want it, and no-one can tell you you can't take it. Disadvantage is that no-one can tell you you can't take it.

Liezel's list is close to "worst-case" travel, unsupported and camping. The only level below this is remote travel, where servos are few and far between and the RACQ is not a phone call away because you are out of range. Add this to my need to be prepared for every near impossibility due to early solo bike travel in the wilds of WA and the NT where some potentially bad things nearly happened, and the weight can quickly pile up.

So the answer for a control freak was a series of spreadsheets, one for overseas, one for domestic fly then ride, one for long riding trips with motels, and one for long riding trips camping. Within each spreadsheet are number of days and drop-down selections, e.g. will it be cold? Select from No, Yes, or Very. Will it rain? Select from Yes, or No. Depending upon the selection, the packing list changes. If going for 2 days it won't call for 7 pairs of jocks. If very cold the list says you need more items, but less of each because you aren't sweating. Cold and wet is a real nuisance, although we solved this last year with a small umbrella each. Camping adds a huge amount of stuff, and camping with cooking plus trips with limited fuel available is the ultimate - and this is the story of our 1.2.

Like Liezel and Huw, eventually the only room one has to move is to make a smalls sacrifice. Socks and undies can in theory be reduced to 1 of each although this makes doing the laundry a nude activity or in the case of the average bloke, not much bothered with. Temptation can be to make smalls a consumable, or like one bloke we heard about pack all your clothes into week packs and post them out along the route, and carry post paks to send the dirty stuff home. Seriously. We've thought about it though.



*The Tomavel, or Spaxe® developed for the 1.2.*

*You can laugh like the patent office did, but you'll be thinking about it when next using an old pooh that looked like a rock to try to bash your tent pegs in, dig a latrine facility with your bare hands, or chop wood with your beaver-like teeth.....*





*By Duncan Bennett, Member #4171*

**A**s Bon said - There were tents, thongs, bikes. Let there be Toad! And Toad was good. By half way through Friday the crowd already the size of last year's covid compromised yet still awesome gathering, and growing rapidly. Old Toaders and new had been looking forward to this for what seemed like ages. Time to break out the Toad. This year quite literally, with the Mt Perry Community Development Board putting on Toad races using their Toad Release 5000™ system. Who won? I have absolutely no idea. Who cares? Only



those with their life's or \$25 savings on 'ol light green cable tie I suspect.

This year's registration appeared to run seamlessly in the opinion of this opinionated observer; the moment we pulled up keen volunteers swarmed the bike and applied the priceless Sticker of Belonging and handed over the collectable Toad badge.

Tent site chosen taking into account a) possible snoring volumes, b) worst-case scenario frequency of trips to loo, and c) proximity to large and likely to "kick-on" groups, and we were set up and into it.

What does "into it" mean at a Cane Toad? Well socialising and meeting new people is the simple answer. Everyone there is basically in the same boat - coming in on or bearing a lengthy connection to motorcycles, camping, and within a very short stroll to a bar. The Mt Perry locals do a great job - the food was frankly fantastic and the "1 plate" menu choice surely ranks at least 2 Michelin stars. Anyway, enough opinions from me, time to enjoy a few images: thanks to Jon Reid, Cindy and maybe a few from FaceBook!



*Big sidecar needs  
a big colour  
co-ordinated  
Mastiff*





Friday but a blurred memory of laughter, catching up with old and new, and somehow getting into the tent, the main day beckoned. As an aside and after a bit of research, the concept of the tent was invented by the Spaniards during the height of the Inquisition. That long knife blade people were forced to sit on while weights were tied to their feet only fits one, why don't we put two people who are both three sheets to the wind into a tiny space on things that aren't their normal mattress? They will crack, surely.

Saturday was the big day. First things first - breakfast. Either a big one, or a slightly smaller big one. Then chose your weapon; dirt or bitumen to Paradise Dam on a led ride. The bitumen was overwhelmingly popular, so the huge group was split in two under Vice Admirals Gray and Malone. The dirt was underwhelmingly popular, with 5 brave souls falling in. As I was on the dirt, we'll talk about that.



I am not a huge fan of leading rides to places I've never been, but no-one else had ever been there either so there was no one to cast aspersions. Down through Mingo Crossing, easy as we'd all come that way to get there. Then head east on bitumen. The GPS was convinced that there were shortcuts to the dam, but my map was so old that there was no dam. Up several increasing gnarly side tracks and eventually one that was pleasant to ride but inconveniently had a No Through Road sign a long way in. Finally a short-cut along a ridge, and the dirt people were satisfied. All up about 100km of trip to the Dam, maybe 70km if the ride leader had more of a clue about where he was going.

The road people? Well I wasn't there but can easily imagine how much less pleasant their experience was. We'd gone anti-clockwise, they went clockwise past the famous tunnel, through Gin Gin, and down the road to Paradise Dam with Vice Admiral Gray, while Vice Admiral Malone took his fleet to the Mystery Craters on the road out to Bundaberg. The Paradise Dam crew were very fortunate to meet up with the now-legendary dirt people, they could have had an autograph but all were too shy to ask.

Options for the lunch were a bit limited at the Dam, so we all headed back up to Gin Gin to collect fuel, cash for the furious Toad Race betting and drinks, and the aforementioned lunch.

Then the CTR events - races and thongs mainly - and then drinks. Lots of drinks. A great CTR.



## ***A Cane Toad Haiku - by Michael John***

### ***Mt Perry 22***

***Near each tent, a bike  
Across camp site, common bond  
Riders, pillions, bikers  
Nightly soft rain sweeps Reserve  
Stark silhouettes these machines.***



***Winners are grinners.....***



## ***The Toad by numbers.....***

***The attendance at the rally was 248.***

***Longest Distance Male Rider was Peter Golding (1,949km)***

***Longest Distance Female Rider was Teresa Golding (1,949km)***

***Longest Distance Pillion was Chrissy Avery (1,023km)***

***Oldest BMW 1967 R60/2 owned by our Club member, Ian Elliott***

***Hard Luck Award with overwhelming support went to Mark Morrissey, whose starter motor failed on route to the rally. That on top of the devastation to his business due to the recent Flood.***

***Highest Club/Forum Attendance went to two clubs the "Central Coast Motorcycle Touring Club" & "Leisure Riders Touring Motorcycle Club" both had 10 in attendance.***

***Gymkhana winners were:***

***Slow Race was Matthew McGuigan***

***Egg & Spoon Race was Matt McGuigan and pillion Katherine Breitenstein***

***Thong Toss was Busa Mick***

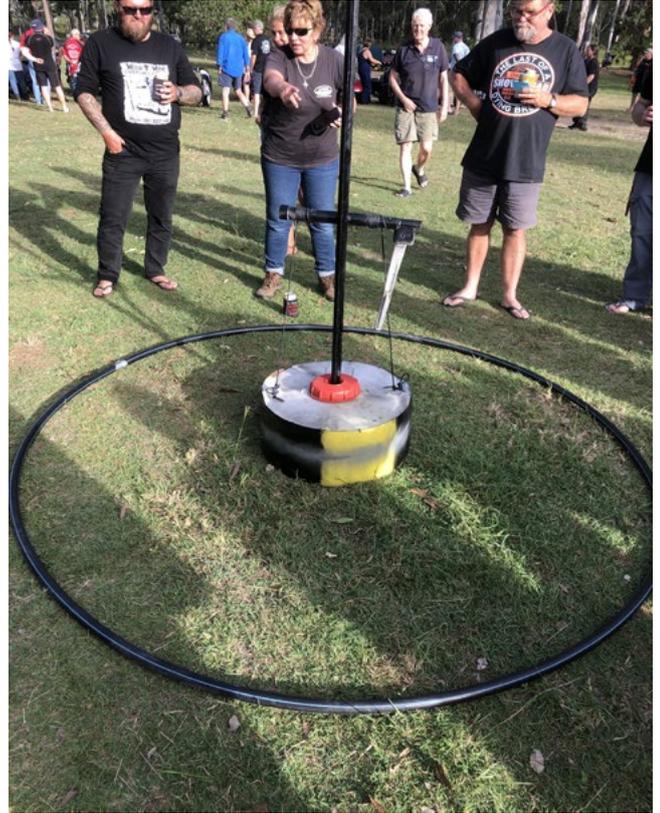
***Long Thong Toss was John McCombe***

***Rum Hunt Winners were Con Schuit (for the 4th year in a row!) and Katherine Breitenstein.***



# THE TOAD 2022







*By Tony Gray, Member #3905*

The many friends I have in the club who know me well understand that I do not get attracted to new shiny things or machines that rely on several computers to operate effectively. Show me something old and a bit tired that is crying out for attention and I am immediately attracted.

