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The Committee



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R60/6



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R1200GS; K1300R

This Issue - SEPTEMBER 2022

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Advertisers

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Munich Motorcycles - P.64	

On The Cover

Our cover shot comes from Mark Mustchin, who went for a hinterland jaunt on his loaner R18 from Coastline BMW while his GS was in for a service. He's got the Cruiser bug!



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



Cindy & Duncan Bennett

Editors' Report



As the old expression nearly goes; a change-over is good for a holiday. Re-reading Tony's August report on mileage awards, the timing on change-over was critical - Aquaman would hit the 100,000 km just after the Frigid Digit, so I already had a new dinner suit ready, the speech was written, and a large space was cleared in the trophy cabinet. Security was beefed up; violent protests were expected when a non-BMW motorcycle would receive its mileage award.

And then the phone call on Frigid Digit Eve. The new Tiger 900 in sandstorm colour had arrived. It would be ready to pick up on Frigid Digit. Can't. Going to the FD. Then the questioning started; I had been waiting for this motorcycle and harassing Triumph staff on a weekly basis since before Christmas. So no FD and no mileage award. Or wait until the next week. Sophie's choice seemed easily made by comparison. Damn it, I had to get it, and now. So while the lucky members were gathering on Mt Coot-tha, a pajama-clad me was checking Aquaman one last time to make sure everything transferable was off.

And then the phone call, the software download hadn't finished and the man whose business card says Software Download Coordinator doesn't work on the Frigid Digit holiday. A triple failure - I had missed a) the FD, b) the new bike pick-up, and c) the km to get me and Aquaman over the line.

The committee seem very receptive to relaxing the precision for mileage awards to $\pm 1\%$, well they should be when I ask them, it would be like kicking a disabled King Charles Spaniel puppy to say no. But regardless of their response, and this is not in keeping with BMW sentiment, Aquaman was the best and most reliable bike I've ever had. Hoping he goes to someone who appreciates him.

Cheers

Duncan & Cindy (but mainly Duncan)

Aquaman - 99,300km in 3.17 years, with three big Australian trips under the belt. 1 flat tyre from the M1. Once not starting due to a stuck clutch switch (remember that day Tony?). Dropped maybe 4 times. That was it.

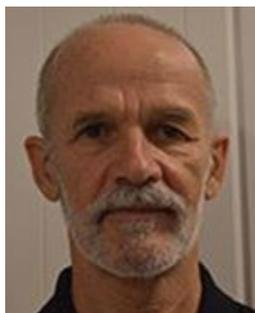


Submissions for the Next Journal close 25th September



**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 1st September**



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

It has been a very busy month with two of the club's iconic events having been run. I have written about the 23rd Frigid Digit and 13th Maggie's Biscuit Ride in this journal. These two events continue to build on other events, past and on-going, that form the 64 year history of the BMWMCQ. We are the current custodians of that history and responsible for preserving and building on that history to ensure the club meets current and future needs of members. Here are a few ways we are currently doing this:

Rallying has always been part of BMW motorcycle DNA. Tales of road-going motorcycles getting to remote parts of the continent in extreme conditions are folklore and the subject of much campfire banter. Our successful Cane Toad Rally is part of this tradition. Another Rally with a long history and well supported by members of the BMWMCQ is the OCR (Off Centre Rally). The rally was staged mid August at Adels Grove in far west NQ. Google maps informed me that Adels Grove in the Lawn Hill NP is a 'mere' 2,062km from the Brisbane CBD by the most direct route. I am quite confident that no one takes the most direct route to this Rally and they come from all over Australia. Stories are filtering back of little 'offs' and broken bikes. We would all like to hear your story so why not pen a few words with some photographs and get them into Cindy & Duncan.

In recognition of rider and machine achieving 100,000km milestones together, we have introduced special club awards. I am very pleased to see the first tranche of these nominations lodged by members. We are now getting the medallions struck and will be making the awards at forthcoming Club General Meetings. If you feel that you qualify for one of these awards, then its time to get the details into Geoff Hodge our club secretary.

You may get sick of me talking and writing about the centenary of BMW Motorcycle production in 2023 but I won't stop for at least the next 12 months lol. To acknowledge this milestone we have a concourse of BMW Motorcycles through the century planned for Reddacliff Place in the Brisbane CBD. This event will be huge and I am sure a great advertisement for the BMWMCQ. September 1923 was the date of the Berlin Motor Show where the first BMW R32 motorcycle was showcased and September 2023 is when we will celebrate that momentous event. There is a lot of work to be done over the next 12 months to guarantee the success of this event. I am very pleased to announce that club life member and unofficial Club Historian Gary Bennett and former Club President Peter Ferguson will be working with me as we plan this event. These two gentlemen not only have a great knowledge and love for the BMWMCQ but also a great knowledge of BMW Motorcycles. We need you all to help us as we build a quality lineup of motorcycles representative of 100 years of BMW motorcycle production. Do you own or know of a suitable motorcycle? Not sure? Let us know anyway. Are you restoring a suitable motorcycle? OK time to get the timeline down to get it finished in time. See a suitable motorcycle when out on a ride? We will be getting invitation cards made up for club members to carry and give to owners of prospective candidate motorcycles.

As Gary, Peter and I build our list of motorcycles we will be concentrating on a broad coverage of the motorcycles that BMW has produced - quality over quantity will be our mantra. We will also be looking at how those motorcycles have been used. There will be room for the 'Trailer Queen' in pristine condition that displays the beauty of design but also for the well ridden high mileage unit that embodies the quality of build and fitness for purpose that the name BMW implies.

As further recognition of the Centenary of BMW Motorcycle production we will be staging a dinner as an adjunct to the concourse event to celebrate the occasion. It is hoped that the dinner and concourse in combination will provide an incentive for lovers of the marque to travel to Brisbane from intrastate and interstate destinations. The subcommittee of Paul H, Tracy H and Cindy B have kicked off the planning for this event.

Tony.





BMWMCQ Club Events for SEPTEMBER 2022

Date	Start	Event	Details	Contact
Thurs 1 Sept.	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 4 Sept.	7:30am	Club Led Ride	Departing 0755 from Puma, Bundamba (just off Ipswich Mwy) to Woodford Village Hotel	Ride Leader - Frank Hills
Wed 14 Sept.	9:30am	Mid Week Ride	To Logan Inlet, start point Dayboro, leaving 0930. BYO lunch	Ride Leader - Paul Hughes
Sun 18 Sept.	12:30pm	Monthly Lunch Ride	The Bull & Barley Inn Cambooya	Events Coordinator Mark
Sat 24 Sept.	10:30am	Sunny Coast Brunch Ride	The Shed, 3-5 Main Road Palmwoods	Steve Maney - SC Riders
Tues 27 Sept.	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark

EXTRAORDINARY EVENTS CALENDAR

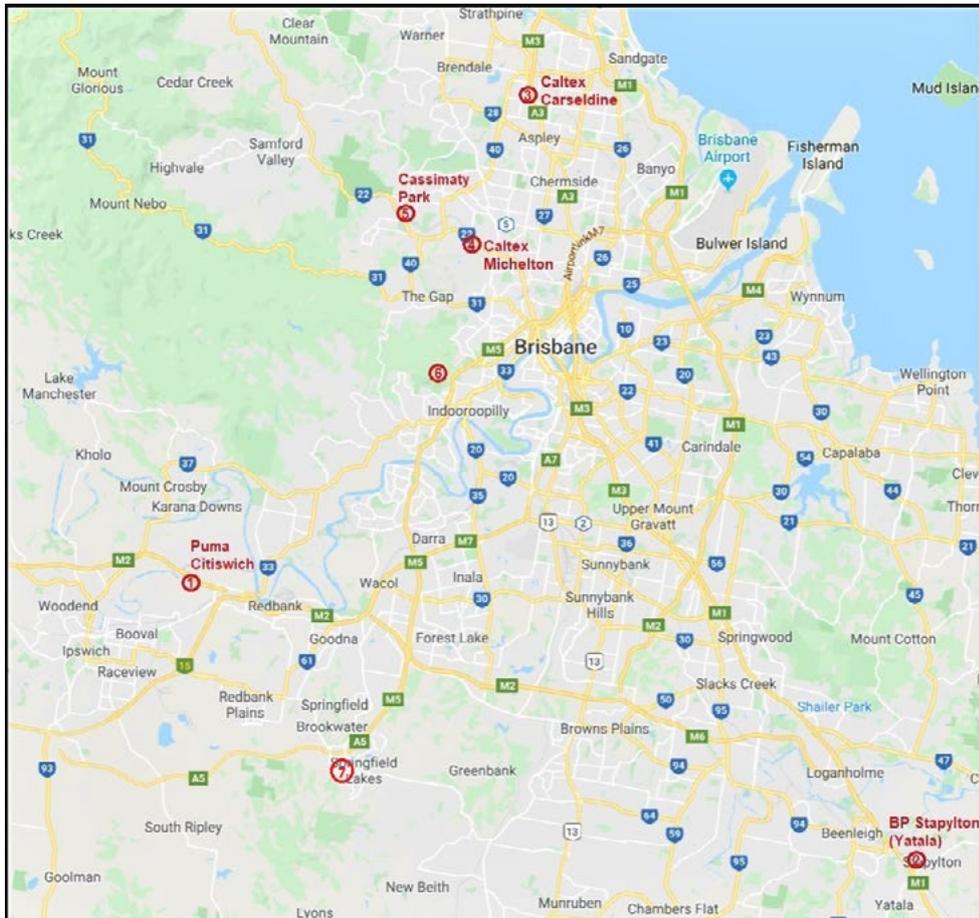
Date	Event	Location	Contact
17 - 20 November	Walcha Motorcycle Rally	Walcha Showground	See the Club FaceBook events page for link to tickets



Biscuit Ride - loads of pics in the pages following.....

BMWMCQ Club Events for OCTOBER 2022

Date	Start	Event	Details	Contact
Sat 1 to Mon 3 October	8:00am	Back to the Bush #19	To Glen Innes and Ballina <i>Make your own way or ride in groups. Hosted by Kate Farrar & Don Grimes</i>	Don Grimes - Ride Leader
Thurs 6 October	7:30pm	Club Monthly Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President Tony
Sun 9 October	9:00am	Club Led Ride	The Shed Cafe Rathdowney	Events Coordinator Mark
Sat 15 October	9:00am	Coffee Ride	Little Tree Bake & Brew House, Samford	Events Coordinator Mark
Wed 19 October	9:00am	Mid Week Ride	Destination - Gardener Falls Maleny	Events Coordinator Mark
Sat 22 October	6:30pm	Sunny Coast Dinner Ride	Dicky Beach Surf Club, Caloundra	Steve Maney - SC Riders
Tues 25 October	6:30pm	German Club Dinner	Brisbane German Club 416 Vulture St, East Brisbane	Events Coordinator Mark
Sun 30 October	12:30pm	Monthly Lunch Ride	St Bernards Hotel, Mt Tamborine	Events Coordinator Mark



1	Puma Citiswich	Cnr Ashburn Rd & Hawkins Cres, Bundamba QLD 4304
2	BP Stapylton (Yatala)	Cnr Pacific Hwy & Stapylton Jacobs Well Rd, Stapylton QLD 4207
3	Caltex Carseldine	1754 Gympie Rd, Carseldine QLD 4034
4	Caltex Mitchelton	550 Samford Rd, Mitchelton QLD 4053
5	Cassimaty Park	1312 Samford Rd, Ferny Grove QLD 4055
6	Brisbane Lookout Mt Coot-tha	
7	Springfield Central	1 Main St, Southern Cross Cct





Paul Hughes

Vice President's Report

Hasn't the riding weather been superb? The job of a VP is to ride a lot and I certainly have been trying to keep to that goal. I have had some magnificent days on the bike in the last month. A great dirt ride (first longish one for awhile) and some just gorgeous days in the Scenic Rim and over the border.

This year's Christmas Party is on Saturday 10th December at Evans Head (one of the last unspoilt coastal villages on the NSW north coast). A lot of people come on the Friday and make a long weekend of it with a casual pub group dinner on the Friday night. If you are intending to come along please book your accommodation and pay for the Saturday dinner. **Ed - Sooner rather than later...** All details are available on the web events page, on the club Facebook page or in the notice in this Journal. The annual raffle of BMW prizes will also take place on the Saturday night.

I have spent quite a bit of time servicing my bikes and thoroughly enjoy mucking around in the garage fussing over some completely irrelevant aspect of the bike's operation. If you want to learn more about the way your bike operates I would recommend attending the next club service day at Rob Wynne's in Jimboomba. Heaps of knowledge available there as well as a helping hand and a great social opportunity.

Time for us to all celebrate the great friendships that we develop through the activities of the club and get involved in as many as you can.

Ride safe and ride often.

Paul



Biscuit Ride socialising...

New helmet on a ride to Scenic Rim!



