

BMW MCQ MAG

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC

September 2024

Edition No.605



Established 1958
www.bmwmcq.org.au



MORGAN AND WACKER
BMW

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FIRST & THIRD THURSDAY
OF THE MONTH

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

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BMWMCQ

OFFICIAL JOURNAL OF THE BMW MOTORCYCLE CLUB OF QUEENSLAND INC.



BMW Motorcycle Club of Queensland



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This Issue - September 2024

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On The Cover

Another wildly fun and successful Biscuit Ride hosted by Maggie, whose biscuits and slices just get better every year.



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



Duncan Bennett

Editor's Report

Firstly, a sincere apology to Les Fitzpatrick for a name spelling error last month. As someone whose last name constantly and annoyingly loses a 't' even when attempted by close colleagues, I am sensitive about spelling people's names correctly but sometimes things slip through the cracks. We've launched a Commission of Inquiry into Possible Woeful Spelling Activities and Associated Grammar Misconduct, and because of the source of the error we've decided to shorten that to the Fitzgerald Inquiry. Has a nice ring to it for some reason.

When you read this I'll probably be trying to communicate with someone who only speaks Portuguese, and as Portuguese is not my second language or even in my top 50, I predict it won't be going well. Obrigato. Thank you. That's all I've got, you can keep talking but it ain't helping unless accompanied by pointing or Google Translate. As we move into Spain I come into my own, I still have Spanish set up in my Duolingo App. And when it comes to ordering a quantity under 6 I am almost fluent - thanks to The Offspring's *Pretty Fly (For a White Guy)* uno, dos, tres, cuatro, cinco, cinco, seis. Staff are sometimes confused by my "I'll have [pause] Give it to me, baby! [pause] cuatro cerveza por favor", but it gets the job done. France, and I'm willing to have a go, but again I'll be in a communication black spot. Bière? I can only say that after I've been to the dentist for an extraction. Back to cave-man level pointing and number signing which loses impact after 10 if I'm wearing shoes, not that having all fingers splayed and pointing at one foot to indicate 15 is likely to come across clearly to the police officer you're speaking with.

Gary "2 t's thank you" Bennett has done some very good work on navigation options in the July Journal and now this edition. Garmin make it seriously tough, for our upcoming GPS-led trip up through France to the Somme we bought the Garmin Europe maps for \$140, and Steve Maney very kindly loaned us his brand-new Navigator VI to load the maps onto and use for our European Vacation. Downloading the 6GB of maps had to be done onto an SD card. In Basecamp, the maps looked like Garmin's Global Map, which is based on Isadore of Sevilla's T & O map shown here. Isadore died in 636AD and Garmin haven't thought it necessary to update their only free map, which is actually less easy to use for navigation than Isadore's. As long as you remember to rotate the map 90° clockwise before poking it into your tank bag.

So lots of emailing Garmin later, I managed to get a workable map. But in 3 months if we haven't returned, I've left instructions to engrave my headstone with; *Here would lie a Garmin user. But he's still lost.*

Duncan



Submissions for the next Journal close 25th-ish September



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

NEXT MEETING: Thursday 5 September





Cindy Bennett

President's Report

As you read this the Editor and I will be commencing our Compass Expeditions Aride through Spain, Portugal & Morocco. We departed Brisbane mid August and picked up our tour bikes 2 weeks early to give us an opportunity for an independent ride to the north of France, in particular the Somme Region.

Duncan's grandfather fought there in WW1 and his grandmother's uncle was killed there so we are visiting the battlefields again, and also taking the opportunity to visit Normandy where we previously haven't been.

I am grateful for the opportunity to travel again after the worldwide hiatus that Covid enforced, and it pays not to take this freedom for granted anymore.

Highlights that I am anticipating are not only the riding delights but the culinary ones being a huge Tapas fan! It will also be a welcome treat to have a number of our Club friends along on the tour. Huw, Liezel (with son Gareth) as well as Nic and Margreth and Mark M will be our travelling companions so expect to see lots of photos and updates peppering the Club Facebook page.

The social aspect is one of our favourite parts of group motorcycle travel, and it enhances the trip to be able to share stories at the end of the day with friends. Small trials and frustrations can be laughed away over a cold beverage while sharing the experiences of the road.

In the new year we will have a special guest along to one of our Club meetings. Denise Dyer of "Safaris for the Soul" will come along and talk about their tours in exotic places like India, Sri Lanka and South Africa. Denise did also mention she would be able to offer us a special deal as a Club. So, get planning and who knows you may find yourself on a tour in 2025!

Ride safe,

Cindy



The legendary Maggie at the 2024 Biscuit Ride



BMWMCQ Club Events for **SEPTEMBER 2024**

Date	Start	Event	Details	Contact
Thur 5 Sept	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sat 7 to Sun 8 Sept	6:00pm	Back to the Beach - Evans Head	Departing "Bean To" Cafe Beaudesert 0900 Sat morning	Organiser - Don Grimes
Sun 8 Sept	9:00am	Club Led Ride	Sublime Farm & Brewery	Richard de Groot
Sat 14 Sept	9:00am	Ride To Zero	Ride Smart Mitchelton	Julain Davis
Sat 21 Sept	9:00am	Coffee Meet Up	Silverwood Cafe Dayboro	Events Coordinator
Sun 29 Sept	12:00pm	Monthly Lunch Ride	Billabong Village Cafe Kooralbyn	Events Coordinator

BMWMCQ Club Events for **OCTOBER 2024**

Date	Start	Event	Details	Contact
Thur 3 October	7:30pm	Club General Meeting	Geebung RSL Club, 323 Newman Road, Geebung QLD. Meals from 6pm	President
Sun 5,6,7 October		Long Weekend		
Sat 12 October	9:00am	Monthly Coffee Morning	Carport Cafe Wynnum	Events Coordinator
Sat 12/13 October	9:00am	Camping Weekend	TBA	Gary Bennett
Wed 16 October	9:00am	Mid Week Ride	TBA	David Harvey
Sun 27 October	12:00pm	Monthly Club Lunch Ride	TBA	Events Coordinator

UPCOMING EVENTS TO PUT IN YOUR CALENDAR

Date	Event	Location	Contact
Fri 20 to Sun 22 September	16th Far Cairn Rally	Tottenham Racecourse	BMW Touring Club of NSW

Back to the Bush (Beach)

B2B Evans Head 2024 - 7th September 2024

Kate and I thought we would do a return to Evans Head this year as it is such a lovely ride and destination.

We will do a led ride from Beaudesert on Saturday 7th September departing the “Bean To” Café at 9.00 am with other details to be confirmed soon, otherwise group up and make your own way. There are plenty of route options for a lovely country ride.

We are only doing one night this year thanks to work getting in the way!

Evans Head RSL is booked for dinner 6.00pm

Accommodation suggestions are:

Pacific Motel (02 6682 4318) which has

1. twin rooms (up to 2 couples) \$190 per night
2. small double bed rooms \$120 night
3. Queen Bed rooms \$150 / night



Ask for Fiona who has several rooms on hold for a short time only. Please say you are with the club.

Bowlo Holiday cabins (02 6682 4343) has a few rooms

1. Cabins, motel style rooms

Reflections Holiday Park (02 6822 4212) has various cabins and an 8 person cabin but recommend you call to check as they often only do 2 nights minimum.

Hope lots of you can make it!

Don & Kate



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

Hi all,

Once again, another first for me, Maggie's Biscuit Ride.

I have been a member for 3 years and this was my first time attending this event and what an event it was, Daryl and I rode down to Ormeau to pick up a good mate of his Kenny and I must say what a bloody champion he is, great bloke and very funny to be around. We progressed down on the Saturday through Murwillumbah, Kyogle, Woodenbong then into Tenterfield with Kenny departing us @ Rathdowney.

We arrived in Tenterfield around 4ish to the motel and checked in. Unpacked relaxed before heading down to the local pub where everyone else was gathering for dinner. So many members and new faces it was a great night.