And so it has come to pass that another motorcycle waif has been added to the Gray stable – this one has not so much been added to the stable rather just taken up permanent residency after a term under a temporary protection order. She/he (still to be named) is a 1997 R1100GS with just under 130,000km to his/her credit. Let's just call him/her BIG RED for the purpose of this story.

I first heard of BIG RED in July 2019 when asked by my daughter if I could help out a good friend whose husband had died leaving her with many problems including a few motorbikes. One of those motorbikes was BIG RED who sat languishing at M&W with brake failure that they could not resolve. I spoke to a couple of club members far more knowledgeable than me with the R1100s about said brake failure & potential solutions. Richard Maher immediately identified the bike – yes he had seen it many times at M&W being wheeled in & out of the workshop with a big NO BRAKES sign on it. With the owners agreement I negotiated a settlement with M&W and presented with trailer in tow, to rescue BIG RED. BIG RED's next home was in a shed of another friend of the owner who thought he may be interested in buying the bike. That potential sale failed as did a third so BIG RED sat languishing in the shed for another year unloved and unwanted. At this stage of the story I am sure our esteemed editor

Cindy will have a mental picture of the many rescue dogs with pleading eyes that she saw while working with the RSPCA. Yes BIG RED has those eyes.



In May 2020 the owner of the shed announced he had sold his house and BIG RED had to go. Another trip in the trailer and BIG RED came under a temporary protection order to reside at the Gray abode. Have I mentioned how hard it is to move a heavy R1100GS with no brakes and no engine power up & down slopes and in & out of trailers? BIG RED has lived here now since late 2020 during which time she/he has been serviced and treated with the care deserving of someone 25 years of age – has anyone ever equated bike to



human years like we do for dogs at 7:1? Perhaps 3:1 for the general population of bikes or 2:1 in the case of BMWs would be appropriate? There are a few options under consideration with regard to the ABS brake failure so watch this space for developments. In the meantime an offer of a set of Ohlins suspenders that had very little use on an R1100GS came to notice through another club member and have been secured so that BIG RED will be beautifully sprung when she/he hits the road once again. There's nothing like a bit of high quality bling to get the heart pumping.



***By Duncan Bennett, Member #4171***

Like Captain Robert Falcon Scott, I always recommend doing a reconnoitre of where I'm planning to go before leading a club ride. Checking each corner and working out where the safest place is for the corner marker, making sure the road is actually bitumen and hasn't been swept away by recent weather events, and working out how to cross the Antarctic Plateau without losing anyone into a crevasse. Just as Bob would have done, I planned the route to K&K Austrian Restaurant in Sinnamon Park in great detail, and spent a pleasant mid week day riding it. But Bob didn't have the problem of the South Pole not accepting any bookings of over 12 people, so didn't have to suddenly change to planning an expedition to find the North West Passage. I did, and the closest Pan Germanic eatery was The German Bake and Wurst House in Helidon Spa.



The Blacksoil meeting place was unchanged, and yes we rode through the Lockyer Valley. So some of the original route was actually ridden, but backward. A very nice morning tea with Cindy's complimentary jam-drop biscuits was held at the chokka-block Atkinsons Dam, before pushing on with our 19 bikes and 23 bodies to the excellent "wurst case scenario" lunch. Nothing beats a knackwurst, the sausage mentioned in all BMW motorcycle instruction manuals under the "troubleshooting" section. A great day.





BMW Motorcycle Club  
of Queensland



**BMWMCQ PRESENTS**

*The Clubs 2nd longest running weekender...*

## The 23rd FRIGID DIGIT

This is an **annual Mystery Weekender** that started in 1995 and always held on the last weekend in July somewhere cold. It can be full accomodation, camping or a combination of both. There is always an evening meal together as well as a campfire.

The **30th-31st July 2022** is the date for this years event which will be **camping only** (*details below*). It will be a BYO food and Alcohol can be purchased at our lunch stop. The location for lots of laughs and tall stories is always around the traditional camp fire with firewood supplied. It is BYO **Breakfast** also.

**Camping Details:** Camping this year will cost \$12pp.

The camping area has lots of trees and is level. Amenities with flushing toilets and a small fee for the use of hot showers.

This year no payment needs to be made up front. The venue is happy for payment to be made upon arrival.

It's a great, quiet location within 2hrs of Brisbane with excellent roads in between.

**Contact:** Gary at [gbennett777@gmail.com](mailto:gbennett777@gmail.com)  
or reply to the Event on Facebook.





## By Tony Gray, Member #3905

I had endeavoured to get Ian Aitchison as a special guest speaker at the Club Longevity Awards night back in February. Unfortunately that did not transpire but Ian and I agreed to catch up and chat about Club history from the 1960s & 70s. We eventually managed to get our diaries aligned and held that meeting. Ian, now 76 years young, lives in the adjoining suburb to me at Chelmer. He often roams the street on his hand cycle and I often run past his place but our paths never cross. Ian was a stalwart of the BMWMCQ back when Club founder Hugh Yorston was still involved so his memories of those days are a valuable addition to the club's history.

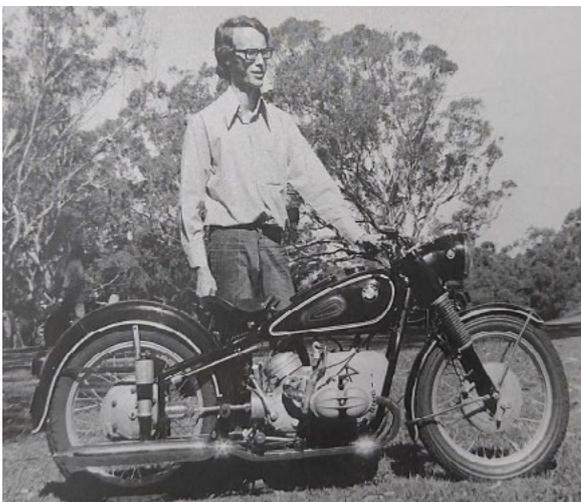


Ian joined the club in 1968 and was a committee member and treasurer for 8 years from 1970. Those were the days when the club meetings were conducted at Hugh Yorston's place and then various private homes before taking up semi-permanent residence at the Hamilton Hall off Racecourse Road behind the Hamilton Hotel. This picture drawn from the Queensland Heritage Register shows the hall in much better light than what I remember when I was a visitor to the Club meetings in

the early 70s. Whenever the club managed to secure a Castrol tape of the Isle of Man TT Races, I would be there salivating about my planned big trip to the IOM. Peter Hemple was Club President in 1973 and managed to secure a couple of 50cc Maico 2 stroke road race replicas when the Brisbane dealer folded the dealership. Shall we say that Peter was generously proportioned so the sight of him wringing the neck of the little Maico as we raced down Kingsford Smith Drive after meetings with his butt cheeks doing a pannier impression was something to behold. Sadly Peter died from a brain tumour many years ago. Shall we say that riding was much more 'freelance' in those days and not so closely Policed.



Ian made many visits to Hugh Yorston's residence at Aspley and recalls Hugh as an 'unusual' character with an enviable taste in bikes and cars. When I related a tale recorded in Hugh's life story 'The Sky's the Limit' on his run-in with bureaucracy in his native Orkney Islands, Ian just nodded in agreement, yes that sounds like Hugh. Ian along with Chris Rawson-Harris are both depicted in an undated picture