Darryl Gowlett

Treasurer's Report

G'day everyone,

Well looky here. I've been places. I've extracted the royal cloaca from the palatial throne and ventured hither and thither. Three trips, one overseas, two to remote regions of this continent, two by plane, one by 4x4, and 5000 km on the intrepid motorcycle. And during my last trip I managed to purloin the illustrious pudding and shall present it in all its glory, including the custom made ballsack, to the September General Meeting. Come one, come all, and gaze agog at its magnificence, listen with awe and amazement to tales of its ubiquitous travels, and the thudding sound it makes when you shake it, insufflate and savour the dulcet essence of the perfectly baked, tinned, and aged festive fruit cake. You can even get a selfie with it.

Thus far there are 16 premature party goers prebooked for the Xmas party at Evans Head.

As you can see from the figures below, the Treasurer's position is almost dormant. Perhaps even redundant.

With all its sham, drudgery, and broken dreams, it is still a beautiful world. Be careful. Strive to be happy. And that's really easy when out on Her Majesty's highways and byways – even if they're dirt.

Ciao, Darryl

Trading statement as at: August 26, 2022

BoQ Balance as at:	July 25, 2022	\$ 23,622.38	Year to date	
			\$ 16,165.68	
Income:				
Membership	\$ 1,225.00		\$ 7,792.00	
Advertising	\$ -		\$ 5,900.00	
Regalia	\$ -		\$ 177.00	
Tools	\$ -		\$ -	
Events	Xmas party \$ 135.00		\$ 6,820.00	
Interest	\$ 2.96		\$ 13.08	
Sundry		\$ 1,362.96	\$ 1,471.77	\$ 22,173.85
		\$ 24,985.34		\$ 38,339.53
Expenses:				
Administration	\$ -		\$ 1,222.69	
Website	\$ 385.00		\$ 3,157.81	
Paypal	\$ 18.73		\$ 115.66	
Regalia	\$ -		\$ 645.00	
Tools	Bearing puller \$ 159.00		\$ 159.00	
Events	\$ -		\$ 3,076.47	
Awards	\$ -		\$ 300.00	
Sundry	\$ -		\$ -	
	\$ -	\$ 562.73	\$ 5,240.29	\$ 13,916.92
Balance		\$ 24,422.61	\$ 24,422.61	
BoQ balance at:	August 26, 2022	\$ 24,422.61	\$ 24,422.61	
Term deposit:				
Interest	\$ 20,541.79		\$ 20,500.45	
	\$ 35.65	\$ 20,577.44	\$ 76.99	\$ 20,577.44
Available:		\$ 45,000.05		\$ 45,000.05
RFDS donations		\$0.00		\$1,833.27





Geoff Hodge

Secretary's Report

BMWMCQ General Meeting Minutes – 4 August 2022

Venue: Geebung RSL

Meeting Opened:	7:30 pm
Apologies:	Chris Bramwell, Bill Luyten, Kate Farrar, Donna Wiltshire, Darryl Gowlett, Mike & Ann Ahlberg, Chris Lancaster, Craig Brennan, John Allan.
Minutes of Previous General Meeting:	Accepted: Geoff Hamon Seconded: Gary Bennett
Number of Attendees:	28
New Members (Name & MC):	Marcus Van Vugt, R1250 RS, Piaggio MP3 (3 wheeled scooter).
Visitors:	Nil
Returning Members:	Nil
Treasurer Report:	DG apology - detailed report in August Journal.
Editor Report:	Reminder Photo Competition, Frigid Digit Report & Photos, more general reports please.
Tools Report:	Tools Service day proposed for October - exact date TBC. Bearing puller to be purchased. Will again have demo on tyre plugging.
Regalia Report:	Buy more Cloth Badges - 1 for \$6.00 2 for \$ 10.00.
Records Report:	Currently 281 financial members.
Events Report:	Lunch Ride to Killarney Hotel 10 July went well. Christmas in July Kingaroy was well attended. The 32 nd Frigid Digit was a good ride. Coming up: 7 August Maggie's Biscuit Ride #13 Tenterfield 17 August mid week ride from Caltex Springfield 20 August Dust Hustle 20 August Sirromet Winery Coffee/Brekkie 28 August Lunch Ride to Kin Kin 30 August German Club Dinner Make sure to book for the Christmas Party 10 December at Evans Head.
Secretary Report:	RFDS journal received. Advice from BOQ on our investment account reaching maturity.

Dealer Liaison Report:	Winter service bonus of \$100 or \$150 depending on the amount spent on service.
Clubs Australia Report:	BMW Live Link is on the last Friday of the month. Check FB for link.
Vice Presidents Report:	Club Christmas Gathering in Evans Head - don't miss out, book now.
President Report:	100,000 km + awards now available to all club members. Bike must be currently owned by the club member and the mileage must have been accrued by the club member on that bike. Any motorcycle brand is eligible for these awards. 100 years of BMW Motorcycles to be celebrated in Sept 2023 with a concourse + dinner. Paul Hughes is negotiating to get the R32 that was on display at the 'Art of the Motorcycle' show at GOMA.
General Business	Cindy reported on the R1800 test rides from Sirromet Wines - also attended by Duncan Bennett & Mark Mustchin. Great fun and nice to ride.
Buy / Swap / Sell	Nil reported.
Closed:	8:25 pm, next meeting 1 September 2022



Donna Wiltshire regalia@bmwmcq.org.au

Regalia Report

Hi all,

I've been missing in action i.e. sadly from Club related events for over 3 weeks now. Very sorry to have missed Maggie's wonderful biscuits, I could smell them from Tamworth!

While there I visited a great private collection of motorcycles. You may have already visited or heard about The Powerhouse Motorcycle Museum where over 50 immaculate bikes are on display ranging through the 50s, 60s, 70s and 80s. Pics below and page 16.

I look forward to seeing you soon at a Club event.

Kind regards,

Donna



Get your cloth badge by contacting Donna, \$6 each or 2 for \$10 - a bargain! They can be ironed or sewn on to your apparel of choice.





Geoff Hamon

Tool's Report

Well here we are another month gone but not forgotten. I hope you all have been enjoying the magnificent weather we have been having in SE QLD. We don't get much

better riding weather than this. There have been lots of things happening & weekend rides done. The Frigid Digit was a great weekend, many thanks to the organizers. A few members were out at the OCR rally and at all reports had a blast. (I may be tempted to get another GS and go and join them) :) We finally received our Wheel Bearing puller yesterday after tracking the thing all over Brisbane. The club also has been donated a Front axel release tool for R1200 Series bikes thanks to Graham Healy.

I'm still hoping to catch up with Chris Lancaster about his Torque Wrench. There has been some demand of late for steering head bearing pullers. I have loaned my own out to a member from Beachmere. We have a Service Day coming up in October. Possibly the 29th. Just have to confirm with Rob Wynne. Will confirm ASAP. Well, that's all for now. Keep enjoying your Tooling Around.

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





Greg Gaffney

Records Officer Report

Looking forward to some more nice spring weather coming into September. Had a great ride with new member Sean O’Toole to the Pomona Pub for the August lunch. Only caught a slight drizzle on the way there but a beautiful dry run home. That was until I hit the usual stand-still traffic south of Caloundra! Can’t wait for the completion of the current road works and hopefully future additional lanes.

records@bmwmcq.org.au Cheers Greg.

Welcome to New Members:

- Christopher Buckman, COORPAROO, **R1100R**
- Jack Foley, KUREELPA, **R1200GS, K100RS, R75/7**
- Phil & Deb Thompson, BURLEIGH WATERS, **R1250GSA**
- Greg O’Connor, ST LUCIA, **R1200GS LC**
- Adrian & Cathy Cole, **ROCHEDALE SOUTH, R1250GS**
- Sean & Kay O’Toole, **TWIN WATERS, Suzuki 1250 Bandit**

The Pomona Hotel’s aesthetics enhanced by Greg’s R1200RT during the August lunch ride





Lady Shirts



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



[2LCP](#) - \$33
65% polyester
35% cotton
*Comfortable and
alluring!*



[7LPI](#) - \$33.50
100% polyester
A casual Friday must-have!



[ICE Tee](#) - \$26
Cotton
Affordable chic...

Bloke Shirts



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



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



[7PIP](#) - \$36
100% polyester
*Elon Musk bought one
instead of Twitter!*



[ICE Tee](#) - \$26
Cotton
"Ice Ice Baby" - Vanilla Ice

Gender Neutral Hats & Bags



[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.



[Ladies](#) Vests
\$48.00



[Non-Ladies](#) Vests
\$48.00

**AWESOME FOR
WINTER!!!**



[Metro](#) - black/charcoal or black/royal -

\$21 **Note: a bag order small surcharge may apply - talk to Daniel!**



[Swiss](#) charcoal- \$37.50



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

**Look out people, you
need these now!**



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



BMW Motorcycle Club of Queensland



Club order form for shirts, bags and hats

Send this form to 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!

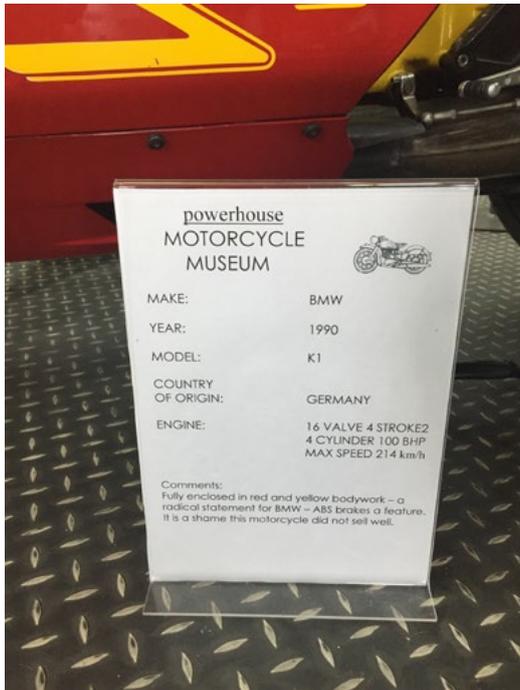




Mark Mustchin

Event's Report

As Mark is having a well-deserved rest from reporting this month, we have allocated his space to Donna's great pics taken at the Powerhouse Motorcycle Museum in Tamworth. Rather than his 1TB of R18 photos.



Mark's set up at the Frigid Digit





We are going back to Evans Head for this years Christmas Party!

When: Saturday 10th December 2022

Where: Lower Level Balcony, Club Evans RSL - 11 McDonald Place, Evans Head NSW

How much: \$45 per person for a 2 course meal and canapes prior

How to book: To confirm your booking you must deposit \$45 per head into the BMWMCQ bank account. Include your name and the number of people you are paying for in the deposit description.

BSB 124030

Acc # 10243020

and then email the club Treasurer with the details of your deposit and how many you have paid for. Then click "going" in Facebook (no maybe's please). Email of Treasurer Darryl is:

treasurer@bmwmcq.org.au. *This is a very important step.*

Accommodation options:

The Bowl Cabins (02)6682 4343 (*Party Central* - mention you are part of the BMW group)

Pricing:

Hotel style room: \$119 per night

1 Bedroom Cabins \$149 per night

2 Bedroom cabins \$189 per night

3 Bedroom cabins \$249 per night

Reflections Caravan Park (cabins) (02) 6682 4212 (may require a 2 night stay)

Evans Head Pacific Motel (02) 6682 4318

Hotel Illawong (02) 6682 4222



****Note: Sat 10 December is the start of the QLD school holidays so booking early is advised!****



This month we put recently joined member Ian Thompson under the spotlight. Ian lives over on Straddie and joined us on the July mid-week ride on his eye-catching R65. Ian jumped at the chance to chat to us, as in his words "I don't usually need an invitation to talk motorbikes!"

My 1983 R65 was purchased from Boxer Works in about 1992. It had 85,000 km on it, and was in pretty good shape. I was a farmer at Bolivia, south of Tenterfield NSW. I also did work in PNG as a petroleum exploration manager on a fly-in fly-out basis, so I needed transport to go from home to Brisbane airport. The R65 provided that. I would leave it at a private parking station for \$1.00 a day. I had fitted an Odysee battery, and it never failed to start after a 6, and sometimes an 8 week tour of duty in PNG. While at home, I would sometimes do a bit of touring with my wife as pillion.

It was totally reliable, comfortable, and had the range I needed. When I retired in 2016, I moved to Dunwich on North Stradbroke Island, and brought it over with me. It did a run to South Australia, and a bit of touring out west. I had a plane at that time, and it was my town ride when I flew over to Caboolture from Dunwich Airstrip.

I had always wanted to bring the bike up to "as new", and with 185,000 km up, I totally stripped it down and gave it the full beauty shop treatment. With the heads off, I saw that it was chewing through a valve guide, so gave the engine to Mark Morrissey at Boxer Works to sort out. He had the heads refreshed with SS valves ETC, and replaced anything that looked a bit tired. There wasn't much to be done. The engine was in very good shape.

It all went back together without too many bits left over, and Mark gave it a final check out when I deemed I had finished the job. He got it tuned very nicely, and it now runs better than ever.