Good night sleep and up at a normal time of 7.30am, packed up and headed down to the local park where the morning tea was being held @10am. Pretty much everyone rocked up at the same time and I finally got to meet Maggie and what a lovely lady she is. And all the trouble she goes to, to make all those baked goods for us was outstanding and I didn't hesitate to put my hand in my pocket for a donation towards this fine fair.

Upon leaving the weather didn't look bad enough to don on the wet weather gear but there was rain forecast for the ride home. A little windy and by the time we arrived in Legume the decision was made to pull over and retrieve the rain wear from the top box only to find half a dozen other riders doing exactly the same thing.

We continued through to Killarney and the back way to Cunningham Hwy, stopping in at the Maryvale pub for a nice steak sandwich whilst taking off the rain gear as the weather was on our side for the rest of the ride home.

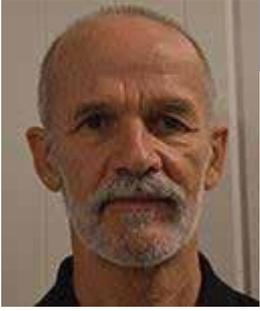
Overall, a very enjoyable weekend away on the new 1200GSA which performed faultlessly which is a credit to its previous owner, I won't mention names, but we all know whom I'm talking about.

Cleaned the bike unpacked and ready for the next big ride.

Till next time please be safe and keep it upright

Regards, Ben.



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

Well our normally beautiful winter riding weather has turned unseasonably wet. Maybe time to spend some service time in the shed - always a cathartic experience for me. Fortunately the ever popular 'Maggie's Biscuit Ride' weekend in Tenterfield managed to slip in before the wet weather struck with a vengeance. Not quite so lucky were those returning north from the "Off Centre Run" at Arkaroola SA who were riding home straight into the big wet. Best wishes to you all for a safe ride home.

These two events highlight the range of activities available to members of the BMWMCQ - one a long journey over sometimes broken & unsealed roads to meet with like minded souls at a remote location - the other a ride over sealed roads/highway (dirt options if you wanted to look hard) to meet, socialise and celebrate a club tradition with Maggie and remember George who together started this club event. Jane and I really enjoyed the weekend ride but the main joy is catching up with so many wonderful people that we do not get to see often enough. Thanks to Peter Todd ably assisted by Paul Hughes and of course to Maggie for the energy they put in to ensure such a successful gathering.

While talking about riding adventures several club members including Madam President and our esteemed Editor are off to tour Spain, Portugal & Morocco. I am sure you join with me in wishing Cindy, Duncan, Mark, Huw, Liezel, Gareth, Margreth & Nick a great adventure touring these beautiful locations. Michael & Ann Ahlberg are continuing their amazing European Tour which I have been following closely. These two are currently in Corsica at time of writing and they have detective like skills in uncovering the most interesting places. Well worth following.

For the rest of us there are plenty of events on the club calendar to keep us entertained or educated in the case of the Ride to Zero road safety courses. There are still plenty of vacancies on the next two course days in September and November so see if you can make it along to one - it may just save your life so time well invested.

I have added an information page in this journal about the Qld Govt Special Interest Vehicle Scheme and how it applies to eligible bikes in the BMWMCQ. If you have an older bike, it doesn't have to be a BMW, that is 30+ years old then have a read. If the restrictions on a SIV registration work for you then you may just be able to save yourself a fistful of dollars.

I will be stepping up to look after the Presidential Chair for the next six weeks or so while Cindy is away so will be getting along to as many events as possible and catch up with as many members as possible during this short period.

Tony

**Geoff Hodge****Secretary's Report****BMWMCQ August General Meeting Minutes. 1 August 2024****Venue: Geebung RSL**

Meeting Opened:	7:30pm
Apologies	Don Grimes, Peter Ferguson, Matt Leitch,
Minutes of Previous General Meeting:	Accepted: Darryl Gowlett (with amendment below) Seconded: Gary Bennett
Number of Attendees:	44
New Members (Name & MC):	Nil
Visitors:	Ron Hodge, Father of Geoff (aged 93, and still riding!)
Treasurer Report:	As per Treasurer report.
Editor Report:	Seeking early submission of material for September Journal due to Editor and President being away riding in Europe.
Secretary Report:	Nothing to report, no mail.
Records Report:	294 members, 4 new this month
Events Report:	Good reviews on Ben's first Frigid Digit. Summary of upcoming events for August. Back to Bush going back to actual bush in 2025, stay tuned! Members requested to suggest venues for an alternate German Club venue, casual with plenty of parking. Email Ben.
Regalia Report:	A lot of Regalia on display and popular with members. Biscuit Ride stickers available to attendees and others if leftovers.
Dealer Liaison Report:	Don not at meeting.
Tools Report:	Service Day 24 August. Chris putting together a list of recommended goods and services that members have used. Please email him if you have any to add.
Vice President Report:	VP discussed the reason we join clubs and encouraged members to bring along other keen riders to social events.
President Report:	Bob Leggatt (BMW Club VIC president) passed away, email of condolence sent by President. 100th Magazines for sale - selling well. \$10 each.
Training Report	Only 4 so far for 14 Sept session, several in audience put hands up as interested.
General Business:	Dave Lord has an issue with Cane Toad website, directed to discuss with relevant parties instead of in public forum.
Meeting Closed:	8:20pm
Amendment to General Business Section of July 2024 GM minutes:	David Lord: "The treasurer's report should be presented intact and unedited. ALL reports should be given without being censored. It is not the magazine editor's job to censor, redact, or otherwise intervene in any report being presented to the members. Of course, the editor has the right to reply, just like any member - no more and no less! That clearly has not happened in this instance. I believe the editor should be censured for his action."



Darryl Gowlett

Treasurer's Report

G'day Everyone,

The OCR has been and went, and so have I. It was the perfect time to leave Brisbane as it rained here for a week. I didn't get wet until my return on Tuesday 13/8. There were a few road closures due to the rains out west during the previous weeks, but our venture was almost unaffected. It was great to get back out to big sky country. 2026 is aiming for Mt Augustus in the middle of WA, so you'll need to pack a cut lunch and a candle to get there. The Great Central Road is my pick for the dash over there, then return over the top.

The CTR income was \$105 for rent from one of the vendors, with the other \$800 being for the Xmas party. Please don't use PayPal for this event as it is adding further unnecessary expenses. Direct debit please. Mario's still popping around flogging regalia so if you're looking for that Father's Day idea give him a call. And I don't know what 'Shand stripper pol' is, but we'll take their money. If anybody knows please send me an email so I can allocate it accordingly.

Jonathan Webb donated his training subsidy back to the RFDS. As for training, if you think it'll be boring you're way off the mark. Even if you know it all and don't learn anything, you'll have a ball, and all for free. You can't get any better than that.

Ciao,

Darryl

Trading statement as at: **August 22, 2024**

BoQ Balance as at:		July 27, 2024	\$ 50,528.30	Year to date		\$ 33,548.00
Income:	Membership	\$ 975.00		\$ 8,620.00		
	Advertising	\$ 125.00		\$ 1,525.00		
	Regalia	\$ 503.52		\$ 1,740.14		
	Tools	\$ -		\$ -		
	Events CTR & Xmas	\$ 905.00		\$ 8,804.27		
	Interest	\$ 6.35		\$ 35.75		
	Sundry Shand stripper pol ??	\$ 20.00	\$ 2,534.87	\$ 17,528.23	\$ 38,253.39	
			\$ 53,063.17		\$ 71,801.39	
Expenses:	Administration	\$ -		\$ 1,402.76		
	Website	\$ -		\$ 3,085.34		
	Paypal	\$ 18.60		\$ 95.28		
	Regalia	\$ 278.50		\$ 5,231.05		
	Tools	\$ -		\$ -		
	Events Xmas party PayPal	\$ 21.44		\$ 3,358.33		
		\$ -				
	Sundry RFDS from J Webb	\$ 50.00				
		\$ -	\$ 368.54	\$ 5,934.00	\$ 19,106.76	
Balance			\$ 52,694.63		\$ 52,694.63	
BoQ balance at:	August 22, 2024		\$ 52,694.63		\$ 52,694.63	
Term deposit:		\$ 21,776.37		\$ 20,876.23		
Interest		\$ -	\$ 21,776.37	\$ 900.14	\$ 21,776.37	
Available:			\$ 74,471.00		\$ 74,471.00	

RFDS donations Jonathan Webb training **\$50.00** **\$50.00**



**Greg Gaffney****Records Officer's Report**

We had a great Service Day in August with fantastic weather and about 30 bikes turn up for the day. Chris did a great job as usual with the BBQ and Mario found putting a post on Facebook the service day proves a great opportunity for members to get some regalia.