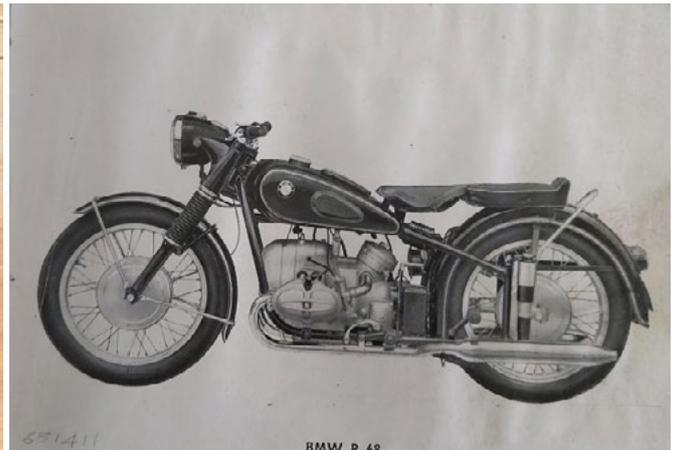
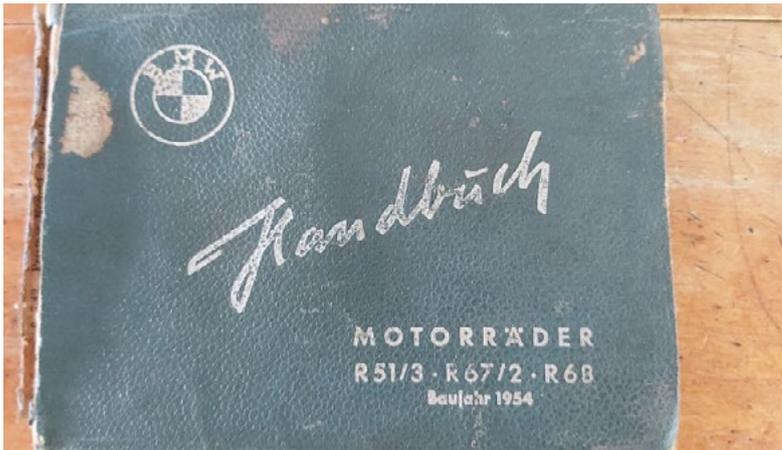
in the book of a reunion here in Queensland. Several photos in the Club's 50 History 'The Golden Ride' are credited to Ian including this one of Ian with a rare early 1950's R68 that he restored. As far as Ian is aware that bike is still in Queensland at a home in Maleny. The Golden Ride also recounts that Ian took on the management of the BMW spare parts that were acquired from Mayfairs when M&W took over the BMW dealership for Queensland. This period coincided with the release of the /5 series of BMWs. In effect, the BMWMCQ became the key source of parts for the pre /5 bikes here in Queensland. Ian went on to purchase this stock from the club a few years later and established a small business that also included bike servicing. Ian showed me where the parts were

stored and servicing undertaken. By today's standards it would be considered 'basic' in the extreme but these were very different times. One of the mechanics who worked with Ian was Chris Hodges who went on to start up the BM Shop at Stafford which still operates to this day.

Sadly for Ian a rock climbing accident in 1979 rendered him a paraplegic and ended his motorcycling

days. Ian went on to become a wheelchair marathoner competing around the world and recording a personal best time of a very competitive 1h 51m for the 42.195km marathon distance. That is approx. 23 kph pushing wheels with your hands. He started and still runs a business from premises in Milton that supplies Kinetic ultralight wheelchairs and parts. Nowadays Ian rides his hand cranked trike around the suburbs for fitness and pleasure.

Ian still has joy in his eyes when recalling those days in the BMWMCQ and those beautiful motorbikes as I thumbed through some owners manuals that he has retained. One of these was a 1954 edition that included Ian's much loved R68. Ian still keeps in touch with some of his club friends from those days including Chris Rawson-Harris and Anthony Gillette with whom he shares an interest in old watches & clocks.



Let me finish this trip down memory lane with a word or two from Bayerische Motoren Werke AG taken from one of Ian's owner manuals:

Dear BMW Friend,

The motorcycle is a constant challenge to the man; a challenge to experience the adventure of man's command over the machine — directly, unadulterated. Over and over again, wind, weather and road must be conquered and mastered anew. For this, the machine —

You chose a BMW with twin-cylinder opposed engine, quick running with plenty of reserve power, and with shaft drive — "the finest" as our American friends put it simply. We congratulate you on your decision.

Our Operating Instructions contain the information you must know to fully enjoy riding your motorcycle, and what care is needed to keep up the value of your investment. Soon you will enjoy the feeling of being connected with the name BMW.

Start now, experience the extraordinary: Enjoy riding — in City traffic, on narrow, winding mountain roads, along the stretches of endless super-highways.

Your  
BAYERISCHE MOTOREN WERKE AG



**By Duncan Bennett, Member #4171**

Naturally you all remember that Part 1 of our African journey started in Alexandria and finished separately with me doing it tough on the bike while Cindy drank Ethiopian lattes in Addis Ababa, the place where coffee began. Caffeine is well known as the best bone knitting drug, proven early as we made our way further south....



***The second runner of the trifecta***

**Across The Equator. Kenya Believe It?**

It is just before lunch on Day 28. Ethiopia with its quirks including restrictions on social media that only people under 30 can figure a way around, and delicious injera bread that looks like a homeless man's crotch towel is behind us. Suddenly we see a border facility that looks modern, and it is on the correct side of the road. It is Kenya.

The carnet stamping process was a bit drawn out, mainly due to the official in charge having to go for his lunch hour in the middle of the process, but worries about getting Cindy's bike in while she was getting yet another massage in Addis Ababa were completely unfounded. So with Brendan emerging from the shed waving carnets like Chamberlain waving the Munich Agreement in 1938, but hoping for a better outcome, we donned the gear and the race was on to get into Kenya proper.

Northern Kenya is utterly different to what I

expected. Our first night town of Marsabit was only 2.3° north of the equator, so expectation of lush tropics in the 200km ride south from the border were rudely crushed by the featureless desert with all the brutal appearance of Australia's notorious Sturt Stony Desert.



***Equatorial Rainforest has some heavy lifting to do in northern Kenya***

On the final approach to Marsabit, suddenly a huge crater appeared which demanded a quick photo stop, this was the first expression of the east Africa Rift Valley volcanics. Crater is a mis-used term in Africa, this implies a meteor strike, rather on the Rift Valley rim they are actually the caldera of old volcanoes, and around Marsabit they are fairly impressive. We rolled into Henry's Camp, as per tradition right on dusk, so only experience got the tents up in positions optimised for the relative snoring volumes, while the Marquis de Sade mattresses gave the illusion of being inflated. A great dinner buffet and roast goat was laid on, washed down with a couple of well-deserved Tusker beers.

Our first full day in Kenya was a transition from third world to first world, with a brief period spent in second. Some anti-social behavior was noted; a mob of camels was gathered on the road requiring a slow down, I got through easily as the camel's guard had briefly slipped, but Canadian Terry was completely blocked so stopped to get a picture and was immediately accosted by people waiting in the scrub just before the camels. Although the villains were wielding machetes and grabbing at pockets, no real aggression was experienced but he still quickly forged through the undisciplined camels and made his escape.



*Snow at the Equator on Mt Kenya, wished I was up there*

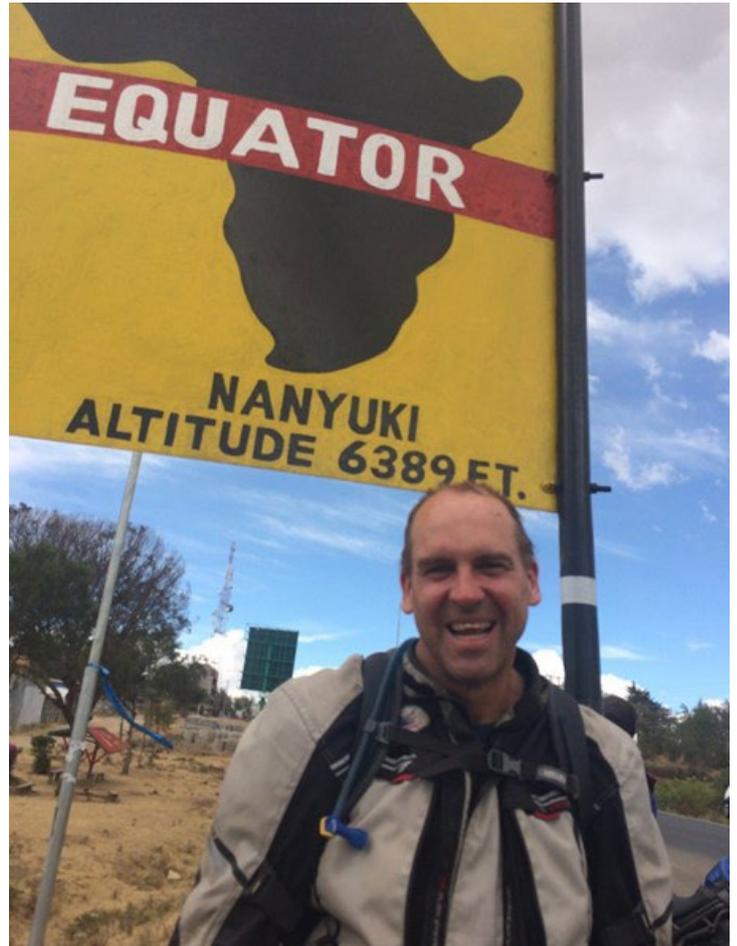
The supermarket in Nanyuki which sits below the 5,199m peak of Mt Kenya was definitely first world, absolutely no difference between it and the average Woolies in Australia. Except that unlike second world trading rules in Queensland the grog was available right off the shelves. It was product overload for out of practice consumers, with the result that all the stuff I'd longed for on the trip was completely forgotten about.