Since the restoration I have taken it up to 1770 and done some touring around the Burnett region as well as local rides. The only problem I have had is flaking paint from the interior of the fuel tank, but that seems to have settled down with a very thorough flushing. It will be going to Adelaide in October for the Bay to Birdwood rally, but family pressure is directing me to transport it there in my van. I love this bike, and would trust it to take me anywhere, but it is 41 years old, with nearly 200,000 km up, so 3,000 km runs are a bit of an ask.



I also have a 1960 R27. I purchased this in 1975 at Laiagam, a Government outstation in the PNG Highlands where I was the District Officer. It was one of a batch of R26 and R27 bikes bought for the Lutheran Church in PNG by the West German Government. Not ideal for the hand made tracks and boulder strewn “roads” it had to contend with, but they did the job. I bought it as a very rough but running bike from The Reverend Ed Bloos, who was the Lutheran Pastor at Laiagam. I rode it around the station until 1979, when I moved to NSW and took up farming.

Being a farmer meant no spare time for any frivolous activities like restoring bikes, so it sat under the shearing shed for years, and then under my father in law’s house until I rescued it in 2017 and brought it to Straddie. I did a nut and bolt restoration, which took exactly a year, but with a bike with that history there were going to be ongoing issues. The carburetor was a lump of corroded metal which I boiled up in vinegar and baking powder. It worked after a fashion, but starting was always an issue. I have replaced it with a Mikuni VM-26, which gives amazing performance and very reliable starting, but I’m still working through the jetting.

The R27 is a delight to ride, with excellent handling and it’s very comfortable. It gets a regular outing from Dunwich to Point Lookout, but as yet its only rally outing has been to complete a Bay to Birdwood run in 2019. I’m very wary of taking it on the barge in case it doesn’t want to start! Once I have completed the carburetor tuning I’ll be bringing it over for club runs.

With the need to cross Moreton Bay (and get back again) club rides are a bit difficult for me, but I’m up for anything that allows me to get back home on the last barge of the day. One route I used a lot riding from Bolivia to Brisbane Airport was the Mt Lindesay Highway from Tenterfield, going down through White Swamp and the Boonah Valley. It took longer than the New England Highway, but it is a very scenic and sometimes challenging ride with a fair bit of dirt back then (which the R65 doesn’t mind at all) and if I wasn’t in a hurry, I would always go that way. I’d be up for a ride through this country again any time except in midwinter!

My first BMW Club ride out to the Logan River at Mt Cotton was very enjoyable, and took me through a lot of country I had not seen before. It was also a treat to talk with knowledgeable and enthusiastic BMW riders, and I look forward to many more outings with the club.





This months winner for the Pic of the Month is Charlie Brown, with his great shot of Richard Maher getting some expert advice! 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 catalogue up front for inspo)!
- Entries can be submitted by emailing the Editors at editor@bmwmcq.org.au with a description of the photo.
- We look forward to seeing your shots!



*Paul Hughes - Hinze Dam
on a Tuesday meander.*



MONTHLY WINNER!! *Charlie Brown - Richard gets some advice....*

Ed - as the rhyme goes: Criss Cross lucky White Horse, give me luck but Richard gets none, of course.



Geoff Hamon - way back from Morgan Park looking towards Cunningham's Gap





PIGS OF THE MONTH



Ken Madsen - Trollstigen, Norway on a clear day (you pay extra for that!)



Geoff Hodge - Mr President and First Lady arriving in style at the Biscuit Ride - Jubilee Park Tenterfield.



Richard Maher - first F850 Triple Black delivered in North Queensland. Fuelling up at Gregory Downs. Not my bike in case you were wondering...



Mark Mustchin - on the way home from the Biscuit Ride.



Tracy Hepburn - the assembled bikes at the Biscuit Ride under a gorgeous Tenterfield Sky.



PROOF OF THE TRUTH

JEGJul2022

Always watching the boys when she was small

Secretly thinking they had it all

As they wrestled & roamed & played football

Not caring whenever they had a fall

She was of a time when girls were told

It's very bad manners to be loud & bold

But cooking & sewing just left her cold

She wanted some fun before she got old

She behaved herself & bided her time

The hours she wasted was almost a crime

She dreamed of a life so sublime

Where she could get dirty & covered in grime

Tired of waiting & being so good

She took her chance to do what she should

It wasn't a matter of IF she could

She knew she could & knew she would

All of a sudden she made her strike

She was going to do whatever she liked

Fulfil her dream since she was a little tyke

She got herself a motorbike

She rode that bike all over the place

She gave the boys something to chase

She learned all about it, its history embraced

She didn't care if she got grease on her face

Now later in life she looks back on her youth

Of one thing she's certain - she's the proof

Girls riding bikes ARE NOT uncouth

They just want to have fun & THAT'S THE TRUTH!

Back to the Bush # 19



Glen Innes & Ballina

01/02/03 October 2022 - October long weekend

Hosted by Kate Farrar & Don Grimes

Make your own way or ride in groups via the tar or via the dirt!

First night is at Glen Innes. Saturday night dinner will be at the Great Central Hotel, 313 Grey Street Glen Innes.

**Accommodation available at this venue, 02 6732 1966
or New England Motor Lodge, 02 6732 2922**

Sunday 2nd, ride to Ballina

Dinner will be at the RSL, Grant Street Ballina

**Accommodation: Heritage Inn (across the road from the RSL) 02 6686 0505
or Richmond Inn 02 6686 9100**

There is plenty of accommodation nearby

Please indicate that you will be going via Facebook event and comment if you will be attending either or both dinners. Or contact Don Grimes (0411 601 372) if you are not a FB user!



By Duncan Bennett, Member #4171

We hadn't done a BMW experience since the Canungra Gelände Straße Experience in 2017, GS for those who have never been near the German Club. Probably overdue for another. A month or so prior Cindy had received an email about the event and signed us both up before too much thought was put into it. So on a sunny Friday morning in late July we approached Mt Cotton where the R18's were lined up at Sirromet like the British Grand Fleet in Scapa Flow.

We had booked in for the 12 noon session, and joined fellow members Bob and Kerrie Coleman for the early lunch and the ride. Eventually the earlier group turned up, including Mark Mustchin who also had been on the earlier session at the 2017 Canungra GS Experience, a bit suspicious if you ask me, which you won't. Mark cruised in on the R18 Classic, one of the four variants. Said it was great fun. No-one believed him.



The name's Mustchin. But you can call me Dr Cruise!

Motorcyclist extraordinaire Chris Urquhart was the main man leading the pack, but first we had to stand through a demonstration before we could plonk our collective bottoms on the luxurious seats. Chris was informative as usual, by the time we were allocated our conveyance most even knew how to select reverse. A handy feature on a +400kg monster.

We'd been sent a list of R18's to choose from, but I selected on my iPhone so wasn't even sure I hadn't selected Unsubscribe. My name came up - I had the red R18. Looked awesome, just fantastic. No you don't, that's mine said someone who had come to the event on a red R1200C. Bugger. OK

then, I had Mark's R18 Classic. No choice now but to hope he had told the truth.

Right, mount up. No.1 scary thing; it had footboards rather than pegs. No.2 scary thing; it had a heel gear lever as well as the traditional toe lever. Only ever seen used by ladies wearing stilettos in Bangkok. No.3 scary thing; the battleship USS Missouri looked smaller from the bridge than this thing, heaven only knows how Cap'n Bob is doing over on the R18 Transcontinental.

OK let's go. Moving off slowly on something the size of the Starship Enterprise was surprisingly easy - the low down weight gives massive mechanical advantage.





Cruisin' along in Roll mode, we hit Mt Cotton Road and chugged along. I'm always careful at these events because one can become fascinated with mucking about with modes and the display and not noticing the line of ducklings crossing the road, even when half of them are wedged between the engine block and the exhaust. Hmm, I'm suddenly thinking of Peking Duck for some reason.



Toe and Heel gear lever and reverse switch above

The controls are pretty simple, no need for Enduro Pro here. There are three modes;

1. Rain. Has never been selected deliberately by anyone. Ever. So can't comment.
2. Roll. The standard cruisin' road mode. Nothing much can go wrong in this mode.
3. Rock. The OMG I moved the throttle a micron and I'm going 150kmh in a school zone, I hope that was a speed bump.

Heading south to the highway was the time to get familiar with the bike. It has a typical BMW upright seating position, so isn't as threatening as a true cruiser. The seat is super comfortable, in fact I had forgotten I had a bum over the Experience. Heading through Cornubia we got to the roundabout before the M1, time to select Rock mode. I smoothly twitched open the throttle to merge and pushed the heel down to change up, but it was a bit like Apollo 11 merging with bumper cars, they were only going 100kmh and I was doing 140kmh. Talk about torque. Off at the Jacobs Well Road, we pushed into the countryside to test the behemoths through the curves.

They handle surprisingly well. Only once was there a few sparks on a tight corner, but these are not sports bikes so are not designed for pushing the racing line. The fuel stop happened at about 260km at BP Mt Cotton - the fuel warning light was solidly on. Maybe 280km max. Once back to Sirromet the feedback from the riding crowd was overwhelmingly positive - these were seriously fun bikes to ride. Even those on the Starship Transcontinental had a great time.



So a summary: Like when you give a reference for an ex-subordinate, the killer question is would you re-employ them? In this case the killer question is would you buy one? Well we wouldn't because some of us already have an R1200C and some of us are adventure riders. But if we were looking for something to chug down the long miles on big trips, with a Rock mode that could get past 300 cars within a 200m passing opportunity and a switch to go in reverse, and a need to carry 1.8 tonnes of luggage, then this bike needs a serious look.





By Phil Gresham, Member #460

I planned a ride in July 2020 to coincide with a photo conference in Vegas that I attend most years. Covid got in the way, in 2020 I planned to hire a Triumph 1200 Explorer. This year the plan was a R18 Transcontinental, riding a cruiser in the US is 99% of the bikes on the road where I was riding. Wisely following Tony Ward's advice, I choose something I knew, a 1250RT, it was to be all about the ride not the bike.



Between Terminals at LAX

Booked online with Eurocycle Las Vegas, they hire BMW, Aprilia, Triumph, Moto Guzzi and Ducati. A couple of follow up emails and a phone call ensured there would be no problems fitting my GPS and tank bag, luckily, they also fitted a 49 litre top box as I struggle to ride light. Packing my usual tools and tyre repair kit, no different for a long distant ride at home, I didn't want to be caught out in the middle of nowhere.

Choosing to fly with Air New Zealand, they have the best premium economy, I arrived

at Terminal Bradley LAX on time, as were most of my flights. Almost four hours to get through passport control missing my connection and arriving just after midnight, instead of 6pm. I had walked 12,000 steps that day!



One of the few with a mask

Taking an Uber at 8.30am to Eurocycle, with a few hours' sleep, I was eager to collect the bike at. A 2022 RT with 600 miles on the clock, loaded the fitted bags from my 2021RT and fitted my Zumo XT and 25 litre Givi tank bag. Less than an hour later, after wetting down my LD Comfort T shirt, favoured by many Iron Butt riders, I was off in 40.5°C (105°F) heat. It's safe to ride 10 mph over the posted limit on the open roads, but slowdown in the city limits. Riding on the wrong side of the road was ok, only a couple of oops over almost 5000k...

Day 1 Vegas to Kanab via North Rim Grand Canyon

Traffic was light off the freeway and comfortable as the max temperature dropped to the mid 30's and lower for the next nine days. Stopping at Jacobs Lake Inn for gas and lunch, the South Western salad certainly made up for the crap Best Western breakfast, the staff were so friendly. Gas averaged \$27-34 a tank on the ride, getting used to going into the operator and saying x amount on pump x, then pump, paying only for what you used. At the North Rim Grand Canyon paid \$80 for a 12-month Park Pass, the entry per visit was \$30 for a motorbike, intending to visit four parks on the route.





Friendly guy 1st tank Jacobs Lake

Forest fires made for poor visibility at the North Rim, you can always get great photos from Google 😊. I walked the Bright Angel, a 30-minute return steep trail. I added a ride to Point Imperial a great twisty route, Point Royal would have been better, but I was running out of time.



North Rim Grand Canyon

Noticed some black clouds, it doesn't rain

in the desert?



Vermillion Cliffs Arizona in the far distance

All was good until bison got in the way, in parks car drivers always stop in both directions to check them out, blocking the road. I was by then totally soaked but dry by the time I reached Kanab, the stop for the night. A pizza from the restaurant next to the motel and a few hazy IPA cans from the gas station across the road, I was off to bed early.



Guns, Gas, and Beer

Day 2 Kanab to Torrey Utah via Bryce Canyon

Most days I set off at dawn, as early as 5.15am, wanting to avoid the heat breakfast was 1-2 hours later. A great breakfast at Servier Coffee in Hatch Utah, with a breakfast burrito and coffee, coffee was great by Oz standards. Bryce Canyon is probably my favourite National Park in





the US, I was intending on just riding to the 29k to top and back out of the park this being my 5th visit. Taking a couple of selfies, the next stop was Kodachrome State Park only to take a photo as I had visited on a previous occasion.