Welcome to New Members:

Mark Wrangell, UPPER MT GRAVATT

Roger March, CRESTMEAD, R1200RT

Prakash Natarajan, NUNDAH, F800 GS Sport



Michael Ahlberg sent through this fantastic shot of his and Ann's recent ride to the top of Grossglockner in Austria. Looks like they snagged the perfect day for it.

Michael told the Editor (who admired his lush facial hair) that he starts out smooth shaven and then doesn't cut any hair while on tour - however that very evening Ann had to help him remove bugs from the beard.

Read more of their adventures in this edition!



Old Friends at work



Bikes Everywhere

Bill and Geoff syncing the carbs





What a roll up



Merv applying elbow grease



The Boys hard at work



Technology is fascinating



Always Selling something





Chris Bramwell

Tools Officer's Report

Phone: 0427480811

Email: spares@bmwmcq.org.au

Service Day

The Club Service Day was held and very successful. The previous service day raised \$130, and the August day raised \$171 a great effort.

Bill Luyten has completed all the updates for the GS-911 to carry out diagnostics check on your bike. The unit is available to all members and the test takes about 20 minutes.

I have commenced a database and shortly all members will receive an email with an attachment to the list of who you have dealt with so I will need all members help that will include the following. Please include all Australian and overseas contacts.

Names and contact details of Mechanics that can service and repair older BMW, s any models.

Spare parts of all Models, where to get good deals on tyres. new or used parts also less costly lubricants that can be used. Also include tyres in fact all aspects of your bike

I am still looking into a camera that will be able to look inside your engine, gearboxes and running parts that will save dismantling engines for inspections.

Once I have investigated different models, I will make a short list and present to the committee for approval.

The club owns 1 hoist and is in demand on service days so to help with its use if you wish to use it, please advise me prior to the next service day and what you intend to do so I can have the correct tools for you to use.

If there is more demand for the hoist, then the club can investigate purchasing another hoist.

The GS-911 diagnostic tool is probably the most valuable tool we have in our inventory with the amount of electronics on modern BMW bikes.

To see what the GS-911 functionality has to offer for your bike, check out this website link:

<https://www.hexgs911.com/function-chart/>

Repair Manuals

Three new manuals are now available to borrow:

F800 - Complete coverage of BMW F650, F700 & F800 Twins (06 - 16)

R1200 Liquid- Cooled Twins - R1200GS*1170cc*13 - 16 *R1200GS Adv*1170cc*13 - 16 *R1200RT*1170cc*14 - 16 *R1200RS*1170cc*15 - 16 *R1200R*1170cc*15 - 16

R1200 DOHC Twins 2010-2012

Tools for loan

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

Special Tools

- 34mm socket for rotating crankshaft
- LambdaKing Mk II - Air Fuel Ratio Tuning Meter
- Sniff Stick for use with the LambdaKing Mk II
- SynchroKing - Carburetor & Throttle Body Balancer
- Clutch alignment shafts (3 sizes)
- Compression gauge (cylinder pressure)
- Steering head bearing puller and seating tool
- Gearbox output flange puller
- GS-911 Wi-Fi Diagnostic tool
- GS-911 3 pin Diagnostic tool (for older bikes)
- Tyre Pressure Monitor Sensor (TPMS) tool
- Enduralast hall sensor tester
- Brake bleeding tool
- Compression tester

Club Tool Loan:

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

**Mario Grossi**
regalia@bmwmcq.org.au
Regalia Report

G'day all.

Another successful month for regalia with sales continuing and great to see those purchases being worn loud and proud at our events.

If you're heading to the Geebung RSL 5th September I have re-stocked with a full complement of regalia items for you to try on and for purchase.

Also, checkout our small and large iron on patches for just \$8.00 each.

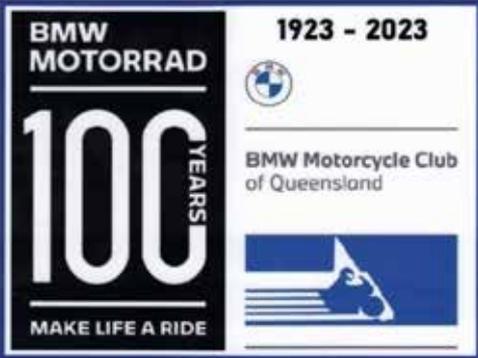
Attended our much anticipated Maggies Biscuit Ride event in Tenterfield. A great gathering at dinner on the Saturday night with a great selection biscuits and cakes by Maggie on the Sunday. Well done and look forward to next year. Special thanks to Maggie for those treats and Peter Todd for organising the event collectively with those who also made the day possible.

A great ride down via The Head Road (Bit of a goat track up and over) but always a great scenic view once you get to the top of Carr's lookout. Continued on via legume dodging some clown on a ride on mower crossing the hwy ... Arrrrg, then on to Tenterfield.

Ride safely and enjoy the journey **Mario.**





 BMWMCQ REGALIA COLLECTION 			
Display of Item	Description	Size L x H	Unit Price
	Key Ring Rubber (Front and Back)	38mm Diameter	\$5.00
	Large Badge (Iron On)	56mm Diameter	\$8.00
	Small Badge (Iron On)	47mm Diameter	\$8.00
	Small Round Sticker	60mm Diameter	\$1.00
	Long Helmet Sticker	175mm x 15mm	\$2.00
	100th Large Sticker	128mm x 100mm	\$2.00
	Regalia Collection Set of 61 x Large Patch, 1 x Small Patch, 1 x Key Ring, 1 x Small Round Sticker, 1 x Long Helmet Sticker and 1 x 100th Large Sticker		\$26.00



Lady Shirts



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



[2LCP](#) - \$35.50
65% polyester
35% cotton
*Comfort and
fashion!*



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



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

Bloke Shirts



[P9000](#) - \$43
96% cotton
4% elastane



[2CP](#) - \$35.50
65% polyester
35% cotton



[7PIP](#) - \$38
100% polyester
Get one onya!



[T10012](#) - \$28.50
Cotton
The new one is on its way!

Gender Neutral Hats & Bags



[AH695](#) - \$18
Bucket Hat
Sandwich Design
(with trim)



[AH715](#) - \$18
Bucket Hat.
Not all that
gender neutral.



[AH230](#) - \$18
Cotton Cap.
Cooler than
a beanie.



[3JLV1](#) \$57.00
Ladies Vests



[3JLV](#) \$57.00
Mens Vests



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



[SD804 Swiss](#) - \$40.50



Still seeking an
alternative.....



[AH770](#) - \$18
100% Cotton
Beanie



BMW Motorcycle Club of Queensland

Regalia Ordering Methods

Regalia is ordered through:



regalia@bmwmcq.org.au

or call Mario on: **0422 133 131**

Method 1: Bling Your Own Wardrobe

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

Method 2: Use the Inta Net

Click on the links on the previous page, or if you want something different, go to linked website (link below), and note supplier, item number and size and colour and send details to Mario via email or contact number.

Note: Shirts, vests, and other items have the 2021 (current) logo:



Hats and other items with limited vertical space still have the old logo style:



Method 3: Bang on a Badge

Buy a big or small badge from the Regalia Officer, and iron or glue or sew it on your jacket or shirt:



Please contact your Regalia Officer for more help with options of ordering methods via email regalia@bmwmcq.org.au as Mario is standing by waiting for your call 24/7 on 0422 133 131 as long as he's not fishing, golfing or sleeping.