*First decent hair care product range of the trip*

A 1.5km trip further down the road got us to latitude 0° 0' and 0", i.e. the equator. This meant that we had so far ridden around 31° south since leaving Alexandria, or roughly the equivalent of the tip of Cape York to Strahan in Tasmania, a surprising distance.

Kenya is the start of the African animals David Attenborough was always bleating on about. Our first experience was a morning rhinoceros safari at the nearby Solio reserve. The reserve is quite small, but is chokkas with some of the major African animals. We started with impala and



*Close-up photo to make it look as though there weren't one million annoying touts*

the stress of the head bloke trying to keep the harem together while the ladies and rivals make it really difficult, after about three weeks he is practically begging a lion to finish him off. We then saw a couple of grazing white rhinoceros which was a huge moment and had the cameras working overtime, only to later end up amongst swarms of the bloody things. Black rhinoceros are a browser rather than a grazer, so are far more difficult to find and see as browsing demands scrub, however we were successful in seeing one and getting a few "Loch Ness monster" quality photos.



*White Rhino photo-bombs my artistic Mt Kenya shot*



Zebra, giraffe, cape buffalo, water buck, Thompson's gazelle, jackals, and hyena were also present, however the lion in the park remained elusive although we spent a lot of time looking behind trees. Oryx had been introduced to the reserve from desert areas as a conservation measure, so were well out of place, but were obviously making a successful effort and were probably well represented on various Solio reserve club committees. Like a Triumph owner in the BMWMCQ.



*Long horn rhino surrounding himself with poacher distracting friends*

After a great morning seeing two of the African big five which was a measure of the difficulty of hunting on foot rather than number of Grammy awards, including cape buffalo and rhino, it was back to the Lodge for lunch, packing, dressing for riding, and lugging the bags the 15km back down to reception. The afternoon ride headed north from the Lodge, with risk of rain ignored by some but embraced by others, before the momentous event of crossing the equator, this time going north. Celebration was a bit more effusive as this time there were no touts and souvenir sellers, although those with the iPhone latitude and longitude App said the equator was 100m too far north, and questioned the professionalism of the Kenyan Department of Mines and Geology.

On meeting the main road we turned south, and crossed the equator again. Whoop-de-do. Didn't even stop. And then it became miserable as the cold rain caught up on the ride around Lake Naivasha toward our destination at the Fish Eagle Inn, only stopping just as we pulled in. However, once a 30 minute warm shower had returned this shivering wreck to a beautiful English Rose, it was up to the restaurant for a few Tusker beers and the

evening meal.



*Touts only interested in people heading south*



*Thought about it for a moment, but had a sandwich*

The next day we had a high tea at 'Elsamere', the property on the edge of Lake Naivasha that was the home of Joy and George Adamson, of Born Free fame. Perhaps less well known about Joy was that she was a very accomplished artist, and she had a tendency to swap husbands on a regular basis in the early years. We had a mere 100km to get to Nairobi, although a lot of traffic dodging was required as we worked our way up the Rift Valley escarpment and then down into the city. It was a Sunday, so could have been a lot worse. With a few minor navigation issues resolved, we arrived at the Meridian hotel in the mid afternoon.

Nairobi was officially the major maintenance place, with plans to take all the bikes to BMW Nairobi early the next morning for servicing and tyre changes. Nairobi is in a slightly inconvenient location for the C2C, it is only 7,000km in so about 3,000km too early for a service, and way too early for a tyre change, but there is literally nowhere else

in central Africa with a BMW dealership. Nairobi was also the official reunion place, with a trip out to the airport on Sunday evening to collect Cindy from the plane from Addis Ababa. Airport officials treated her like disabled royalty with wheelchair transport, baggage carrying, assistance filling out forms, document handling through immigration, and safe delivery to the meeting place outside the terminal. Arriving back at the hotel, everyone was having dinner so the reunion formalities were completed with the rest of the group.

Monday arrived, we raced through Nairobi traffic, or would have if it was moving, and eventually got out to BMW. My bike and the two Compass bikes were not being serviced by BMW, so priority on those having tyres changed first was given. An understanding of priority escaped BMW, who started on other bikes before the priority bikes. With Cindy booking an orthopaedic appointment for 2pm, eventually the hope of getting my bike done in time faded and I rode another bike back, or would have if the traffic were moving. Unfortunately I had pocketed my keys, so I totally destroyed the plan of someone riding my bike back to the hotel. The five-hour wait at BMW was followed up with a three-hour wait at the orthopaedic clinic, but at least Cindy got a service and left with the leg cast off and a high tech air walker boot on.



**Walker boot test run in Nairobi**

Having completely wasted Monday, I caught a taxi out to BMW to get my bike on Tuesday, and then rode it back, or would have if the traffic weren't at a complete standstill. Eventually back at the hotel, our experienced guides took one look as I rode in and noticed the rear tyre was on backwards. No longer happy with waiting around, I did the service so I could claim something had been achieved, then

rode back out, or would have if the traffic weren't totally gridlocked. Once back out at BMW, it became obvious that they weren't going to finish anything on time so we did as much as possible for them, including removing and re-installing wheels. With my tyre back on, this time the right way, it was back to the hotel for our last night in Nairobi, with two and half days basically spent waiting at BMW, in the hotel, in the orthopedic hospital, or in Nairobi traffic.



**DIY maintenance at my Nairobi BMW workshop home**

Nairobi isn't far north of the border, only 200km ride to the next country in the descent. It had been a week in the country, and it seemed more like a month with lots of big and small African animals seen up close. Just before the border, a stop at a petrol station allowed Cindy to prepare to pillion across so that her riding in all countries record remained intact. The border crossing facility was a step up again, modern and new, with proper queues for everyone except Cindy who was again pushing in front of everyone with official assistance.

### **Tan-zane-ia, Tan-zan-ia. Tom-ay-toe, Tom-ar-toe.**

The pronunciation of Tanzania was a pre-arrival point of conjecture, some say Tan-zane-ia, while most aligned with Tan-zan-ia, but the jury was still out. As it turned out, even the locals seemed to be mixed, but there was a pre-dominance of Tan-zan-ia with those we dealt with including an immigration official. No-one was found to be getting too excited about it though.

Eventually through immigration and completely stuffed with cashews bought from one



of the apparently stateless individuals who seem able to access all 'tween border areas, we hit the road for the 110km to Arusha, Cindy firmly mounted to the Tiger pillion seat. Ride leader Andrew had given very clear advice regarding enforcement of speed zones in Tanzania, with the Tanzanian police swarming the roads. This sage advice wasn't heeded by ride leader Andrew, who only made it to the first town before the thin blue net caught him. Cindy and I were also clocked doing 79kmh in the 50kmh zone, so joined him on the side of the road. The evidence of a speed gun photo was exhibit A, not much room for wiggle for me with the distinctive Tiger headlights. The whole process was done with good humour, no dogma, and plenty of room for discussion and negotiation. I rolled over easily with the TZS30,000 on-the-spot fine, equivalent to A\$15, and with the forms completed we were back on the road.



***I think I was saying; "No, you spell Bennett with two T's you idiot."***

The lesson had been learned, but the Tanzanian speed signs were diabolical and a cynic would suggest set up for entrapment. I am a cynic. After the "thou shalt pass" fees we worked through horrendous road works to the Arusha hotel, a base

for more than a week with the motorcycles parked up. The next day into full tally-ho safari regalia rather than the usual filthy riding gear, we were into long-wheel base Landcruisers for the long drive out to the Serengeti. The safari companies obey the speed limits to the letter, making the morning run up to the rim of the Ngorongoro Crater very slow.



***Cindy taking a rest from the packed gift shop on the way to Ngorongoro Crater***

Egypt couldn't muster the numbers of European and North American people crowding the gift shop at the stop on the way, with fifty identical Landcruisers jamming the car park. The "probably made in China" stuff purchased to help the local community back in Guangdong Province, we were back in the cruiser to the rim of the crater (actually an enormous volcano caldera) for our boxed lunch. Warnings from the guides about eating outside the car due to "the kites" duly ignored, we headed for a tree to sit under. Halfway there the sight of 747-sized marabou storks coming into land right next to us was a bit nerve straining, these things are huge and have a head like a mad, balding, and fully goitered Englishman who spent all yesterday in the sun without a hat. And he wants to introduce himself as you stand there holding your lunch box.