Hatch Utah

It's was a great country road to get there just a short diversion. Route 12 to Torrey is one of THE rides in the US with razorbacks twistys and long drop-offs. Twenty years ago I was there in winter, the razorbacks had six foot of snow piled up and it was hard to see the scenery. I arrived dry after riding the last mile in torrential rain, it doesn't rain in Utah, does it?

Day 3 Torrey to Riverton Wyoming

Off on the bike early this was to be one of my longest day rides, stopping two hours north at Price for breakfast. Yet another breakfast burrito and terrible coffee. But the Zumo XT refused to restart, lucky I had printed maps. There were a few twisty canyons but miles of boring very very straights roads. Riding through some great name places like Flaming Gorge, Purple Sage and Rock Springs, listening to US country music to pass the time away.



Near Bryce Canyon - Phil's award winner



Top of Bryce Canyon



Torrey, Utah



Dutch John Wyoming



Straight and boring Boulder Wyoming



Howdy neighbours, Riverton Wyoming

Turning at Farson Wyoming, nothing but a gas station and the Farson Mercantile boasting the best ice cream in Wyoming. In the heat it

wasn't hard to convince me to stop, parking in the shade I ordered the smallest tub, it was huge I managed half. Riverton has nothing going for it, not a tourist destination but it was the stop for the day. Riding into Riverton listening to Google Map directions, not something I was looking forward to for the next six days. It was bad enough that none of my routes would work from Day 1, getting to 81% before failing. A fix was found online for the Zumo and in Favourites I found all of my waypoints using these all the way back to Vegas.

Day 4 Riverton to Cody via Chief Joseph Highway and Beartooth Pass.

Again an early start noticing I had been joined at the motel overnight by three red Harley Roadglides, I must have been tired as I hadn't heard them turn up. Two hours later I was in Cody, after finding online a highly rated coffee shop for breakfast. Parking outside a large angling shop I asked a worker where the coffee shop was. He said if you want the real deal for breakfast you should go down to Pete's. There is nothing like local knowledge, Pete's diner was the real deal, even the "cowboy" coffee endless cup was drinkable.



Breakfast at Cody Wyoming

While gassing up I met up with couples on Harley Streetglides, asking them about their bandannas, "no helmets today" was the answer. Most Harley riders that day heading up into the mountains were helmetless, it was cold, they were rugged up. Behind them at 50mph,



their cruising speed passing was easy. Harley riders were there for the magnificent scenery, seemingly wasting the awesome twisty roads. The nice thing about all riders they waved, including Harley riders, the left straight arm pointing down at seven o'clock.



Beartooth vista, Montana



Beartooth Highway

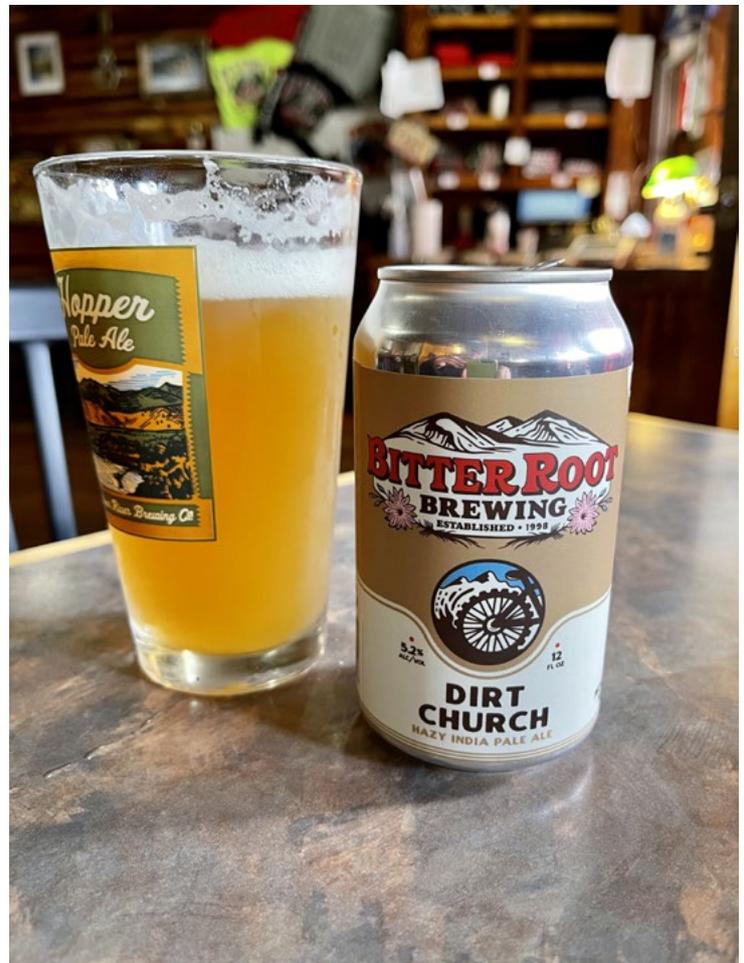


Grizzly warning, Beartooth Pass

RIDING IN THE USA



Top of the World Store Shoshone National Forest



Beer in Cooke City Montana

Talked to two guys on BMW's at the top of Beartooth Pass after the Chief Joseph, they were on their regular day ride out of Billings Montana, lucky them. I was fortunate to ride Beartooth as the huge rains closed it and the east road into Yellowstone NP in mid-June, causing substantial damage. Returning back to

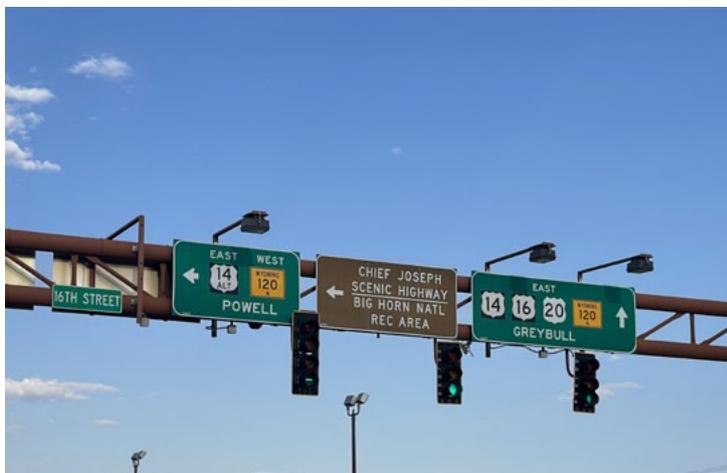


Cody via Cooke City where I had intended to stay, stopping for a hazy IPA and a snack.



Chief Joseph Highway, Wyoming

The motel at Cody looked like something out of the 50's but inside it was amazing, they even had a place on a small patch of lawn to wash the bike, with all the gear to do it. Across the road was a new craft brewery that had to be tried, all in all the best day of the ride so far.



Signs - Cody Wyoming



Day 5 Cody to Alpine Wyoming via Yellowstone Park

– to be continued...

Kodachrome Basin, Utah

Another great photo to finish Phil's first instalment

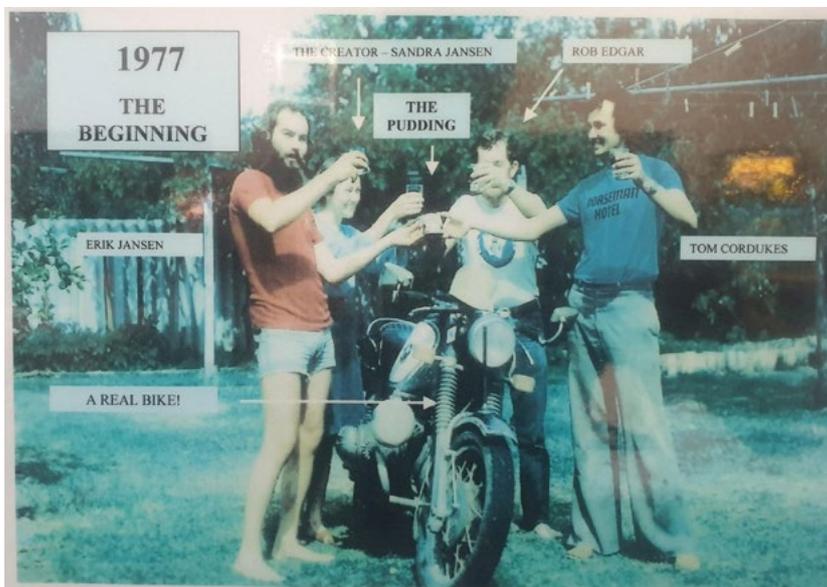




By Gary Bennett, Member #509

A Big Sister Self-Saucing Pudding has been travelling all over Australia with Motorcyclists since November 1977.

The story of how the Pudding became a hitch-hiker started as a bit of a joke among friends. Eric & Sandra Jansen from South Australia visited Russell Payne (aka Bear) in Perth and left behind the Pudding when they were returning home. Soon after, Bear had a visit by other friends, Rob Edgar and Tom Cordukes, following a long lunch, Tom and Rob threw a reluctant leg over their motorcycles to head home to Sydney, when Bear called on them to hold on a minute. He disappeared inside and soon came back with the Big Sister Pudding, which he put in Robs pannier. "You're going near Adelaide aren't you? Drop this in to Erik and Sandra, it was left behind after their visit a few weeks ago. Should be a good laugh". It took about a week to get to Adelaide (that's another story) and, not having met Erik and Sandra before, they followed Bear's instructions and soon found themselves on their doorstep presenting them with the forgotten grocery item. They were delighted at Bear's sense of humour and over a bottle of red wine it was decided to carry on the folly.



Source materials:

1986 12 Journal

1987 06 Journal

1987 07 Journal

BMWTCNSW Journal 2012 04

And conversations with Club Elders.

Rules were drawn up, a toast was made, photographs were taken, and the first official handover of the Pudding was made. Tom and Rob were charged with the responsibility of taking it on to NSW.

After a few more trips (mainly to the newly formed Border Run) the Pudding had a reputation for going along on rides and other riders started to take it on their journeys. It would be impossible to calculate the hundreds of thousands of km's the Pudding has travelled since. By 1994 it had climbed Uluru five times and had travelled all the major bike routes in Australia including many outback roads. Riders have been known to ride right across the country for no other reason than to retrieve the Pudding. The tin was fairly knocked around with dents and names scratched on what little paint was left on it and in 1999 when a crack developed and it started to smell, the tin was encased in resin to ensure it's survival on future rides. The Pudding is a highly sought after passenger whenever a camp is broken and the riders disperse. The Pudding has it's own Facebook page (Motorcycle Pudding Log) which is used mainly to keep track of where it is.



The Puddings first visit to BMWMCQ was in 1987 for the 10th Cane Toad Rally. **Ed - it graces the cover of the July 2018 Journal as it was part of the BMWMCQ 60th anniversary celebrations on its last visit.**

Rules attached to the privilege of carrying the Pudding:

1. It can only travel by motorcycle.
2. You cannot eat the pudding in a survival situation unless you have already consumed all the fluids in the motorcycle and eaten the tyres.
3. In the event of the motorcycle requiring retrieval, the Pudding must remain packed in or on the bike and under no circumstances is it to travel by other means.

More recently the Pudding has taken on the guise of money raiser in those individuals attending Rallies or similar gatherings, can bid for rights to transport the Pudding. The proceeds from these auctions are then donated to the Royal Flying Doctor Service.



*****NEWS FLASH*****

***THE PUDDING WILL BE AT THE SEPTEMBER GENERAL MEETING
AT THE GEEBUNG RSL CLUB.***

Don't miss your chance to see and get your photo taken with "the Pudding"

***This is the first time it has been back in Brisbane in 4 years
Thanks to the winning bidder, Darryl Gowlett at the recent OCR in Adels Grove.***



***Sunny Coast Riders Brunch
at Birches, Mt Mee***

***August Club lunch spread at
the Pomona Hotel. There's
lots of room out in the
country.***



***The mid week ride coffee stop at Metz Cafe,
Canungra, Stuart taking only his fair share of
parking space.***



BMW bikes at Binna Burra (mid week ride) - and a Guzzi... (Ed - not a BMW, just sayin')





FRIGID DIGIT PICS & PROSE

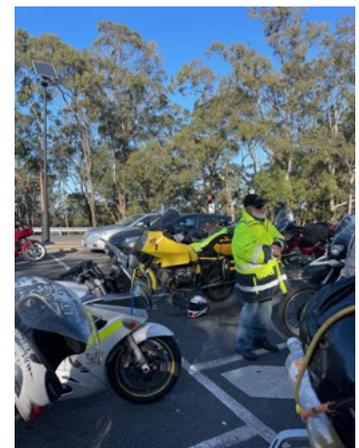
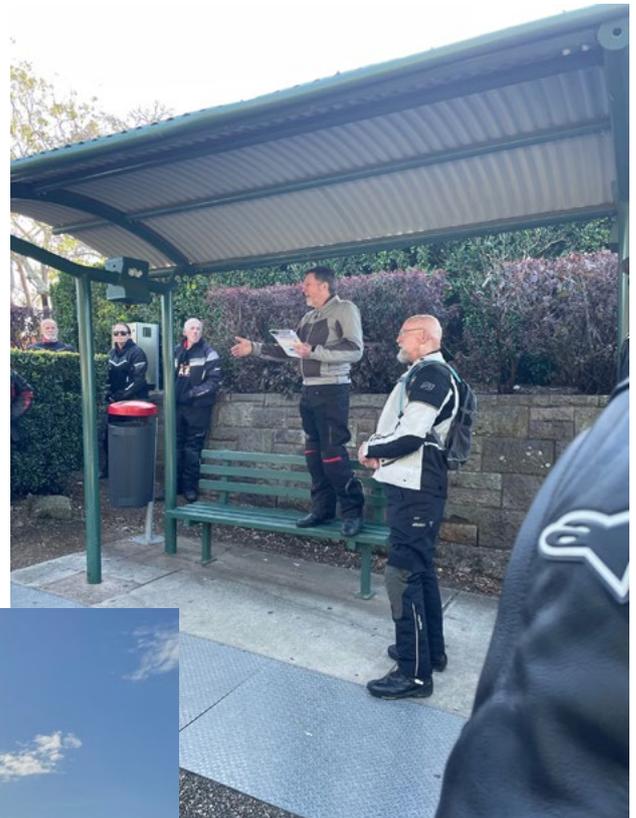
Frigid Digit 2022; Haiku Reflections

Bright morn, bikes snake off,
 three legs for campground, post-
 haste,
 to claim your spot snug;
 fire light across content smiles,
 bright stars shine across black sky.