Maggie's Magic Touch

JEGAUG24

It started with Maggie & her soulmate George

The original BMW Biscuit Run was forged

So many years later it's still going strong

Although, now, George's "spirit" comes along

Maggie continues this annual event

Her culinary skills are Heaven sent

In a Tenterfield park we all gather around

Maggie's table of goodies does astound

No matter the weather, sunshine or rain

Our wonderful Maggie has done it again

She kneads them & rolls them & bakes them a treat

Then puts them all out for us to eat

There's not only biscuits but cakes as well

All giving off their delicious smell

It's really quite hard not to eat too much

When face to face with Maggie's magic touch

BMW Motorcycle Club of Western Australia



The BMW Motorcycle Club of Western Australia is celebrating 50 years 1974 – 2024.

- **Time:** 6pm until 10pm.
- **Date:** Saturday the 19th October 2024.
- **Location:** Golden Nugget room at Gloucester Park, East Perth, Western Australia.
- **Capacity:** Function room is licensed for 300 seated patrons, an outdoor balcony adjoins the function room, where members can take in views of the Swan River, Matagarup Bridge and Optus Stadium, the adjacent car park will be reserved specifically for our use – accommodating 200 motorcycles or 65 cars, plus overflow parking in an adjacent parking lot.
- **Meals and refreshments:** The Golden Nugget Room, share platters. Full selection of refreshments are available from the bar located within the function room.
- **Media:** Screen for slideshow, PA system for speeches, option to have a DJ / background music.
- **Social:** Wooden Dance floor.
- **Accommodation:** Perth City offers a wide array of accommodation options ranging from 2 to 5 star luxury within 5 minutes of the venue, many are within walking distance.
- **Tourist:** Perth offers a wide array of tourist opportunities, many within walking distance or a short commute.
- **Cost:** \$40 per head includes entry, light meal (Share platters) and soft drinks / fruit juice.

All BMW enthusiasts, partners and friends are welcome, register here <https://www.bmwccwa.asn.au/event-5681908> to secure your ticket, come along and catch up with old friends and make new ones in a relaxed setting overlooking the Swan River and Matagarup Bridge towards Optus Stadium.

Enquiries to Graeme Cooke 0408302377 president@bmwmccwa.asn.au





Doesnt anyone work anymore



The Bakery at Kalbar was popular



Great to see the Life Members out



Marios drone flying at Wyaralong Dam



All Looking a bit serious at the Briefing



What a great place for lunch. Photos by Mario

SAVE THE DATE!!! The details for the 2024 BMWMCQ Christmas Party have been set, and we are heading North to Hervey Bay this year!

Date: Saturday 30 November

Time: 6:00pm to 11:30pm

Venue: Fraser Room, Hervey Bay Boat Club - Buccaneer Drive, Urangan

Menu: Christmas themed buffet \$40 per head for 2 courses

To book: https://bmwmcq.org.au/bmw/index.php?option=com_gridbox&view=page&id=12&Itemid=1581

Accomm. nearby: Ramada by Wyndham
Boat Harbour Studio Apartments & Villas



By Tony Gray, Member #3905

How often are you about on your bike and take your camera out - oh, sorry they are phones now - and snap an image? Pretty often I would suggest for a lot of people judging from the number of images and videos being loaded onto social media these days.

The demographic of the BMWMCQ would suggest that a great majority of members remember a time before phones doubled as very good quality cameras and digital imagery replaced the trip to the chemist with a roll of film of the family holiday for processing. Wait a few days, pay a hefty sum and get rewarded with prints of doubtful quality and sometimes including a close-up of your thumb. Now the digital images can be cropped, enhanced, colored without even thinking about the possibilities with AI!

Due to the cost of print production, Jane and I like many of our era, have a limited photo record of our kids growing up. Our parents had even less. By comparison the Grandkids are seemingly photographed everytime they change clothes. Now lets relate that to motorbikes as this is a quality motorbike club journal and not Australian Parenting Magazine. Taking myself as an example, because I know more about me than anyone else, I have very few pictures of my bikes from the early 1970's forward over the ensuing couple of decades. It's not that I wasn't doing trips on my bikes, it was just that I often didn't have a camera available and didn't think it necessary to record what I was up to - just as well in many respects.

The power of a photograph however should never be underestimated (worth 1,000 words they say). Take that 1960 image of Che Guevara which is arguably the world's most famous photograph and which has adorned more T shirts than the Bonds label (yes I had one). That powerful image is frozen in time but still

no doubt brings back different memories for millions of people. So where is this story going? Well the recent sad passing of a mate bought back an image from over 20 years ago.

For a few years in the early 'naughties I lived and worked in Melbourne while Jane looked after the family in Brisbane. I commuted back and forward compliments of QANTAS but I had also ridden on a couple of occasions when the planets aligned. My ride at the time was a very trick looking & sounding Red VTR1000 Honda Firestorm. I was yet to experience the joys of BMW ownership. Peter, one of my work colleagues and a good mate, had recently acquired an R1150GS which I thought at the time was the ugliest looking bike I had ever seen - funny how some commentators are saying the same thing about the new R1300GSA. Peter had suggested that we do a road trip together to Brisbane to which I heartily agreed. This would have likely been in late 2003.

My memory of that trip is vague but I do remember being impressed with the handling of the big GS over the very mountainous roads we had plotted for our ride north. The other thing I remember more vividly is the night we stayed at the very biker friendly, Wilson's Tintaldr Hotel. I had passed by the hotel many times as it is located in what I would term perfect motorbike country on the Victorian side of the Murray River at the foothills of the Australian Alps. Heading east it is 100km to Kiandra (at an altitude of 1400m) over the very tight and twisting Elliott Way, heading west a bit less to Granya Mountain and a mere 50km north to a great bakery at Tumbarumba - what more could you want? The proprietors for many years were Alf (a fellow biker) and Maija Wilson and great hosts they proved to be. After a top days ride Pete and I adjourned to the bar for a few cleansing ales before a very substantial dinner. Chats with the locals and another drink or two and before we knew, it was closing time.





We were the only guests that night and Alf & Maija had a hankering to socialise. Several bottles of red later we finally got to bed.

Next morning our hosts were up & about like spring chickens even though they were many years our senior - call it experience. Maija (wisely) said we would not be fit to ride without a cooked breakfast. How do you want your eggs? Scrambled is my standard reply - oh definitely not, you are in the country and we have our own chooks so poached it must be so you can appreciate what you are missing in the city. Well I can still remember those eggs - the yolks stood about two inches high and were as golden as a rising summer sun. Needless to say there was half a pig and all the trimmings on the plate as well.

We bade our farewell to Alf & Maija and continued our journey to Brisbane. Peter spent a night at home with us before continuing to Atherton where he stayed with another old mate and then back to Melbourne - those old oilhead BMWs can sure tour. My only record of that memorable trip is a keyring from the Tintaldra Hotel that is a treasured keepsake.

Fast forward to July this year and I got the sad news that my mate Pete had passed away

from cancer. He was a larger than life character both in build and personality and seemed indestructible. I was not able to make it to his funeral in country Victoria but penned a few memories to his wife Kathy who I had also worked with and knew well (Pete's first wife had also been taken by cancer only a year before our memorable trip). Included in my memories was the story I have just related to which Kathy quickly responded with the attached image. In sifting through the pictures of Peter's very full life for his pictorial eulogy she had come across this picture but didn't know the context. As I watched the photo display unveil at Peter's Funeral service the memories came back when up popped Pete looking a bit seedy with his GS and my Firestorm at the Tintaldra Hotel all of those years ago. I had obviously taken the picture but this was the first time I had seen it. It is now a treasured memory along with the key ring from Wilson's Tintaldra Hotel. Ride on Peter.

Alf & Maija continued to run the hotel for the next decade or so then it was closed for a few years after they left but is now open again. Sounds like an excuse for a road trip!





Biscuit. noun. /'bis.kɪt / a small, flat cake that is dry, usually sweet, and freakin' awesome when made by Maggie. noun. /'Mæg.i / our greatest ever maker of quality biscuits and slices.