After stopping to register into the Serengeti Park on an office area on a kopje poking up from the grassy plain, the road deteriorated into an end-of-dry-season corrugated and potholed mess. The only distraction from the nasty road was the huge numbers of wildebeest and zebra crossing the plain on their great migration to the south.

By the end of the day's drive, we had ticked off two more of the big African five in lion and elephant, and arrived in the rain at the Glamp.



**The bird made by Mary Shelley's Frankenstein, the marabou stork**



**A lonely Serengeti zebra foal, cruelly nicknamed 'Supper'**

The challenges for 'Supper' Cindy on crutches were significant. Escort by a member of staff with a torch was an essential service after dark, with hyena surrounding the camp and hoping for a cancellation.



**The Glamp tent. Note the anti-hyena psychic force-field which was Cindy's only protection**

The next day was an early swing around the Serengeti to catch sight of a few more big ones, including cheetah and the last of the official African big five, leopard. Then after a home-made lunch from the Glamp and by now completely bored with animals that would have sent us into paroxysms of joyful wonder only a week earlier, we started the long and rough road back to the Ngorongoro Crater.

The descent into the crater is one way but on reasonable quality road, while the roads in the crater are generally very poor, boggy, and rough which is a bit surprising as they are effectively permanent. Compared to the Serengeti it was African Animal Observation for Idiots, with no organism even vaguely perturbed by a fleets of landcruisers stopped 3 feet away. Probably the animal highlight of the trip so far was the lowly baboon, with a large group watched for ages as they acted exactly like a large western suburbs family on holidays in a beachside caravan park.



**Baboon teen mum Dakota with baby Jaxxon, wondering who has her ciggies**

There was a bit of technical 4WD discussion with our driver, I was suggesting that it was fine to leave the hubs locked in on the crater's muddy



roads, he insisted that they should only be locked in just before engaging 4WD. As he decided to get bogged before engaging 4WD the discussion became purely academic, but there were plenty of helpers around to tow us out.



*Even a hog got bogged*

We made the ascent out of the crater on the best road in Tanzania, and made the return to Arusha. Back re-united with our hotel room, after first kicking out a semi-naked bloke who'd somehow got there first without a key, it was off to the ATM, bottle shop, restaurant, and bed to listen to an Italian party rock on near the hotel pool until the wee hours.



*The "wide body" GS released into Tanzania by BMW*

The next day was a really late, then a nearly early, then a half way start due to ZanAir scheduling

issues. Ultimately the small 12-seater plane to Zanzibar left at exactly the right time, helped by a lap of the runway and apron and a stop to redistribute the screws between hatches on the fuselage, some of which had a plethora, but others which had insufficient for the two hour flight in the opinion of someone involved. The flight tracked south of Kilimanjaro, unfortunately well hidden in cloud from a tourism perspective, and unfortunately well avoided from an Air Crash Investigators perspective. Once over the coast, several reefs of Great Barrier quality appeared, and we flawlessly landed at Abeid Amani Karume International Airport to the applause of the passengers who had spent the last two hours expecting to see a hatch rip off catastrophically.



*Not the arrivals hall but a clear indicator of where we were*

Next came three days of Zanzibar luxury with one day at the Tembo beachfront hotel at Stone Town and two days on Nungwi Beach at the Z Hotel. White sand and blue water, glorious food, drinks, infinity pools, spa treatments, scuba diving on coral reefs, and swimming in the crystal clear water. Motorcycling can be tough in Africa, so we didn't do any. Cindy made great progress, graduating from crutches to the walking boot and then to bare foot only, while the glorious days drifted past doing whatever we felt like.

After 3 days the realisation dawned that we couldn't just abandon the riding trip and stay in Zanzibar forever, we had to get back to Arusha and back on the bikes. Once back at our hotel, we selected a room more suited to a mobile Cindy, this time on the first floor. The staff were amazed at her progress; heading to Zanzibar it had been no weight bearing, on return she could walk without crutches.



**Mark Zuckerberg waving to someone from the front of his Zanzibar yacht**

The religious Tanzanian hotel staff had prayed for the healing, so were overjoyed that Jesus had come through for Cindy. A haircut across the road was undertaken by me, with the barber a true artiste, and the three shampoos, rinse, and hair food experience well worth the \$2.

Then started the first day of three days rush south to the border, amazingly Cindy's first day back on the bike as a rider only 3 weeks after the crash. Dodoma was the first day's target, 430km straight down the middle of Tanzania. The ankle received a baptism of fire with clogged traffic and lane filtering out of Arusha, but it passed with riding colours.



**Back in the boot, and back on the horse**

The baobab trees made interesting viewing along the way, some very fat and bloated around the base. Tragically the really huge trees were always well off the road next to someone's house so getting

top photos was difficult. The road quality had been expected to be poor, but it had just been completed so was a super-highway for the last hundred kilometres, with virtually no traffic. Roadwork was ongoing, usually supervised by a Chinese engineer as per a lot of African road development.



**Baobab tree typical of central Tanzania**

About 30km out of Dodoma as we pulled away from a photo stop, Cindy noticed that my back wheel was wobbly. We pulled over to investigate, spinning the wheel showed a noticeable wobble. The technical review showed nothing apparently wrong with the rim or bearings or alignment, but there were loose spokes, so the decision was made to tighten them once we got to Dodoma. On arrival at the very business-friendly (ie sterile) hotel, the spokes were revealed to have either come loose or in the case of about eight, broken. Serious effort then commenced to try to source some replacements.



**This is not happening. The Precious loaded on the support vehicle**



Triumph USA, UK, Australia were all called as Johannesburg was closed, the best the English dealers could do was a set out of Triumph in 3 days, with possible but not hopeful delivery to the next major town of Lilongwe in Malawi by our arrival on the 8th March. A call to Team Moto Virginia in Brisbane was much more hopeful last resort than expectant, but they were extremely helpful by telling me that they didn't ever get Triumph spokes, they simply used Ash's Spoked Wheelz in Capalaba just down the road from home. This opened up a whole new line of enquiry, as Ash's had all spoke details, including 2015 Triumph Tiger XCx spokes. How long to make up a dozen? Half an hour said Jack. Can they be put on DHL to Lilongwe Malawi to arrive before the 8th March? I'll get them on route immediately said Jack. Amazing service, and the fact that they arrived on 6th March four days later is just incredible.

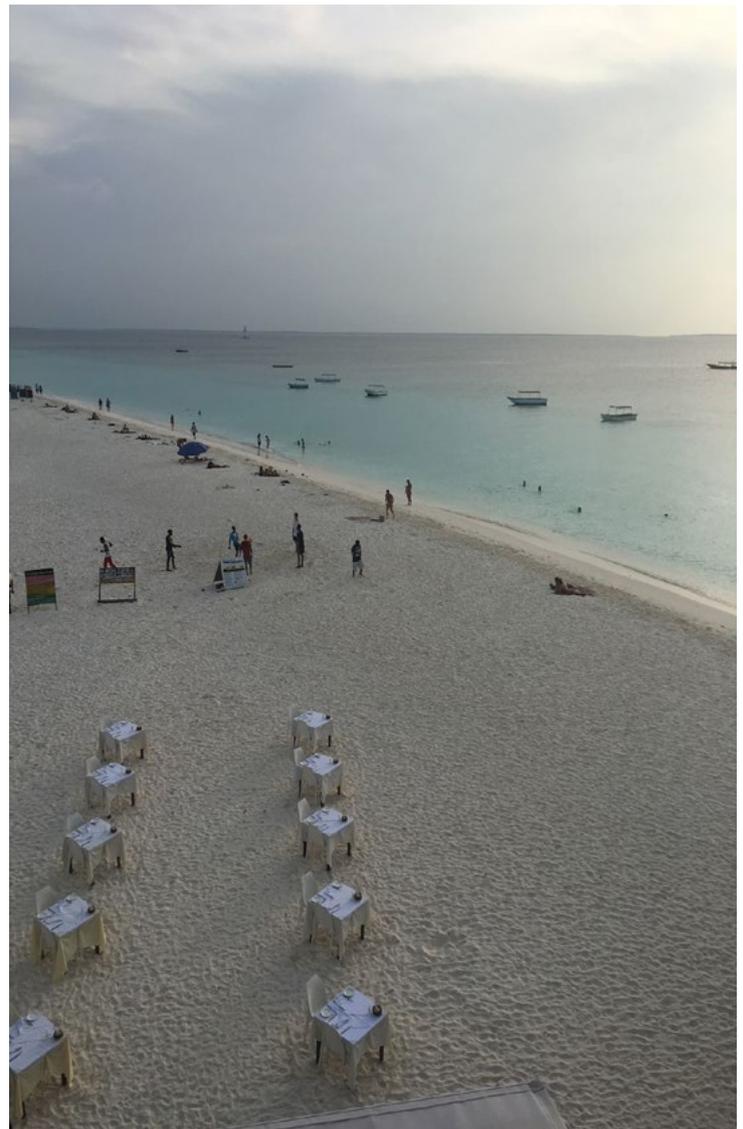
So even with plans afoot, the Precious was unride-able until the spokes were fixed, unless I wanted a complete lock-up and a major crash, which I probably didn't. Fortunately riding colleague Stan was having time off his 2011 Tiger XC, so kindly offered for me to ride it until he was back on, keeping my riding record intact.