- Michael John



***Mt Coot-tha
 Start point, gear
 packed and
 Gary giving the
 briefing - then
 we are off.....***



As a teaser to the upcoming Mileage Awards - here is Merv's bikes story...stay tuned for the awards to start rolling out!

By Merv Bone, Member # 3663

My Kawasaki Z1300 was purchased by me, brand new with zero Ks on the clock on the 3rd August 1982.

Phil Beaumont Motorcycles offered me a deal that I could not refuse.

So the 3rd of August was its 40th birthday, and an outing was in order, a ride to the top of Mt Gravatt lookout for a photo. Too much smoke haze so home we came for this photo.

The Z13 was originally red (they go faster) and a naked bike. I had a one off fairing built and fitted soon after purchase. I have a set of Craven touring bags that match the top box for the longer trips as well.

The red fairing faded so time for a colour change to a BMW colour "Bordeaux Blue"

I have travelled 183,275 km on the bike, we are close to the second time around the clock.

My first BMW club ride was on this bike about 14 years ago.





By Tony Gray, Member #3905

The middle of the year was a very busy time for the club with two of our very popular iconic events falling on consecutive weekends. The last Saturday in July saw a great gathering of club members atop Mt Coot-tha for the start of the 23rd running of the mystery Frigid Digit over-nighter.



There were several members unable to make the ride but who came along to farewell the riders. A very special 'on looker' was Chris Rawson-Harris, the BMWMCQ Club's 4th President in 1966/67. Chris still rides his original one-owner R90s (Jaffa) up to Mt Nebo cafe most Saturday mornings for a coffee and chat if you happen to be up that way.



A Presidential Gathering: Tony, Charlie, Tony, Chris, Peter (Paul H out of shot!)

Gary Bennett & Graham Healey had planned the route and those who wanted to download the GPS files were sent them on Friday evening. Well prepared hard-copy route directions were distributed at the start to all attendees. Surely no one could go wrong with that level of preparation?

The coffee stop was at Fernvale Bakery but the route to get there showcased the best on offer in Brisbane's western suburbs. Clearly a lot of planning had gone into the route selection with many commenting that they had just been over roads they never knew existed even though they were long term Brisbane residents. The Old Fernvale Bakery is getting plenty of competition these days as Fernvale is firmly on the map as a desirable stop especially among the motorcycling community. Despite warning Gary Bennett that they were experiencing some staff shortages (just like the rest of OZ) they did an admirable job of feeding the hunger and thirst of our sizeable mob.



The next leg to lunch covered many of the popular roads through the Lockyer Valley and into the Fassifern Valley to our stop just outside Boonah at the Dugandan Hotel. Despite a couple of minor indiscretions along the way everyone arrived safely at the 'Duge'.

Fortunately the guys had built in a bit of a time buffer which was required while everyone sat patiently waiting for their lunch to arrive from a clearly undermanned kitchen. The day had turned out to be a real cracker of a winters day in SEQ so an hour or so taking in a few rays



from a warm sun didn't do too much damage. One miscreant snuck into Church St Boonah and devoured one of the excellent filled rolls on offer at Arthur Clives bakery - no waiting there. It was yummy.

Our nights stop was at Flanagan Reserve Bush Camp on the upper reaches of the Logan River and near the base of Mt Barney. No one got the urge for some late afternoon physical exercise in climbing the mountain. The route to the camp was not direct, again showing the attention to detail undertaken by our route planners. The scenery around the scenic rim from various elevated vantage points is quite stunning and compares very well with what Jane and I have experienced overseas. Familiarity tends to dull the WOW factor but take time to soak it all in and be amazed.



I snuck up to O'Reillys to take this panorama of the mountains



The last little section into the campground was graded dirt but I didn't hear any complaints in that regard. Comments that I heard were very complimentary of the route and what an



enjoyable day's ride it had been. There was still plenty of light to get the tent up, bedding arranged and dinner prepared. I forgot to pack a torch (there is always something). I had also left Jane at home but that was part of her plan to avoid a night under canvas. Mark Mustchin came good with the loan of one of his three light sources - an old Boy Scout?

This turned out to be a proper Frigid Digit as the temperature plummeted as quickly as the sun did over the western peaks. Two fires were established and they drew everyone in together to soak up the warmth - and some warming fluids to complement the marshmallows.



It never ceases to amaze what people bring along to share with their fellow campers. We had chocolate, nuts, crisps, chilli somethings, marshmallows as well as the obligatory damper. First prize however must go to Peter Jeremijenko who provided eight camp chairs (yes 8) as well





as the biggest block of Cadbury's Chocolate to come out of Hobart. I don't know what else was in that trailer but little wonder the poor old FJ Yamaha was overheating on the ride to the camp. It must have been longing for a return to it's previous 'quiet' life as a Police patrol motorcycle.

It was a top night among friends in a nice environment - the stars are so much brighter in the bush. People were up and about early next morning breaking camp (apart from Geoff Hamon who enjoys a sleep-in) with many headed for 'The Shed Cafe' for breakfast or coffee. This cafe is set in the Rathlogan olive grove just off the Boonah-Rathdowney Road and only opens on weekends.

Peter J's rear tyre on the FJ got 'tired' overnight and went down. A pump was borrowed and the tyre inflated with Peter setting off with false confidence that all was well. Mick Stokes came across the deflated FJ and rider somewhere down the road and in a fine display of clubmanship gave Pete a pillion ride home to collect some gear for a recovery mission. There must have been some tradie utes through the area as John Boggon also picked up a nail in the rear tyre of his GS but in true BMW rider style was able to fix with his on-board repair kit and carry on home.

The Shed provided a fine caffeine and food start for the day but just as the bulk of us were readying to leave there was a light shower of rain - the only disturbance to an otherwise perfect weekend. Thanks to Gary and Graham who put a lot of work into making the 23rd Frigid Digit a wonderful and very enjoyable success.

There was no need to wash the bike (OK those of us who occasionally do wash our bikes) as we were just home for a few days before repacking and heading off to Tenterfield for the 13th edition of Maggie's Biscuit Run. I digress for a little bit of history to educate new readers.



George & Maggie Rafanowicz were much loved and popular members of the BMWMCQ. They inaugurated an annual event that became known as George & Maggie's biscuit run. Maggie turned her renowned baking talents to producing a feast fit for King & Queen. George designed and led the hardy club members to a scenic locality where the prepared biscuits & slices were consumed with much pleasure. This event quickly became enshrined in the club's events calendar and has always been one of our best attended events. Attend once and you will be hooked - guaranteed.



George & Maggie retired to Wallangarra but wanted to keep the event running so what had been a day ride became an over-nighter for most. The 11th running of the event took place at Wallangarra and sadly this was to be George's last as his long & brave battle with cancer was finally lost. Maggie wanted to keep the event running and Peter Todd stepped forward to organise the ride part of the event while Maggie continued with

the very important baking side of the operation. The 12th event was held at Girraween NP outside of Stanthorpe and this years 13th edition was staged at Jubilee Park just over the border in Tenterfield. The popularity of the event has not wavered with older attendees returning each year and new members coming along to see what all the fuss is about. We undoubtedly return each year for the joy of the treats but it is Maggie's warmth & affection and the memories of George which are the real magnet.

The flooding rains from earlier this year caused a bit of thought in route planning to Tenterfield. The Head Road from Carney's Creek to Queen Mary Falls was closed and Clarence Way between Urbenville and the Bruxner Hwy was in a diabolical state as Jane & I had discovered on our return from the deep south back in May.



We opted for a route through the Fassifern Valley (nice new coffee venue in Harrisville that will be added to a future Club Run) before joining the Cunningham Hwy at Aratula. We ascended the Range before departing the Highway at Freestone on the Cedar Route to later rejoin the Highway at Warwick. From there it was a quiet ride down to Tenterfield with a diversion into Stanthorpe for lunch. A note of warning here - Stanthorpe dies at 1pm on Saturday. We arrived as one cafe closed its door with most others including the Bakery already shut. There was a hard working young Korean fellow running the Fish & Chippery. He did an admirable job answering the phone, taking orders, preparing the food, serving and clearing the tables.

After lunch we just had a cruisy 50+km run to Tenterfield.

There were plenty of bikes filling the parking spaces at the Peter Allen Motor Inn by mid afternoon with many a dry throat being lubricated as the sun dropped as quickly as the temperature. Toddy had made a booking at the Tenterfield Tavern for dinner (another popular accommodation venue) so we all headed off in that direction. A great gathering of the clan ensued with fine food, drink and merriment. We were not alone on that front with a 21st Birthday and Hen's Party also being staged at the Tavern. For the most part, either through experience or self control, there were far more of the younger generation wearing the 'wobbly boot' by closing time than there were of our more reserved selves. It was certainly a fresh walk back to the Peter Allen.

The Arts Centre Cafe was a popular choice for breakfast and it was fair bulging at the seams. Tenterfield is certainly a popular destination. We all made our way down to Jubilee Park just off the main drag where Geoff Hodge had erected the new Club Banner.



There could be little doubt however as to the reason for the gathering as I counted 34 bikes lined up on both sides of the road, 30 of which were BMWs.

Some members had made the ride up from Brisbane on the morning including John



Boggon and Jurgen. Together with those riding pillion and who had attended in cars I estimated between 45 and 50 attendees which was brilliant. It was great to see the smile on Maggie's face as she caught up with so many old friends and met a few new ones along the way. The day provided the ideal opportunity for me to present Maggie with her 20 year BMWMCQ membership award.

The biscuits and slices were delicious as always and the banter and camaraderie warm and embracing.

It really is a very joyous club event. Maggie doesn't shirk when preparing the feast so plastic bags were provided for those who wanted to take a snack to be enjoyed on the ride home.

Cindy & Duncan had ridden up on the (partial dirt) road through Legume, Bald Rock & Boonoo Boonoo National Parks and said the road was good so that was the route we chose for our return journey. There is only about 6km of unsealed road remaining so best be quick if you want to enjoy this before it all becomes blacktop. Inevitably when that happens the sport bike riders will descend on it closely followed by speed enforcement. At present there are a lot of loose 'marbles' on the recently sealed sections so quite skatey in those parts. Be careful and it's a fine ride.

Gary Stirling's group reported that the White Swamp Road off the Mount Lindsay Rd from Koreelah was another fine option, again a bit skatey in some sections. So there you have it - two great events run very successfully on consecutive weekends.

Neither of these events would happen without the work of the few club members who happily carry the workload. Thanks to Gary Bennett, Graham Healey, Maggie Rafanowicz and Peter Todd.