The Biscuit Ride is truly one of our premium events, and is notable for the wide cross-section of members who attend, with some travelling long distances to get to the New England region and get amongst fellow bikies and bikkies. This year was the best ever, with fabulous Tenterfield weather an add-on to the spectacular array of Maggie's creations.

This year saw a pre-biscuit dinner at the Tenterfield Tavern, who put on a very acceptable menu and provided enough space for us to have a bit of privacy from the other patrons. Like most events, there are many to thank but Toddy and Paul Hughes are the main planners, with Alison "you know when my biscuits are done because the smoke has cleared" Sayce and Ian Sayce helping with logistics, it really turns out brilliantly.

And this year a big thanks to Mario for getting the regalia out on display, hats and stubbie holders and stickers and beanies were popular items.



By Tony Malone, Member #67

This article opens with a confession and an explanation. I confess that I did not ride a motorcycle to Maggie's Biscuit Ride for Sunday 11 August 2024. Indeed, I drove there in a 2006 BMW 530d. For that reason, I am not (on the face of it) entitled to write this. However, I feel that I needed to put something in writing, as we need to commend the efforts that made this a great event. So now the explanation; in the legal context, "devilling" is the custom where more senior advocates make use of the services of their juniors to complete writings (and fee) claimed by the senior advocate, usually (but not always) without the knowledge of the person who commissioned the work. Hence my title.

I cannot recall when this annual event started, but its basis was the Cake and Icing shop on Samford Road approaching Ferny Grove from which Maggie and George Rafanowicz conducted their businesses. Maggie put something back into the Club in a way that continued to bring us together. Their move to Wallangarra on the Queensland border with New South Wales did not change things, and the venues moved to places closer to their residence (giving members a chance to take a weekend tour on their motorcycles, which is what our Club is about). George's passing in late 2020 has not deterred Maggie from carrying on, and so once more for 2024 we were to be treated to a range of sweet treats.

The venue again for this year was Jubilee Park, located on the Tenterfield Creek, close to the town centre and right opposite the Tenterfield Showgrounds. To borrow from the Tenterfield Shire Council; I would like to acknowledge the Ngarabal people, the traditional custodians of this land, and also pay respect to the Jukembal, Bundjalung, Kamilaroi, Githabul and Wahluwul people of that area. It is beautiful country, made even more famous in the context of Australian Federation, with the constitution bill debated

THE DEVILLED BISCUIT

in the (what is now) School of Arts building. The place also touches me being the location of the legal practise of Major Frank Thomas, who defended "The Breaker" et. al. in the Boer conflict.

But back to getting there. Tenterfield is about 3 hours from where I live, and as Donna and I were travelling by car there seemed little reason not to take the most direct route along the Cunningham Highway, joining the New England at Warwick and onto Tenterfield. There is not much to write about this, other than to note that one gets to enjoy the scenery more when sitting in an air-conditioned lounge room and not needing to keep as constant a lookout for changes in the road surface, wildlife etc.

Booking into the motel accommodation we were earlier than most (if not all). Gary Bennett arrived a short time after us, and we had a bit of a talk. My focus was to watch the Wallabies playing the Springboks at Lang Park (telecast



starting at 14:30hrs). Let us hope that the next match in Perth allows the Wallabies to achieve a better outcome. More had arrived by now, and a group was starting to form, carrying on discussion on many matters motorcycling. The meeting place for dinner was at the Tenterfield Tavern (a venue used in the past), and as that is a comfortable walk we set off with Gary.

Dinner (from 18:30hrs) was great, and

conversation flowed. As usual the topics were often reminiscences of rallies and rides past (the 1986 Sapphire being the one most vivid to me, staying at – as it was then called – the Piper’s Rest in Tenterfield). Charlie Brown had offered a lift back to the Motel where we stayed, and it was the most prudent way to travel Donna and I accepted his kind offer.

The next morning dawned fine, despite the forecasts of rain, but the clouds were lurking to the East. Boiling some water for the Thermos, it was an easy drive to the Park, where we found many motorcycles parked and Maggie busily setting up on the tables next to the playground. Starting time was 10:00hrs, and all that we could do until then was gaze at the multitude of labelled Tupperware containers. The Club’s banner was erected, and new member Joe agreed to put his K1600GTL in the park on display. The conversations did not stop, and the wonderful society of our Club was clearly apparent. Words of thanks from our fearless leader and from Maggie in response rounded things out well. It was then time to leave for home, and I decided to make it a longer trip.

With no real concern for the rain, and knowing of the wonderful scenery further South, we headed down the New England. The plan was to turn left at Glen Innes, but on passing Deepwater I saw that a short-cut road to Grafton was open (it had been closed in the past due to flood damage). There was some gravel surface for about 20 kilometres, but otherwise retained the fine scenery it always had.

Reaching the Gwydir Highway at Bald Nob we turned towards Grafton. If you have not travelled this road I would commend it to you. While it originates from well before Warialda (the scene of the aforementioned Sapphire Rally) and Bingara (another place of Club memory) it passes beside the Mann River Nature Reserve and though the Washpool and

Gibraltar Range National Parks (with some scenery reminding one of the sphagnum bogs further south) and after constant corners and descent, we reached Grafton. New roadways mean that one detours the scaffold bridge over the (big) Clarence River, and fuelling just out of town we headed to Casino. Much of this area has been devoted to National Parks, and for good reason. Occasional heavy showers made me happier to be warm and snug.

From Casino it was onto Kyogle along the Summerland Way. Again, a great ride through Wiangaree, Grevillia and Dairy Flat back to the Mt. Lindsay Highway. My intention had been to take the Lions Road back to Rathdowney, but the signs at The Risk showed that it was closed after 10 kilometres, so that was not possible for the moment. That is another great ride, showing the railway border loop.

Just before Rathdowney it was left towards Boonah, and home. I had turned the 300-kilometre journey to get there into about 500 kilometres return, and about 3 hours into about 6. That of course is what the joy of travel is about; touring being an essential part of the makeup of our Club. So while I chose to disclose the information that I am writing this without possessing the proper qualifications to entitle me to do so, I am doing so against convention, in regard to which process (so often) *I am Alone*.





BISCUIT RIDE PHOTOS



By Tony Malone, Member #67

August 2024 is full of Club events, and (apart from the General Meeting) the first one was a ride to lunch at Mrs. Browns Diner on Browns Road, Belli Park. This was organised by Steve Maney, who as a resident of that Sunshine Coast area knew of a few things to keep us interested for the entire ride.

The starting time was a bit better for these Winter mornings; 09:30hrs for a 10:00am departure from Matthew Flinders Park, Beerburrum. I pause for a moment to honour the efforts of Captain Flinders, who explored Moreton Bay as far north as Hervey Bay before sailing south to arrive in Sydney on 20 August 1799. No doubt the park was named in memory of that. My first knowledge of this explorer was in my primary school days, when I learned that with George Bass he 'circumcised' (then) Van Diemen's Land (now Tasmania) using a 35 foot cutter (the Sloop Norfolk, which was wrecked in 1800).

But back to the ride. Due to my problems coping with the seat height of my R1250RT when carrying a pillion (unless I know the exact topography of where I am going, using tippy-toes at each stop on uneven ground causes me great concern – if I lose balance I may not regain it), I opted to take my 2014 R1200RT. Donna and I arrived to find quite a few had gathered, and while I did not make an accurate count, I think that there were about 20 motorcycles present carrying about 25 participants.

We arrived almost on time, and so there was the opportunity for some general conversation. Noting that one of the participants was riding a Ducati, it was pointed out to me that the name of this marque is contained within "eDUCATIon". There might be a few jokes in there, which I will not touch. Steve arrived around 09:45, and before leaving gave us a briefing on the route the ride would take. He presented quite a few options on the way he might lead us, and with the corner marking system in place all was well. The tail end was Paul Hughes on his Triumph, and so we left.