The run down to the border included a huge birthday party for Cindy, some of the most luxurious accommodation imaginable at Iringa, and an utter drenching at Mbeya with passing trucks putting up a surf break that would have been more than acceptable at Pipeline in Hawaii. Tanzania had been an amazing experience – the animals, Cindy's miraculous recovery, and Zanzibar, but the spokes had cast a slight pall on the country and my moods, surely fixable in the next African instalment; Malawi.

### **End of Part 2.....**

*In the next instalment, find out if the Tiger gets it's spokes and what is in store for us as we continue South towards Cape Town!*

*Spoiler alert - more riding, African animals, and general fun and frivolity as the group heads southwards.*



**Yes, it was definitely hard to leave the island of Zanzibar!**

**Did someone say "Zebra Crossing"?**



**By Tony Gray, Member #3905**

When I was a young rider it was second nature that every rider on the open road waved to their fellow motorcyclists. It was very much a brotherhood (sisterhood!) thing in those days. If you rode on the open road then you were a committed biker as distinct from the 'You meet the nicest people on a step-thru' commuter set. There was also a very good reason to communicate with fellow bikers on the open road – we younger bikers were poor and rode old bikes, bikes were not as reliable as they are today, breakdowns were more commonplace and mobile phones were still decades down the road. If you were stuck with a broken down bike then you were dependent on your biking colleagues to help you out. A car being driven by a biker may come to your aid but you wouldn't want to hold your breath waiting!



Now it is easy to laugh about different makes of bikes and their relative reliability. Harleys come readily to mind. I well remember members of this club helping out a Harley rider in Kilcoy with several battery packs that failed to turn over the big HD. It took the RACQ roadside assist with a battery pack that he used on Mack trucks to get the big girl firing. I also well remember a Harley rider stopping to take a picture of several club members pushing Don's R1200GS up to the Goomeri Pub for a nights rest when its alternator failed. We may get a laugh but we should always be prepared to stop and offer assistance to a

fellow rider no matter the bike.

Why am I raising this now you may well ask? Two good reasons – firstly we were enjoying Saturday's ride to Maidenwell with Jane and I at the back of five bikes being led by Richard Price (Richard I haven't forgotten that you offered to plan & lead a club ride sometime soon). Brake lights flickered as we slowed on a straight section of country road. There were two Japanese sport bikes parked on the road verge and Richard slowed until he got a 'thumbs up' that all was well with the two riders. Well done Richard and a small gesture that will possibly enhance the reputation of BMW Riders.

I digress but there was an old saying amongst riders of Japanese bikes that they didn't need to carry tools, tyre repair kits or emergency spares – just wait on the side of the road and wait for a BMW rider to appear as they carry everything. That may have been the case in the good old days but with few exceptions I fear it is not the case today. Now the second reason I am raising this issue is because of this old journal story I came across written by Les Fitzpatrick back in 2009. It is a gem and well worth remembering the moral of the story. If I ever break down on the side of the road then I want a Les Fitzpatrick to be trundling down the same road and come to my assistance.

*"A few months ago I went for a ride to Gympie to visit some old friends on my other bike, I won't mention brand names but it has a six cylinder boxer engine and about an acre of plastic bits.*

*I came across a VW trike broken down at the side of the road with a very puzzled pilot standing beside it. I pulled in to offer some moral support as you do and it turned out that he had an electrical fault in his Bavarian engine. The main fuse had blown and after some poking around it was decided that the coil had an intermittent short circuit in the primary winding. I had a look in the space where I normally carry the two cases of beer, the ice, the steak and salad and the BBQ on the other bike in the vain hope of finding some tools, a multimeter, a fuse, a spare VW coil or even a bit of wire and then I remembered that it wasn't my R1150R. Not a*



*bloody thing except for a vanity mirror and a little light mounted on the inside of the lid so that the bride can check her make up.*

*So back to the VeeDub. What to do? The wiring on the trike was fairly pedestrian and there were a few bits that looked like they were spares so I got out the only tool I had with me, my trusty Swiss Army knife. You know the one with the cork screw (it's really handy when you have to open that bottle of Red). With a couple of strands of wire stripped from the spare cables we were able to bridge out the fuse and managed to restart the trike. It fired up and we managed to get him along to a garage where he could buy a new coil and eventually made it home.*

*So to get to the point, every now and then you come across some poor bugger broken down on the side of the road. Take the time to stop and see if he needs help. You may not be able to do much but it makes a difference and I know in this case it was appreciated.*

*All the best, Les Fitzpatrick, Tools Officer."*

**These pictures have nothing to do with Les's story but it gives me a chance to show off a beautifully constructed R100 based trike we saw on the Isle of Man back in 2018.**





**What our donations help the RFDS with.....**



Aeromedical Retrieval



Primary Health Care



Oral Health



Telehealth and Medical Chest



Mental Health and Wellbeing



Health Promotion



**SAVE THE DATE!**

**SATURDAY 16<sup>TH</sup> JULY**

To be held again at the popular "Midnight at the Oasis", Motel Oasis (50 Water Road, Kingaroy)

From 5pm for nibbles and a welcome drink poolside, followed by a Christmas themed buffet dinner including seafood and roast turkey and pork.

**Cost is \$35 per head** and accommodation prices are:

King room \$110

King room + single \$115

King room + 2 singles \$120

To book please call Ella at the Motel Oasis on (07) 4162 2399 or email [stay@oasismotel.com.au](mailto:stay@oasismotel.com.au)

This is always a well attended event so book in soon!



*By Tony Gray, Member #3905*

This month I am not going to enlighten readers as to the content of the comprehensive range of tools held by the club for service days and loan to members. No: we are going on a trip down memory lane to a time far, far, away when motorcycles (especially BMW motorcycles) came with a comprehensive toolkit.

My R60/6 of 1976 vintage not only came with a extensive range of useful quality tools but also a tyre pump and a BMW embroidered towel to wipe one's hands after affecting a roadside repair. I think this was very thoughtful and decent of BMW to consider our cleanliness. Some two decades later when my recently acquired R1100GS rolled off the production line the tyre pump and hand towel were no more but there was now a tubeless tyre repair kit included. Roll on another decade and my R1200GS still came with several tools but just in a plastic tool roll and fitted into an ever-shrinking space under the seat that was getting consumed by electronics. Roll on another decade into the world of the wet heads and toolkits had all but disappeared, no doubt replaced by mobile phones in this electronic age – sorry BMW will not provide the phone, its BYO only!



**R60 Toolkit**



**R1100 Toolkit**

I never gave much thought to the toolkit that came with the R1200GS as only the spark plug spanner was transferred into the comprehensive kit I carry in the bike's top box. I was intrigued however to find the same extension bar in the 1100 as had come with the 1200 some 10 years later so I put my remaining brain cells to work to ponder a use for this little bar. Firstly it can act as an interface extension between the plastic screwdriver handle and the reversible screwdriver shaft to reach the slotted adjusting screw on the rear shock absorber to adjust the damping. Secondly it can be used to lengthen the screwdriver to provide extra leverage when used on the sparkplug spanner. BMW must have had a million of these things made during the production run of 1100, 1150 and 1200 motorcycles for almost two decades. I wonder how many ever got used or whether owners ever understood what they were designed to do?





Ten years ago the May Journal featured several big stories, with the feature by Dennis Barber “Finding the Twisties” about a trip with some highly recognisable members\* to the Lake Gairdner Speed Trials in South Australia.



\*The BMWMCQ confirms it will not be offering prizes for a) Naming any of these individuals, or b) Naming the location.

Another story was by Bernie & Gerry Colman about the Monto B2B, also featuring many highly recognisable members\*. When you see these photos it makes you realise that 10 years can't have been so long ago, they haven't changed.



\*The BMWMCQ confirms it will not be offering prizes for naming any of these individuals. So stop asking.





A new blood donor is needed every **4 minutes**.



Each blood donation travels on average **355km** from the donor to the patient who receives it.