THANK YOU MAGGIE

JEGAUG2022

*How far is too far to ride for a biscuit?
You don't want to miss out, you don't want to risk it
At least 3.5 hours or maybe four
With taste buds drooling it's not a chore*

*Maggie's been baking up a treat
So many choices of mouthfuls of sweet
Any leftovers are there for the taking
You couldn't resist, there's no mistaking*

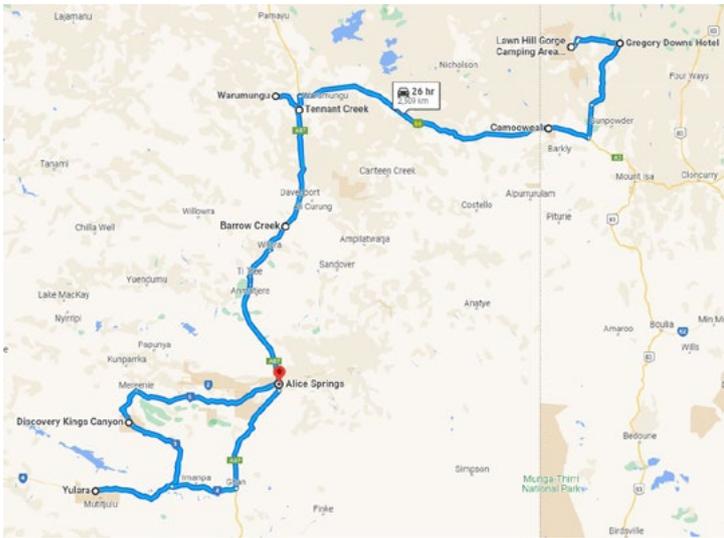
*Thank you Maggie for this great event
Your generous spirit is heaven sent
Of course Tenterfield is not too far to ride
For the 13th Annual Famous Biscuit Ride*





By Duncan Bennett, Member #4171

We left Part 1 of our Ride to the Rock at Lawn Hill Gorge. It was time to move on for various reasons – our booking at Lawn Hill had expired, we had a booking at Uluru, and most importantly we had run out of red wine and snacks. The ants had also gotten into everything resembling food and a lot that didn't and even had council approval for building executive town houses in both motorcycle's nooks and crannies.



Part 2 Map – Lawn Hill to Alice Springs via The Rock

Some discussion was held with other campers on the best way to the Northern Territory. The options were back to Gregory Downs then down to Camooweal, or bypass Gregory Downs via the Riversleigh Road. The uncertainty on the Riversleigh Road was the Gregory River crossing, some said it should be fine as the level doesn't really change, and some even gave depth approximations, although presumably these were not based on actually stopping in the river and dropping a tape measure in. Given Adels Grove had no fuel, the risk of an about-turn was considered unacceptable, so back to Gregory Downs and then down.

The 100km back to Gregory was still good for everyone, apart from the poor Gomad couple who'd been passed by their own caravan wheel as it took off across the savannah. I pulled up to

offer assistance, but every wheel stud had been sheared off, so we could only promise that we'd try and get ourselves a nice coffee in Gregory and forget all about their problems as quickly as possible. We got into Gregory and the Best Coffee in the Gulf shop had still not seen the coffee bean delivery truck since our previous visit, so the Gomad's issues very quickly paled into insignificance. Re-fuelled and over at the pub, we got into conversation with some old blokes, who inevitably asked us where we were going. One said he'd only just come up our planned Gregory Downs Camooweal Road, and sort of smirked as though to say; "I will forget all about you and your certain death as soon as I get a coffee". There is little real choice out here though, 260 km to Camooweal direct, about half dirt, or 650 km via Four Ways, Cloncurry, and Mt Isa doesn't really constitute a choice.



Hard-core adventure riding photo taken while waiting for snacks

The road started off okay as bitumen, although only for about 3 km. Then it just got variable, with very smooth, very rough, and everything in between. Our normal dirt road practice is for me to take off first, with Cindy and the snacks waiting until the dust has disappeared, and after about 20-30 km (very smooth) or 10km (very rough) I find a shady spot to pull over and wait for the snacks to appear. On one particular pull over after a nasty-ish bit of sandy stuff, the snacks didn't appear. Nothing for it but to turn around, I needed those snacks. Back through the nasty-ish bit, and 7 km further back until Cindy/

snacks re-appeared. Helmet and gear were off which didn't look too promising, she might have been eating the snacks.



Triumph Tiger XRT owners will immediately see something is missing

A bad noise had been coming from the front, when she'd stopped to check it was obvious the front mudguard had broken on one side and cracked on the other, and with the rough road the back of the guard was bouncing on the tyre. Tools out, we quickly had the mudguard off and the brake lines and ABS cable taped up with some snacks consumed just to be certain. Guard strapped onto the pannier, we continued on through (Cindy) or back through (Duncan) the nasty-ish bit to the Adels Grove turn-off; we would never know whether we'd made the right decision to go back to Gregory or not.

Off the rough stuff, we moseyed onto the highway and into Camooweal. When we pulled into the servo, we bumped into some Harley riders who were the first motorcyclists we'd seen for a while. Little did we know, we'd be seeing

a lot more of them, and quite frequently. We'd booked at the Post Office Hotel Motel Van Park and Campground – all bases were covered. An excellent establishment, the motel rooms were well-appointed and the substantial dinner over in the hotel area was a just reward for people who had witnessed the horrible injury to a front mudguard.



The spurned short-cut

Kicking off the next day, it is a mere 13 km to the NT border. Where we re-met the Harley riders. Two absolutely genuine ex-army blokes, their trip included making a tribute to a friend, which involved removing more of their kit than social convention normally allows, for reasons lost in the mists of time. Cindy was happy to get amongst that action, so with a few mutual photos taken without any close-ups we were collectively heading west on the Barkly.



Nuh. I've got nothing.



The wind across the Barkly was like that faced by Dorothy and Toto in Kansas in the Wizard of Oz, but fortunately without any Munchkins or Queens evil or benign. There are not many refuelling opportunities out there, one in fact. Called Barkly Homestead, it is an oasis on a relentlessly flat bit of countryside. We re-connected with our now re-kitted Harley friends, there really aren't many stopping alternatives out here so you end up seeing the same people over and over again. A toasted sandwich and re-fuel later, we pushed on for the final 200 km to Tennant Creek.



10° lean angle to compensate for the southerly breeze

A bit of back story regarding Tennant Creek. Cindy and I first met in 1990 at a small mining town called Warrego which is about 50 km west of Tennant Creek. This was the first time we'd returned since we left in mid 1991, so this was officially now classed as a romantic heritage tour. My life could never be as good as it has become but for that happy meeting. Finding our accommodation in Tennant Creek which these days is the home of razor wire, we went for a wander through town to the supermarket to get nibblies and had an interesting experience in the bottlo to get white wine. Firstly, the hours are only between 4pm and 7pm. Secondly, a fair dinkum NT police officer stands at the door to check our ID. Thirdly, our ID must be scanned at the check-out and questions asked about what we intend to do with the white wine. We'll have a fair old crack at it ourselves was the response.

Dinner that night was at the Memorial Club, for whom I played footy in 1991 before being cleaned up while bending down for the ball

and getting my clavicle fractured – my only non-motorcycling broken bone. Not coincidentally considering the number of establishments available, we ran into our Harley mates in the bistro. Big surprise.



The precise spot where it all began

The next day was via the Devils Marbles at Wauchope and on to Barrow Creek, approximately halfway to Alice Springs. Barrow Creek is most famous for the Peter Falconio murder about 13 km north in 2001, but we thought it too early to mention so didn't. The owner had arrived in Barrow Creek in 1989, when I arrived in Tennant Creek, so we realised we'd probably already met which resulted in a very very large Friday night watching the footy on the big-ish screen while red wine appeared miraculously and often.



Marbled Tigers

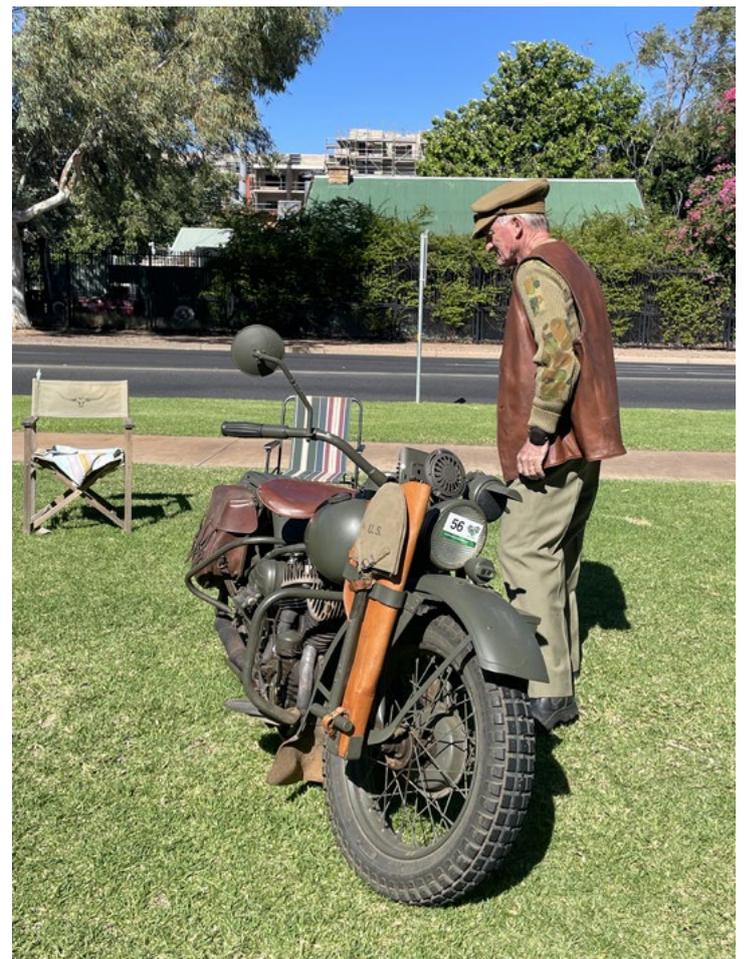
First item on the ASA, or Alice Springs Agenda for the random acronym challenged, was Bunnings. We needed two things; Cindy's mudguard glue, and Cindy's mudguard tape. Repair kit replete, it was onto the G'Day Mate Caravan Park just out of the Gap at the south end of town. Following a full inspection of the hereto under-maintained motorcycles, snacks and engine oil were discovered to be lacking, so a trip back into town was required. A navigational blunder saw us on one motorcycle riding into the bed of the Todd River, a bit of weight certainly seemed to help get through the sandy rough bits. Loaded up at the shops, we got back to G'Day and unpacked. First thing, top the bikes up with oil. Parked on the pristine concrete in easy view of the front office, warnings from Cindy seemed superfluous – of course I was going to be careful. During the pour, unfortunately I was distracted by something distracting, and a very big lovin' spoonful of oil ended up on the concrete. Nothing to clean it up with. I know, boiling water! It will make an emulsion and responsibly carry the oil away, leaving spotless concrete! Kettle boiled, the water was poured on the spill. If the reader is aware of the aftermath of the Torrey Canyon or Exxon Valdez disasters, it was a bit like that, only lacking dead puffins because they aren't that common in Alice Springs. Bikes parked strategically to hide the brown disaster from the office window, it was off the Alice Springs Brewing next door to drink enough fine IPA to try to forget about oil spills.



I saw what you did with the oil, Duncan. Let me handle the mudguard repairs.

A rest day in Alice Springs was well deserved. Checking out the oil spill disaster, it wasn't quite as bad as the memory suggested,

but still some surreptitious paper towel movement with the foot was attempted while pretending to text someone on my phone. Laundry completed, a wander about town, getting amongst old cars and bikes at a show and shine show, pleasant sushi luncheon, and a tour through the Alice Springs Reptile Centre were some of the activities. The Reptile Centre staff discussing the resident Perenti, Australia's biggest goanna annoyingly getting over its enclosure fence, and probably up a guest's trouser leg, added to the Alice Springs chutzpah. Off to the visitor information centre, we soon had a \$5 permit to ride to Kings Canyon via the Mereenie loop, described by the lady as OK for people on motorcycles who looked like us. Tragically, after a few quality IPAs and wines and an awesome pizza later on in Alice Springs Brewing, we no longer looked like us.



All the WW2 lend-lease Harleys were scrapped. Or were they?

Next day we were off to Hermannsburg, scooting out early before the sun could reveal any environmental disasters. I'd last been in



Hermannsburg in 1972, and we were expecting something a bit different given the contribution to art provided by Albert Namatjira and his proteges. We managed to get a coffee, and more importantly fuel, and hit the Mereenie Loop. Just past the Glen Helen turnoff it became dirt, mainly hard but with sandy patches. We were following graders luckily, otherwise it might have been a bit more exciting. After the Areyonga turnoff, the road follows the edge of the Petermann Range, source of the rocks on the road and our target Rock. It became very rough, requiring at least 70kmh to be maintained to avoid everything shaking to bits. A stop for lunch revealed Cindy's front mudguard had shaken to bits - again.



Parrot – Motorcyclist relations were at an all-time low

Broken bits removed and strapped onto the pannier again, off we went. As we moved away from the ranges, the hard rough surface became sandy and corrugated, very corrugated. And now to describe the weird phenomenon we'd not seen before on our remote trips – the

uncaring cars. Our usual routine of me going about 10km and waiting for Cindy was in play, and because cars were occasionally passing without paying me any attention as I was parked on the side of the road, I assumed everything was good behind. But the period of park was getting seriously long, no way Cindy could be taking that long unless she was doing 5 kmh. So turn around.



The worst bit with deep sand and corrugations

Cindy was parked on the side of the road, helmet off. Wouldn't a normal person stop to just ask if she was OK given the remote location, quality of the road, and that she was a lone female? Apparently not these days if you are in a car. The dreaded "check engine" light was coming on when her bike was running. Now I'm sure most are familiar with the "check engine" light, the auto electrics warning equivalent of your doctor saying "Your test result says you are possibly very sick and may die. Good luck with that." Turning it on and off a few times didn't achieve much, but nothing actually seemed to be wrong. Oh well, just keep going. Then my "check engine" light started coming on, obviously the corrugations were doing something to one of the sensors on the bikes, so happily we could ignore it.