Steve led us onto Steve Irwin Way (the old Bruce Highway) and then turned us onto Old Gympie

Road (maybe an even older Bruce Highway) and then onto the Mount Mellum Road (a ride that I had not experienced in the past). This took us to the intersection with the Landsborough-Maleny Road, and while taking in the evidence of the sloping roadway, other motorcycles in the group, and the gap that appeared in the traffic I made the decision to forge ahead. It surprised me that the driver of the large 4WD felt that he needed to accelerate and attempt to pass me on double lines, but he underestimated the acceleration of my machine. Not much further up the road a Mercedes coming from the right on the Maleny-Montville Road decided to avenge the 4WD and pulled out in front of me, but realising what was going to happen (error of judgment?) I slowed and let him do his thing. In the end we need to live together on the road, and forcing "right of way" is something that is anathema to safe road use.

Back to the ride. Passing through Maleny means a number of roundabouts (witnessing the range of interpretations of give way rules) and a number of pedestrian crossings. There were lots of pedestrians. I know that you need to give way to them. Soon we were clear of the clutter, and onto the Maleny-Kenilworth



Kym-Marie's pic



Road, past Witta and into the wonderful Mary Valley.

I really like it here, and am so pleased that the dam did not go ahead. Someone told me an interesting tale about the Queensland Government paying compensation to those whose land had been resumed for “dam purposes”, and when the dam did not go ahead needed to accept the offers of those persons to buy their land back. It seems that there are a few \$1 deals that were made. Whether this is true or not, Governments love spending our money.

But back to the ride (as this activity takes one’s mind away from Government issues, apart from speed limits and road rules). We now approached Kenilworth, along roads that were great fun at more than 60 kph, passing through onto the Kenilworth-Brooloo Road towards Imbil (areas familiar from the recent Digit) until Steve cunningly turned us right along the Moy Pocket Road. I pause for a moment to mention that it is not until one is shown these roads that one realises that they are “short-cuts” from many of the main roads that one might normally use, and it is only by being led along them that one realises what wonderful rides they are with no unsealed sections (which often turns out to be the case when I “explore” on my own). This took us to the Eumundi-Kenilworth Road at Gheerulla, where we turned left towards our destination. And then it happened, the obligatory U-turn.

The corner marker may have been overcome with the wonderful ride just completed, and missed the turn into Mrs. Browns. Not to matter, all had gone well until now, and we found our way in and parked in the areas meant for that, and then up to order. The menu was inspiring, but the place was well patronised and so we were left to enjoy the 3 piece band playing a number of old favourites.

Lunch over and it was time to leave. I decided that our return would be back to the Bruce Highway and veer off to Steve Irwin way and turn up at Landsborough to retrace the old route for a little way, and then along Bald Knob Road to Peachester. Going back to what I wrote earlier, on a mid-week ride I had learned that Commissioners Flat Road ran from there back to the Kilcoy-Beerwah Road at Cedar-ton, and that this was a pleasant sealed route. Turning right at Cruice Park (where the Pizza shop seemed to be trading to those who live there) we rode to Kilcoy along D’Aguiar Highway.

My quest for curves had been satisfied for the day, and so it was through Kilcoy until the Esk turnoff, then through Harlin and back to home. All in all it had been a great day, just under 500 kilometres travelled (including over 100 to get to the meeting place). Thanks Steve, and I guess that in relation to my memories of things done by Captain Flinders (and my confusion on the possible neglect of possessive apostrophes) that **I am Alone**.



By *Liezel Samuel, Member #4412*

North West Coast and Tarkine Drive



As we were leaving Burnie, Emu Bay was draped in a thin veil of clouds, setting the tone for a rather moody morning. By the time we reached Table Cape, the weather was still in its gloomy phase, teasing us with the occasional hint of sunshine as we rolled into Rocky Cape.

The roads all day were a biker's dream – lovely bends and almost no other users. We took a delightful pit stop for coffee and scones at Stanley before heading to the Tarkine Drive. The Edge of the World near Arthur River took us by surprise with its splendid scenery, especially during the rare moments when the sun decided to grace us with its presence. It reminded me a bit of Sugar Loaf Rock near Dunsborough, WA, but here there were no boulders for Huw to climb.

Crossing Kanunnah Bridge provided a fantastic view of the inland end of Arthur River. Then, the Rapid River Road on the Tarkine Drive treated us to endless bends and turns for almost an hour's worth of riding. Huw was in his element.

We reached Smithton right at 5pm, with enough time to dash to Woolies to grab dinner and stock up on our reserves. After a day full of twists, turns, and unexpected scenery, it was nice to settle in and relax.

Smithton to Penguin

We realised my ankles had been overworked on the Philosopher Falls trail two days ago, so we decided to give them a rest. The weather threatened light rain, but it never amounted to anything. Feeling a surge of misplaced bravery, I suggested we do the short walk to Preston Falls. However, as soon as I got off the GS, the reality of my sore ankles hit home, and we thought it best for me to skip the walk. Huw ventured down the trail and returned with a photo (and a video) of the falls.

Knowing my love for orchids, Huw planned to surprise me with a visit to the Henry Summerset Orchid Reserve. We examined the rocky path and weighed the wisdom of the walk when a couple from North Queensland emerged from the reserve, making our decision easy. They confirmed there were no orchids to be seen (apparently, it wasn't orchid season). My ankles breathed a sigh of relief, and we headed to Latrobe for lunch at the House of Anvers Chocolate Factory. This turned out to be an excellent choice. After a delicious lunch, we watched some chocolate making and indulged in their mouthwatering Blackwood cake.

We reached Penguin late in the afternoon and spent some leisure time at the waterfront. It was a perfect way to wind down the day, enjoying the serene views and giving my weary ankles a well-deserved rest.

Penguin

After wrestling a massive headache into submission (I swear it wasn't a hangover from the wild party the night before), we strolled down the main street in search of a chemist and coffee, followed by a relaxing day wandering around the village of Penguin.

Thankfully, the wind quieted down, and we spent a lovely afternoon at the seafront. Huw took a refreshing dip in the 21.8°C sea and then washed the GS, making good use of my discarded socks as washing/scrubbing gloves. Nothing like a bit of improvisation to keep the bike sparkling clean!



FINISHING OUR LAP - PART 3



Huw feeling inspired to clean the GS

Tassie to Melbourne

We kicked off the day with a visit to Cruickshanks Lookout. The short walk along the beautiful path led us to a platform 275m above the Leven River. An unexpected cold wind (after the warm day yesterday) had us clutching our hats for dear life, lest they take flight. The views were spectacular, making the blustery conditions worth it.

Following our lookout adventure, we headed back to the House of Anvers. This time, we wised up and shared a delicious beef pie (a tip we picked up from fellow diners the day before – share mains to save room for dessert). And what a dessert it was! The most amazing waffle, piled high with chocolate, cream, and ice cream. I was so full I couldn't even finish off the sweetness with a coffee. If only there was a House of Anvers in Qld... then again, maybe it's best there isn't, for the sake of our waistlines.

Only after we took this photo did I see the sign: *Children Under 12 Only Please* above my head.



The Spirit of Tasmania was running fashionably late, and we started boarding two hours behind schedule. While waiting in line, we chatted with

other riders. One told us his wife wasn't with him because... wait for it, a week before their trip she fell down some stairs, broke her arm, and ended up with stitches on her forehead. Unlike me, her stitches prevented her from wearing her helmet. Guess I'm not the only one having stair-related mishaps!

We disembarked from the Spirit of Tasmania just before 9am and, after a much-needed coffee stop, decided on a circular ride to Castlemaine. The flat Victoria countryside was a nice change after the hills and mountains of Tasmania.

We were however taken aback by the amount of household contents (furniture, white goods, and even a spa bath) dumped alongside the first 20km of Ballan Road after Manor Lakes. It felt like riding through an impromptu outdoor second-hand furniture showroom.

We arrived in Melbourne mid-afternoon. To stretch our legs, we took a stroll along the Yarra River waterfront, mingling with the crowds and enjoying the live music.