One blood donation is needed every **18 seconds**.



Each blood donation travels 355km on average. That's like driving from Melbourne to Portland.



Australia needs **around 33,000 donations** every week to meet demand.



Each blood donation travels 355km on average. That's like driving from Sydney to Canberra.



**Lifeblood needs more than 1.6 million donations every year** to meet the demand for blood and blood products.

*In 2020/21 donors in Australia gave 1,596,803 individual donations.*



Each blood donation travels 355km on average. That's like driving from Brisbane to Fraser Island.



**Red blood cells only last 42 days** from when they're donated.



Each blood donation travels 355km on average. That's like driving from Adelaide to Port Augusta.



**1 in 3 Aussies will need blood or blood products in their lifetime**, only 1 in 30 donates.



Each blood donation travels 355km on average. That's like driving from Perth to Augusta.



## A commitment to making a difference

"I hereby swear to be the lifeblood of Australia.

Of community and country.

To give what I can, as often as I can.

Even when I don't feel like it. Or if I'm scared.

And if I give excuses, don't take them.

Hold me to my word.

Because Australia needs me.

To give hope.

To give joy.

Give second chances.

To give life.

Do I promise to be a blood donor?

Bloody Oath, I do."



BMW Motorcycle Owners Club (Gold Coast) Inc.



# NATIONAL MOTORRAD RALLY KOORALBYN

## 10 - 13 June 2022

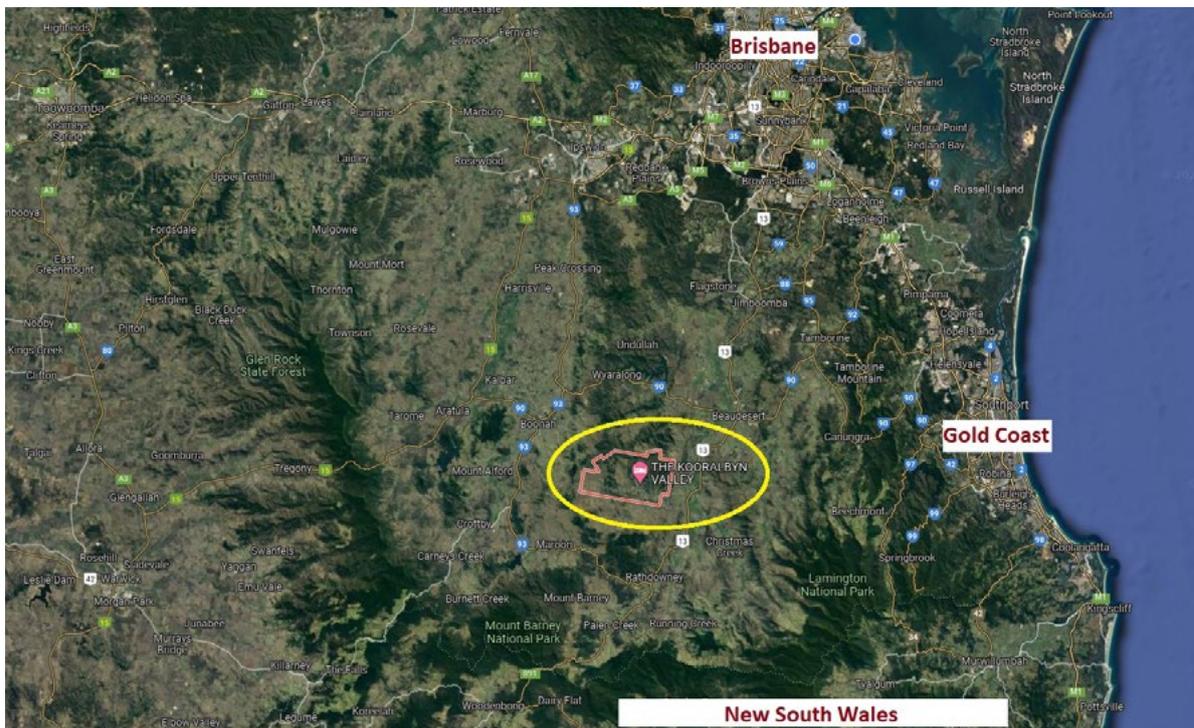
To be held at the iconic Kooralbyn Resort set in the middle of some of best Southeast Queensland-Northern NSW motorbike riding country. Southeast Queensland in winter would be a welcome journey for many southern bikers, average temperature in June is minimum 7 and maximum 21 degrees and only a chance of slight rain for 4 days in the month. The roads in this area offer magnificent winding routes and off road for the more adventurous.

With travel between States now that much easier and likely to be even easier in the months to come, it is more important than normal to lock in accommodation as people roam this great land. We recommend that you secure your accommodation now as space will be limited and many will miss out. For those still in serious lockdown, you are yet to experience how busy non lockdown destinations have become.

We have been able to secure a special accommodation deal at the spacious Kooralbyn Resort based on a 3-night stay.

**\$378 gets you 3 nights' accommodation in a Double/Twin room or \$398 for a King Room.**

There are no camping options in the area, but each room can sleep 2, so based on a double or twin room and 2 sharing, that works out at \$63 per person per night and you get to use the great facilities and have a comfy bed.





**BMW  
MOTORRAD**

---

**BMW Motorcycle  
Owners Club  
(Gold Coast) Inc.**



To be part of the Rally, you must do two things -

**1. Visit <https://bmwclubsaustralia.org.au/event-4427426> to register**

Registration includes:

- Welcome pack
- Friday night Welcome Dinner
- Saturday night Gala Buffet Dinner
- Registration cost is **\$97** per person

**2. Contact Kooralbyn Resort directly to get the special deal**

**TO BOOK ACCOMMODATION:**

You must **PHONE** Kooralbyn Resort reservations directly on **(07) 5544 6688** and quote Booking Code **91169**

A DEPOSIT is required equivalent to one night's accommodation at approximately \$120 per room.

**NOTE.... ONLINE BOOKINGS WILL NOT RECEIVE THE SPECIAL RATES OR BE REGISTERED AGAINST THE RALLY GUEST LISTING HELD BY THE RESORT.**

We will also be providing more detail on some of the planned events, guided and non-guided rides and optional activities should you wish to bring non-riders along or make this part of a bigger trip.

**Get in and Register, and book your accommodation so you don't miss out!**

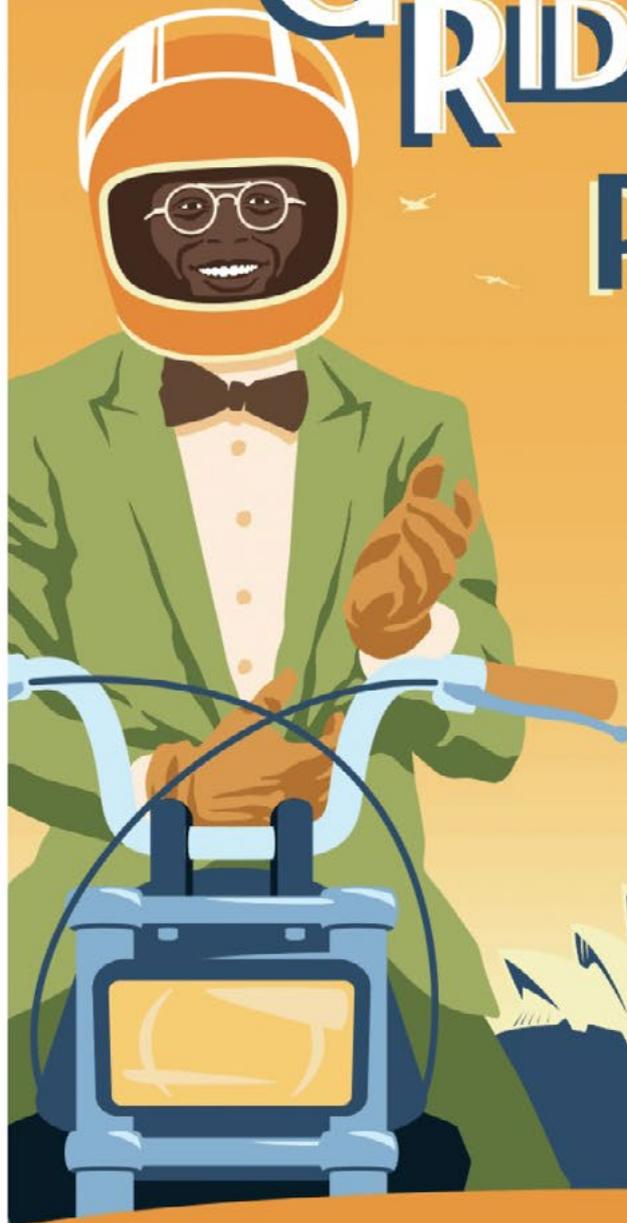




# The **DISTINGUISHED GENTLEMAN'S RIDE**

22<sup>ND</sup> OF MAY 2022  
**WORLDWIDE**

## REGISTER *Now*



**JOIN US FOR THE 11TH YEAR OF RIDING DAPPER**

Carry on the tradition of riding for men's health and register now for The 2022 Distinguished Gentleman's Ride.