Eventually we made it to Ginty's Lookout, which doesn't really look out on much other than the only seriously twisty bitumen corner in central Australia, all 200m of it. The road quality happily improved for the final push into Kings

Canyon, where we checked into the Resort.



Couldn't wait to ride that bitumen twistie

Attempts to use our dusty and hardcore adventure rider visage to get an upgrade into an ensuite room failed so we dragged our stuff into the standard room. Our neighbours sitting out the front were impressed by our aforementioned visages, so offered us a sample of their apparently large selection of South Australian wines and tasting platter. Thank you, yes. The sparkling conversation and the relentless offers of more South Australian wines didn't hurt the pre-dinners experience.



Kings Canyon

Next morning we were off up Kings Canyon for the least distance walk available, the Kings Creek walk. Back at the bikes, my backpack had clearly been interfered with and

my plastic bag with insecticide was missing. The plastic bag was found 10m away and had been slashed. The forensics were clear – a dingo had teamed up with a large bird of prey, both likely suffering from the infamous Northern Territory flies, and they had stolen my insecticide. The criminals were long gone, so we headed to the Kings Canyon Station to have a calming coffee rather than try to recover the goods. Calmed, we headed south toward the Lasseter Highway and our rendezvous with Ayres Rock (Uluru) and Cindy's sister Kim + trailing brother-in-law Gino. When on prime bitumen, one doesn't expect technical skills to be brought to the fore, but on one low section so much sand had been blown over the road it formed the most challenging bit of sand riding so far. The initial thought was "up on the pegs, clamp the knees in, weight back, loose hands, a smidge of throttle" as per classic sand riding technique. The second thought was "what if I lose it just before coming back onto the bitumen at 90kmh???". Brakes on, and paddle through. Good choice, no-one needs to drop a fully loaded bike in places where tourists with cameras might be just around the corner.



Paddle like no-one is watching

Into Curtin Springs for a late lunch and refuel, we acknowledged "Fooluru" i.e. Mt Connor, which only looks like Uluru to those stuck in the back of a car for hours without a smartphone or computer.

A royal welcome into Yulara from Kim and Gino, who had handily brought their helmets so we could go 2-up on the 2 bikes - and the tourism started. It is a very touristy place, with most flying in, doing Uluru and The Olgas (Kata Tjuta) tours, having the evenings at the field



of lights and one of the Uluru sunset gourmet dining experiences, and flying out again. Cindy had never been there, and the last time I'd been there was 1972 when there was basically nothing but a campground. These days you can't climb it, which is probably not a bad thing considering the lack of toilet facilities up on the rock and the condition of the water holes after it rained.

pressure underground, and during the usual geology happenings were rotated 17° before weathering exposed what we see today. Uluru is further away, so it is all the fine stuff welded together, and this was rotated 90° so what we now see is the side of the deposited material sticking up out of the ground.

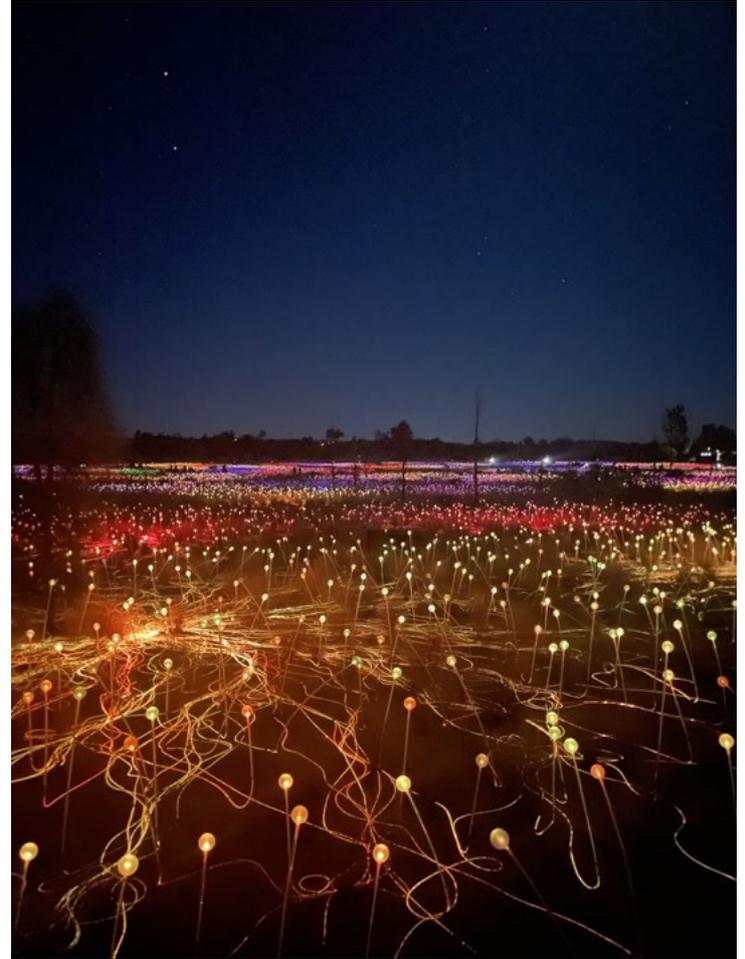


Of course we knew it was Fooluru



I did assist

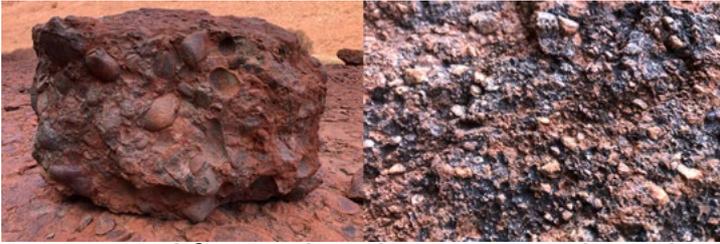
Day 1 we did The Olgas, day 2 we did The Rock. The geology is very interesting. Well to me at least, and I'm writing this so bad luck. Both came from stuff washed off the Petermann Ranges about 550 million years ago, when that was the height of the Himalayas today. The Olgas are closer to the source, so consist of larger pebbles welded together by heat and



Somewhat obviously – the field of lights



The Olgas boulders



Coarse and fine – The Olgas versus Uluru close up

There are about 100 million photos of The Rock on about 25 million people's iPhones. It is hard not to get at least one good one.



Triumph would buy this photo if Ruby had a front mudguard

Day 2 plan had been to Segway around the base. Like everything else out there, if not booked well in advance then forget about it, so we were forced to rent bicycles instead. This turned out to be the best thing we did; the Segway tours are all guided and very slow, so we could whizz past them and spend more time in the good spots. All up it is about 10km around the base, very easily doable by even the least Tour de France ready cyclist.

Our final events were an afternoon tour of the Rock including the sunset drinks and an evening BBQ. Our tour guides were Andrew and Lucy. Lucy was driving, Andrew was giving the commentary, and his explanation of desert oaks was illuminating. We learned heaps about Andrew's desert oaks knowledge but nothing about desert oaks. Desert oaks come in three sizes – small, medium, and large. Andrew

helpfully pointed out various examples of each size. He then vaguely explained how small desert oaks become medium desert oaks, and then perhaps to the surprise of no-one on the bus, large desert oaks when they get a bit older.



Gino on the eastern side, Segways miles behind

Having done the tour around many of the sites around the rock, we headed to the sunset viewing area. Andrew said that we had to get moving because the sun was going down earlier every day, prompting one learned bus passenger to exclaim "Damn you tilt of the earth!". Cindy had warned Kim, Gino, and I that we were only entitled to one drink at the viewing, and in fact we had packed some "special water", however Andrew insisted that they had packed a ridiculous amount of grog on the bus and everyone had to go very very hard.



Kim taking photos of the mountain of surplus grog while ignoring The Rock

Off to the BBQ, there were servings of every and all meats and an excellent description of the night sky (not by Andrew) and many of the major stars. Then we were back on the bus,



and back to Yulara, and The Rock was done. With Gino providing improved maintenance capability compared to the Alice Springs parrot, both bikes were now in top shape including Cindy's mudguard, and we hit the road the next day for the return to Alice Springs. As always the plan for the return home looked like it would not survive contact with weather reality, so some data would have to be crunched and decisions made back in the Alice.

To be revealed in the final part.



Tempted to add another state while on a roll

End of Part 2

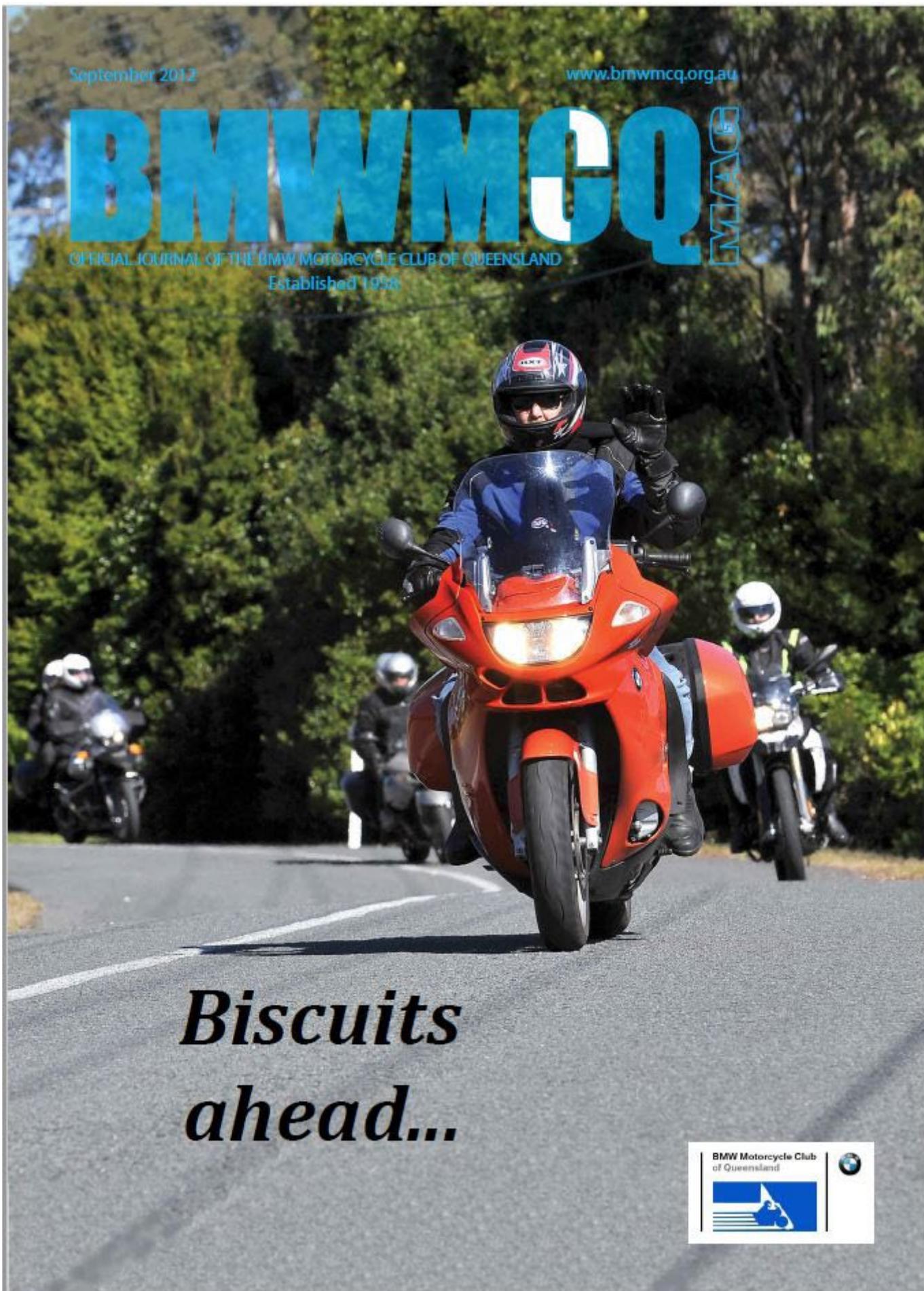


It's my job to clear the plates. I draw the line at mudguard repairs though, I've heard parrots are good at that.





A great Jim Campey pic from the cover of the September 2012 magazine of the bikes heading to the George & Maggie Biscuit Ride. There were 3 stories on the ride in that edition!



September 2012

www.bmwmcq.org.au

BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND

Established 1958

*Biscuits
ahead...*



Open Sesame!

By Steve Herpich, Member #4294

After a great day on the bike, you get home tired and happy, and before you can relax with the drink of your choice you have to find the garage remote. Off with the gloves, pat all your pockets, can't find it. Down goes the side stand, off the bike you get to locate it. If this is your experience, I have the solution for you.