The next day we kicked things off by exploring Melbourne's CBD and catching up with Huw's niece and her family at the BBC Earth Experience. After that, we hopped on the tourist loop tram for a quick tour of the city's quirky buildings and art exhibits.



BBC EARTH
EXPERIENCE

#MYBBCEARTHEXPERIENCE



Come early evening, we were almost done savouring our awesome burgers at Five Guys (when are these guys going to expand to Brisbane?) when the fire evacuation sirens decided to join the party. We found ourselves finishing our fries on the pavement, our dreams of ice cream temporary dashed as all the neighbouring restaurants were also evacuated. Luckily our walk to the hotel provided ample other ice cream parlours.

Melbourne to Torquay

We left Melbourne and headed for Point Lonsdale Lighthouse, stopping at the Lonsdale waterfront to enjoy the views of Victory Bight over almond croissants and coffee. We then made our way to the Split Point Lighthouse in Aireys Inlet. While soaking in the beautiful views of the Eagle Rock Marine Sanctuary, a local lady kindly offered to take our photo. Unfortunately, her vision of “background” didn’t quite align with our desire for Eagle Rock to make a guest appearance in the shot.



Spot Eagle Rock and win a prize...

We backtracked along the Great Ocean Road to Torquay where we had just enough time to grab dinner and provisions from the local Coles.

Great Ocean Road (via Turton’s Track)

Shortly after starting the Great Ocean Road, we veered inland onto Turton’s Track, east of Beech Forest. This track came highly recommended by a Melbournian we met in Bicheno. Well, after a few U-turns (finding the start was an adventure in itself), we faced the 17 km narrow track winding through thick rainforest. The corners were so tight, we nearly became best friends with oncoming cars whose drivers clearly

believed they were on a one-way road. Not exactly the serene ride we’d hoped for.

To calm our frazzled nerves, we visited the Otway Treetop Walk. This marvel features a 600m long, 30m high elevated walkway engineered to handle 400kg/m² and withstand winds as fierce as a category 5 cyclone. The tower platform reaches a dizzying 42.5m high, while the tallest tree in the area stands at an impressive 72m.



Otway Treetop tower

The winding coastline, dramatic cliffs, and sparkling ocean of the Great Ocean Road made every kilometre to Port Fairy an absolute delight.

Port Fairy to Albury

Huw meticulously planned our route to Albury





on the Garmin the night before, double-checking with Google Maps for any road closures due to fire warnings. Confidence was high until we hit the Pyrenees Highway leaving Ararat, where the left lane was blocked off with a dramatic “Road Closed” sign and no detour in sight. While we consulted Google Maps for an alternative, a few vehicles breezed past, completely ignoring the roadblock as if it was an optional suggestion.

A lady watering her garden noticed our dilemma and, like a sage from the suburbs, suggested we follow the rebels and bypass the sign. According to her, the fire warnings had been downgraded. Trusting her local wisdom, we followed suit, only to be stopped by the Victoria Police some 30 km later. They weren't buying our “we are just passing through” story and insisted the road was closed. They predicted the fire danger would peak at 2 pm – it was only 9:45 am! Huw tried his best to negotiate, promising we'd only be in the danger zone for 20 more minutes. But no dice, we were sent packing.

Back in Ararat, we re-consulted Google, re-programmed the Garmin, and embarked on an arduous 8-hour detour to Albury, most of it in 33-37°C heat. At least the motel had a refreshing pool. However, as luck would have it, by the time we walked up the road searching for dinner, every restaurant and take-away had closed. Thankfully, we found a servo still open and ended the day with a humble sandwich, grateful for small mercies.

Albury to Dubbo

What a beautiful, hot, wet, and cold day!

The clouds put on quite a show, morphing throughout the day. The temperature climbed rapidly and reached 42.5°C by 2:30 pm, only to plummet to 20.5°C in 30 minutes when rain began at 3pm. We took refuge at a filling station in Parkes for 20 minutes, thinking we'd dodged the worst of it. Confident that our new Klim gear is waterproof, I suggested we push on, not wanting to repeat our sandwich dinner episode of the night before.

Little did we know the rain had a whole hour-long encore planned for us!

FINISHING OUR LAP - PART 3



It looked like the worst of the rain was over.

Re our Klim Latitude gear:

Temperature control:

Our new gear keeps us cooler than our previously beloved BMW gear, which served us well for nearly 100,000kms. This is a huge plus in Queensland. However, let's be honest: when it's 36°C+, no gear can mimic an air-conditioned environment, no matter how many zips you open in both the jacket and pants.

Interestingly, on scorching days, whenever I feel we're hitting a cooler patch, a quick glance over Huw's shoulder at the Garmin temperature reading usually confirms it has indeed dropped... to a refreshing 31.5°C.

Waterproofing:

As mentioned before, when we left Canberra, I noticed the top front pocket where I keep my phone for easy access, is not waterproof, and whenever we encounter moderate rain, my phone safely goes into my inside pocket. Other than that, we are good to go, right? Not quite.

As we rode through the persistent rain, I started to feel water trickling down my neck. So, yes, the Klim gear is waterproof, and so are our new boots, but unfortunately, there's nothing to stop the water from running off my helmet into my “waterproof” jacket. I got absolutely soaked from the inside out - down to my underwear! My phone and the paperwork in my inside pocket also joined the aquatic adventure. Huw fared better; only his shirt collar got wet. My jacket? Dry as a bone on the outside, but an absolute swamp on the inside.

By 4:30pm, when we finally reached Dubbo, all



thoughts of a refreshing swim had been washed away by the relentless rain. But there was a silver lining to our soggy day. We enjoyed a wonderful dinner at the aptly named 'Amazing Thai.' Turns out, the name wasn't just marketing hype; the food truly was amazing!

Dubbo to Armidale

Q: When do you wish for good hard rain while on a motorbike?

A: When you're covered in mud from helmet to boots!

We left Dubbo enroute to Dunedoo in fairly good weather conditions. Along the way, we passed the painted silo of Winx, the retired champion Australian Thoroughbred racehorse, and her famous rider Hugh Bowman, who was born in Dunedoo.

We were happily traveling along until we encountered an unexpected mud-filled dip in the road. Unfortunately, our speed was just slightly too fast, and we got absolutely showered in the muddy water. Boy, did we wish for the same rainstorm from yesterday, but, of course, it was nowhere to be found.

The photos I took at a fuel stop in Tamworth don't do justice of the muddy mess we were in. We looked like we'd participated in a mud wrestling contest and lost.



We reached my friend Lynda's home in Armidale mid-afternoon. Huw immediately set to work rinsing off our gear and cleaning the GS, looking like a man on a mission to defeat every speck of mud. Me? I enjoyed a relaxing chat over a cup of tea, entertained by their lovely ragdoll cats. The evening with friends was a delightful change to our otherwise "solo" trip.



Armidale to Narangba



All cleaned and dried up, ready to leave Armidale

After a quick ride around Armidale to take in the sights, we headed out on the New England Highway.

The landscape changed rapidly, becoming more hilly and greener, making us feel like we were zooming through a nature documentary. Before we knew it, we were back in Queensland, reaching home just after 4pm. Home sweet home, where the roads are familiar, and the mud is just a memory!



Editor: Next time it rains Liezel, pull this thingo to close the neck. It only took me 3 years to figure that out.

Club Mileage Awards

Have you clocked up **100,000km**, **200,000km** or more on one bike?

To celebrate the epic achievements of these milestones, the Club will be issuing Mileage Award Medallions and Certificates to those who qualify. It can be for any make and model of bike that has reached these impressive kilometres in your ownership, **and must still be in your ownership.**

To nominate your bike, email our Secretary, Geoff Hodge on secretary@bmwmcq.org.au with:

- Photo of the bike or you with bike - this photo will feature on your certificate so a good quality photo will enhance the certificate
- Where and when purchased and mileage at time of purchase
- Photo of the odometer to show the kilometres.

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



Some Biscuit Ride happy snaps, thanks to Fiona Grossi for her snaps!