By Duncan Bennett, Member #4171

No-one gave me permission to take over the Club Training Subsidy page to show my skills at a training event; but then again no-one gave Genghis Khan permission to invade eastern Europe in 1236 - he just bloody well did it.

This training was considered important for our upcoming Ride to the Rock, with some potentially ugly roads in the plan - sandy, bulldusty, deep gravelly, and therefore scary.

So Cindy booked us in for an early April refresher with Training Adventure Co down at Mt Cotton on their Off the Bitumen Experience. Our last time at that facility was a nought to 100 affair - people who had never ridden a bike off road before were suddenly riding through slippery and deep bogs, many probably went straight home and traded their GS in for a Harley.



Training Adventure Co were the absolute opposite; give people the skills and confidence before they try things in a controlled environment. It was all about balance and body position and simple things like how to position your arms. Owie the chief trainer was particularly impressive, an MX and Enduro champ, he could stop while up on the pegs for several seconds, if you can do that you can really ride.

So it started with some slow speed stuff; blip revving the engine to get it acting as a flywheel, clutch control to get the bike moving, and a smidge of rear brake to get traction and stand the bike up. Try this - you will be amazed.

Then how to position up on the pegs - on the

balls of the feet, feet parallel to the bike so when you drop your knees down you automatically grip the tank, and elbows up. And look where you're going. Lots of car park circuits later we were ready for the next level - out in the field.



The range of bikes was considerable - BMW's, KTM's, V-Stroms, Kawasaki KLR's, Triumph's and even a Moto Guzzi. Summary? It didn't matter, they are all heavy compared to a Toby Price Dakar machine, and many of we riders are heavy compared to Toby Price, so the only thing we can compensate with is skill.

And we needed it for the circuit which started off in deep sand, went over rutted tracks to a rough timber bridge, through a slippery mud puddle,



## BMWMCQ TRAINING COURSE SUBSIDY

Your club encourages all members to continue to improve as a rider and offers a financial incentive to foster greater uptake in rider training. A broad interpretation of training has been adopted to include First Aid Training and Traffic Accident site safety management. The intention of the subsidy scheme is to not only improve the road craft of individual members but also to enhance the safety and enjoyment of club runs and events for all participating members.

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy February 2022 re-eligible February 2025.
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.

### Tony Gray - President BMWMCQ

over baby head sized rocks, up a rutted track and over some whoops, and repeat. The sand was serious, think getting onto Rainbow Beach. Deep, ugly. Go hard, keep the front wheel up, and never give in. Training served me well, I made it through okay. The first time, it got worse after that after being churned and down I went into the soft sand a few times. But, the slippery bits and the baby head sized rocks were an absolute breeze under adult supervision.

Having done a lot of training, one tends to think you've heard it all, but Training Adventure Co gave us a lot of new concepts to think about and practice, and when I next see a baby head I'll just ride straight over it. Unless I'm in a maternity ward.

*Owie sending his child through the bog first*



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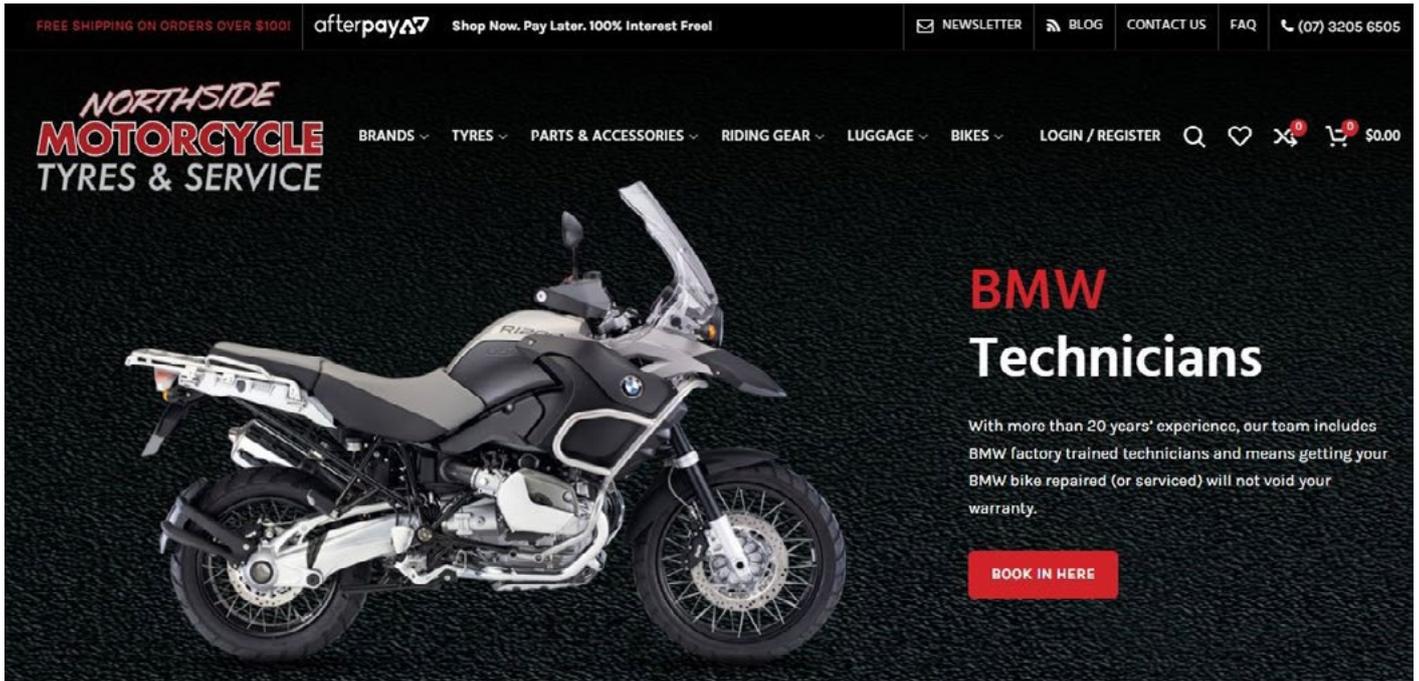


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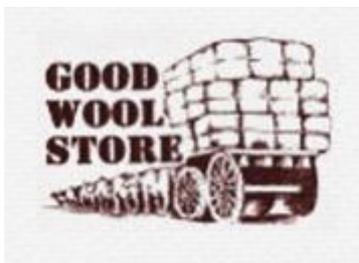
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## Happy (moto) campers!

**Cindy Bennett, Member #4170**

Our 5 week Uluru '22 (Ride to the Rock) is coming up quickly and as we are departing straight after the Cane Toad Rally and want to be more flexible in where we stay – we are taking all the gear to camp.

We have done many short camping trips on the bike i.e. Frigid Digit and Cane Toads previously but this is the first time we have had to have all the usual gear for a long ride as well as the camping gear.



This for us consists of the fairly usual: tent; sleeping bag each; Helinox stretcher (me); jet boil and cooking gear and utensils. We have also purchased some of the silicone collapsible water bottles (1 and 2 litre ones) and canvas fuel bladders as during our ride we will be traversing the Plenty Highway on which it is best to be self-sufficient.

To this end we thought it best to do a “dry run” out to Stanthorpe to align with the always fun Apple and Grape Festival in early March. The camping was at my sister’s property at Amiens just outside of Stanthorpe. She must have wondered how long we were staying as we approached on well-laden Tigers having packed

everything that we would take on the 5 week ride for this weekend trip!

The bikes loaded up performed well over the patchy bitumen still recovering from the recent wet, and we came home confident that we can carry all we need for the trip. The only additional purchase has been an OSAH brand dry bag to carry the tent (strapped to Duncan’s pillion seat) as the cheap Aldi \$17 dry bag just didn’t have enough tie-down points and would sag to one side after a few wild corners on the road.

This shakedown ride also assisted in optimising the best location for the gear on the bike. Now it’s just ticking off the days until we head off!



**And the epic apple pies from Sutton’s Juice Factory!**



## MY FRIENDS ENJOYING AGE APPROPRIATE HOBBIES



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