During COVID lockdown a couple of years ago I was looking for something to do, and I came up with this little project.

I have mounted on my handlebars a small pushbutton which operates the garage door, so I no longer have to carry the remote.



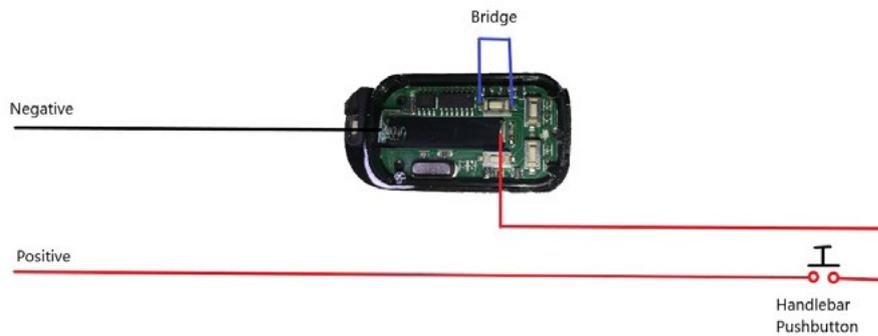
It is quite a simple project. Your remote will have to be the type that is powered by a 12Volt battery.

Step 1: Remove the cover from the remote, and remove the 12V battery.



Step 2: Locate the button that operates the door, and solder a bridge wire across the button terminals

Step 3: Solder wires to the positive and negative terminals of the battery connections.



Step 4: Modify the remote cover so as you can route the cables to the outside world.



Step 5: Find a 12V power supply on the bike. On the GS I chose to use the AUX plug at the front of the bike.



You could supply direct from the battery, in which case I would put an inline fuse in the positive wire.

Step 6: Find a suitable location to mount a pushbutton on the handlebars. On the GS I used the bottom bolt that secures the RHS mirror.

Step 7: Connect the bits together as shown.

Step 8: Hide all the wiring. On the GS it was easy to hide the remote between the fairing and the frame. I wrapped the remote with tape to protect it.

If your remote is not of the 12Volt variety, you will need to connect the handlebar pushbutton across the remote button, and leave the battery in the remote. It means you will have to change the battery occasionally.

Please contact me if you have any questions. Email :

steve.herpich@bigpond.com





4 past and 1 current President (and 1 past Treasurer) at the start of the Frigid Digit at Mt Coot-tha.

Thanks to Dennis Greenfield for the below pre Biscuit Ride dinner at Tenterfield Tavern!





An impressive line up of R18's at the Motorrad Ride day at Sirromet Winery (and morning tea and goody bag below...)





BMWMCQ TRAINING COURSE SUBSIDY

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

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in 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

Here is a little something for those of us who have already claimed our Training Subsidy. Everyone likes some free expert advice especially when it is from a reputable source....

We find a very enjoyable podcast for a long car trip is Adventure Rider Radio, in particular the Rider Skills episodes. The highly experienced and knowledgeable Clinton Smout an Ontario based motorbike (and snowmobile!) trainer gives great tips and advice - link to one such episode is below:

<https://adventureriderradio.com/adventure-rider-radio-episodes/2021/9/16/rider-skills-the-turn-around-clinton-smout>



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Below is a link for the Wedgetail Ignition Systems Australia FB site.

<https://www.facebook.com/wedgetailaustralia>

75/7 finished run in and retuned oils drained and replaced heads tensioned tappets set..



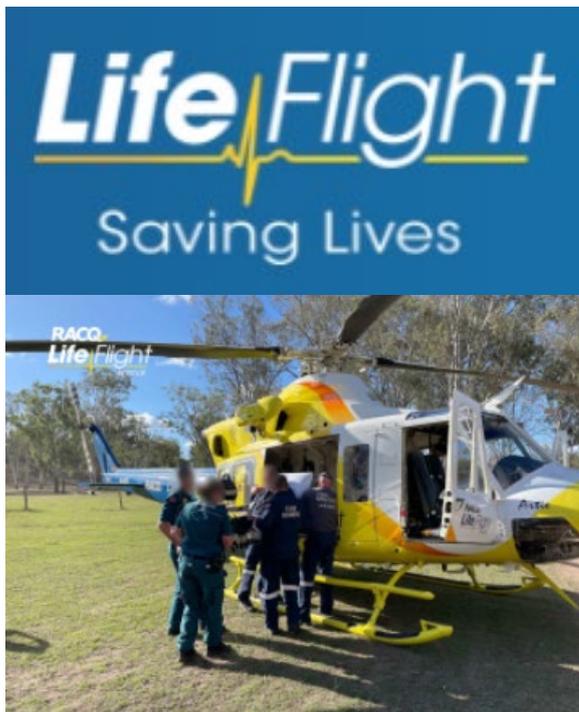


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Confirmation has been received that BMWMCQ Members are eligible for a **10% discount** on accessories at Morgan & Wacker. Customers are required to show proof of membership at the time of purchase!



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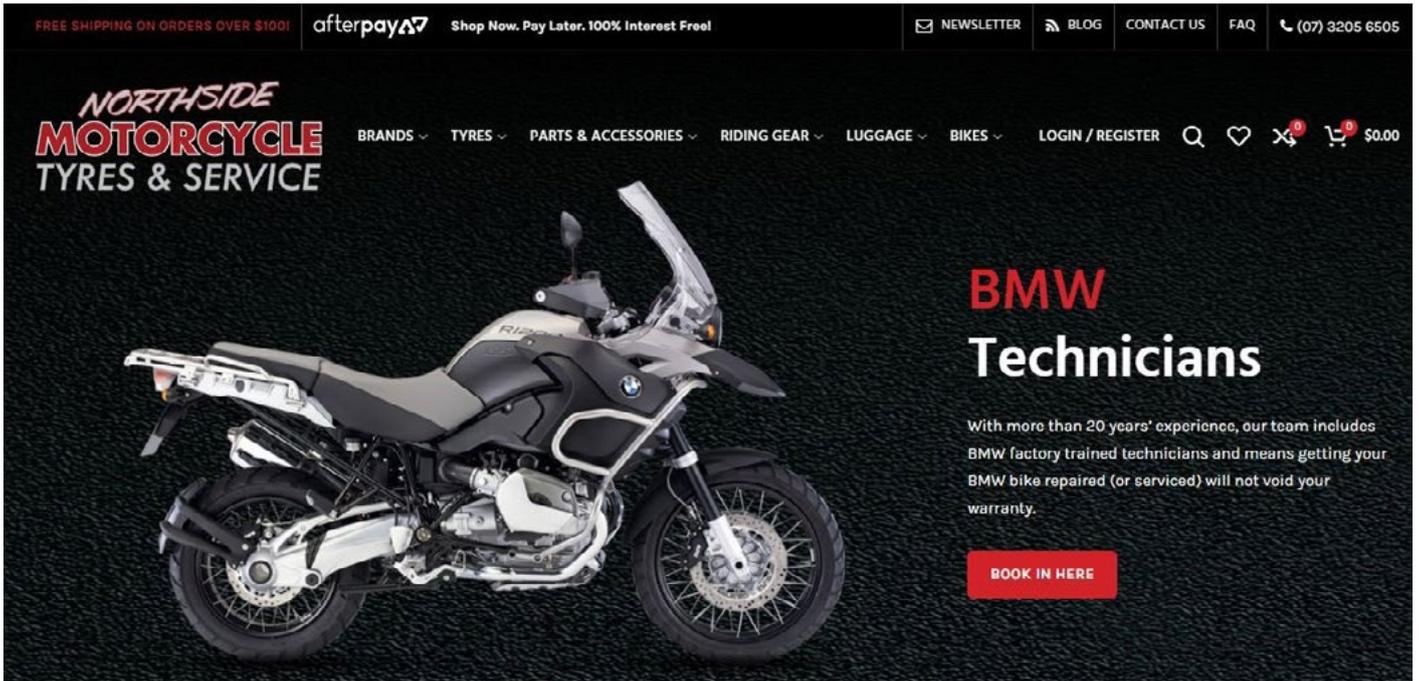


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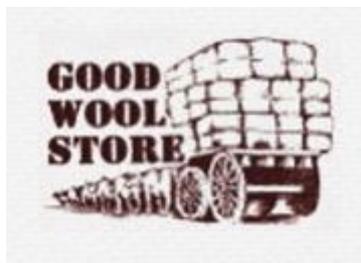
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Wrapsody in Copper Canyon!

Cindy Bennett, Member #4170

Sounds like the title of Mills & Boon novel I know, but I promise this tale is a lot more exciting!

So you may already know that I purchased a new Triumph Tiger back in June, and while I was fairly unfussy about the colour (I got white with grey trim) I must admit the Triumph colour choices on the Tigers aren't all that inspiring and a little bit boring. Now the Bonneville's are another matter, they always look retro cool.

After some inspiration gained online in relation to vinyl wrapping options, I happened upon a recommended place in Springwood that has wrapped quite a few bikes. House of Wraps could be mistaken for a delicious lunch venue, but are a busy workshop in Judds Court Springwood just a stone's throw from Moss St. A visit to the guys and showing them a couple of pics of my ideas resulted in the bike being booked in the following week – exciting!

The colour I selected closely aligns to the standard Triumph "Matt Baja Orange" colour, it is called "Copper Canyon" by 3M. The choice of colours is virtually limitless and the sky is the limit to be able to customise your ride.



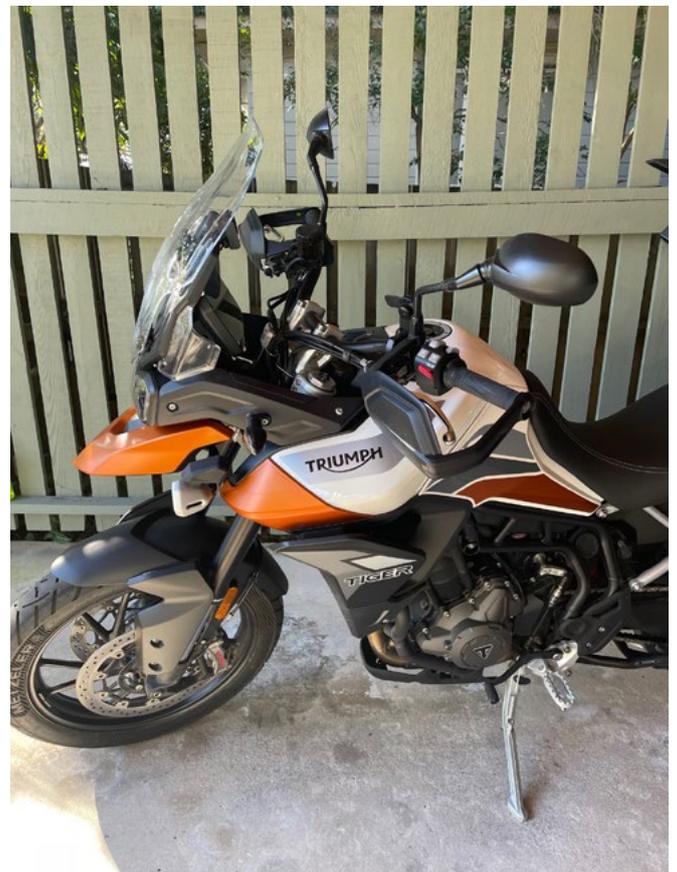
The copper highlights certainly do add a certain uniqueness to the bike, but it still looks like it could be a standard Triumph offering – which is the aesthetic I was going for!

While I was dropping off the bike I was wearing my new Schuberth helmet and took the opportunity to get a matching copper stripe down the back. There is a minimum order of the vinyl wrap and there was plenty to do this small job as well.

If you get a chance take a look at the House of Wraps Facebook and Instagram (House.of.wraps.co) pages as they have done some nice work recently on an S1000RR, wrapping a matte black over the red – very nice effect.

So the cost you ask? It was a very reasonable \$250 and the impact to the look of the bike certainly far outweighs this expense. The whole process took less than 2 hours which I used to wander the Moss St establishments and have a wonderful coffee at Extraction Artisan Coffee Roasters on the main drag.

By the way, they also wrap cars so I was thinking of having my boring white one blinged up with some gold trim - or copper to match the bike.....

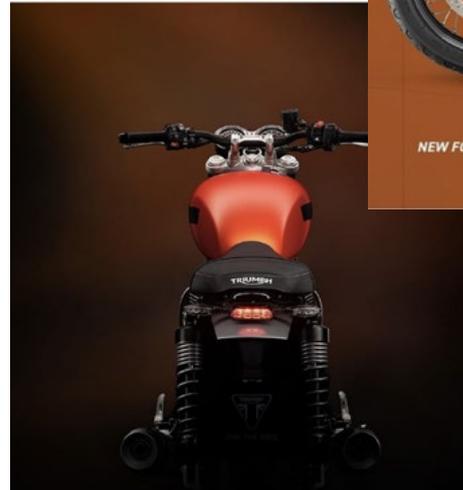


Left - "before" - Above "after"!



Left - And she's an Instagram star!

Right and below - some of the inspiration from other Triumph models.....



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