By Tony Gray, Member #3905

Do you own a motorcycle that is 30+ years old? Do you want to save yourself some serious money when you renew your registration? If you have answered yes to these two questions, then you may be interested in transferring to a Special Interest Vehicle Registration. But as the old saying goes, “there is no such thing as a free lunch,” there are conditions!

Like a lot of things in our beautiful over-governed Commonwealth of States, there are major differences in the rules applying to SIVs in the different States. I have attached a link to the Qld Govt website that lists the restrictions on use of an SIV but touch here on the likely main points of interest to Club members:

- participating in incorporated vehicle club rallies or events (of your own car club, another car club or the Australian Street Rod Federation), including impromptu events as long as the event has been sanctioned by your own car club.
- an impromptu event that has been initiated by a club member involving one or more vehicles.
- travel in order to have the vehicle repaired is allowed. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator.
- road testing within a 30km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose.

<https://www.qld.gov.au/transport/registration/fees/concession/special-interest/restrictions>

Anyone interested in applying for an SIV should read the full detail on the State Govt website to ensure you are comfortable with the restrictions that will apply to the use of your vehicle. As far as the BMWMCQ is concerned we can equip you with the required validation letter to get your eligible vehicle registered.

Our on-going responsibility as a Club is to confirm your continued membership of the club, which is a requirement of the scheme, and to facilitate the opportunity for members to initiate impromptu events and for a record of those events to be recorded and maintained. To quote from the Govt website:

...an impromptu event that has been initiated by a club member involving one or more vehicles. To attend an impromptu event, each club must comply with the following:

Send an invitation to the wider club members to attend the event, either the car club or Australian Street Rod Federation committee must endorse the event in advance; comply with published club guidelines as to what is a valid event, where they exist.

Before the event, list it in the newsletter, on the website, or social media page (or in another manner approved by the club or Australian Street Rod Federation, such as the club calendar of events).

Note: Incorporated vehicle clubs should maintain a register of endorsed impromptu events. This register should contain information on the impromptu event, such as location (start and end), meeting time and date.

The BMWMCQ Website has a 'FORUM' section on the MEMBER MENU and a SPECIAL REGISTRATION section on that member menu. Members can list an impromptu event on that site which will be open for all members to attend - not just those with an SIV but the events will primarily be aimed at those vehicles. Use of the Club FB site or the subsidiary Classic Riders Group FB page to advertise an impromptu event may comply with the letter of the law but social media pages can get very congested and posts get pushed down and lost. There is no register of FB posts so not practicable to maintain a register as required of the CLUB under the rules. This is achieved on the dedicated Website Forum Page.

You should be realistic if you are creating and advertising an impromptu event. This is my interpretation - give timely notice of the event and ensure the event is actually something tangible. Advertising an 'event' 5 minutes before you left home and going for a ride around your suburbs and back home would not qualify IMHO. Remember you may have to convince a Police Officer of the validity of your ride or worse still a Court if you were to be involved in an accident.

My R60 is registered under the SIV scheme and it works well for me for that bike which is one of several I ride. The annual registration this year was \$180.70 against \$592.30 for full registration. A special plate is issued for an SIV but you can still use a Personalised Plate if you purchase one.





Ride to Zero Courses

UPDATE FROM JULIAN

Since the inception, we have had 3 Ride to Zero courses with SMART Rider Academy. On all courses, everyone has taken something away be it awareness, slow ride skills, road position or just a refresher.

But don't let me tell you this, checkout some of the feedback from our members:

Excellent day. Every club member should avail themselves of the opportunity!! This is excellent ride leader training for Club led rides! We are always wanting more people who can lead rides safely and it has just been "learn on the job" in the past. The ride out afterwards allows each of us to take the lead and get some specific feedback on keeping the group together. Top day!!

Thanks Julian, quite a few good takeaways today. Highly recommended.





There are still plenty of spaces for last few courses for the year. These are being run on 14th September and 23rd November

Visit <https://smartrideracademy.com/r2z-bmwmcq/> to register for any of the upcoming courses. Each of these courses are being run out at Ride Smart in Mitchelton.

Did you also know you can invite riders that are not members of BMWMCQLD to do the Ride to Zero course?

Whilst we will always give priority to members for course positions, as a member you can follow the process below where your invited riders can also leverage the Ride to Zero grant funding.

They will only pay \$50 (non-refundable and no reimbursement from BMWMCQLD) for the course. That's **over \$175 in savings!**

If you've already done the course, you know the benefits including:

- Roadcraft awareness
- Braking and impact of speed
- Situational awareness
- Edge and lane filtering
- Improving your slow riding skills
- Group riding skills

And much more

If you want to invite some, simply follow the process below:

Step 1: **Email the Training Coordinator**, Julian Davis <mailto:jdavis1971@me.com> with the names of the people you'd like to invite. Include their name, license type and bike they ride.

Step 2: We will look at availability and reply with dates and links to the courses.

Step 3: Your invited riders can register and pay for the course via the website.

Step 4: They have an awesome day refining or learning more around riding safely.



BMWMCQ TRAINING COURSE SUBSIDY

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

These are the simple rules to qualify for a subsidy:

1. Every financial member is eligible.
2. Subsidy is limited to one in three years for each member eg subsidy June 2024 re-eligible June 2027.
3. Subsidy provided in the form of a \$50 reimbursement after course has been completed and invoice presented to the Treasurer.
4. The applicant must present details and receive approval for the intended training course from the Club Secretary prior to the course being undertaken.

There you have it, an incentive to help to make you a better and safer rider. If you undertake a course please let us know your thoughts on the success of the course, positive or negative.

The Training Course Subsidy can be used to offset the mandatory \$50 cost of the upcoming Smart Rider training, with the QLD Govt funding the rest - simples!





WANT TO TRANSFORM YOUR RIDING FOR \$50?

- ✓ "I want to corner better"
- ✓ "I want to master slow speed turns"
- ✓ "I love riding but I get a fright too often"
- ✓ "I just want to feel more confident"



www.smartrideracademy.com

Full 1-day course for \$50
Funded by Ride to Zero TMR Road Safety Grant

BOOK HERE



By Gary Bennett, Member #509

In 1975 a weekender started simply called Bingara, and would continue for an incredible 13 years becoming the Club's fourth longest running weekender. It was organised by Club members, and siblings Geoff and Shona (Duck) Hall and the location was on a sheep station in the northern NSW town of Bingara. Geoff's parents John and Pam Hall owned the property, called 'Moreena'. It was the site of the 'wilder side' of our clubs history. The following article was written by Geoff Hall after the final event and published in the 1988 04 Journal. It's a great read... enjoy!

The friendly rabble at the pub, the rumble of a Boxer exiting the obstacle course, the hiss of beer cans being opened, steaks on the BBQ and the crunch of teeth demolishing pavlova... Bingara meant a lot of things to a fair number of people during its thirteen year history, but there are only four people who attended every one. They are of course, the Halls. It's probably as good a time as any to share the history of Bingara, the good times and the sad.

Bingara was spawned from a conversation between Ian Aitchison, Kath Phillips and the Halls in 1975. A sort of "let's have a club gymkhana and as what happens". The arrangements were made and late on a Friday night in November, we were confronted by our first Bingara visitors; Lionel Bull on a purple K2 Honda 750 and John Nealey on an R50 (which now belongs to Duck). Lionel was sporting a T-shirt which proclaimed 'Get out of Town' and John an earring and a good mane of black hair. What had we let ourselves in for? We (the young Halls) had some idea, but I think the wiser Halls were wondering. Sixteen machines and 22 bodies fronted the main street the next day. The townsfolk were in a flap! - even though they'd been warned of the invasion. The local policeman drove up and down wondering what to do with a street full of motorcycles over 500 cc eventually deciding to do nothing - a good move. We befriended the publican and set about the serious business of enjoying ourselves while the townsfolk looked on. The late Wayne Teichman dropped a towering wheelie on his R90S and we exited town for the first gymkhana. Bingara had begun.

In those days we had real gymkhanas, "opposite lock" slaloms and full frontal duelling in the balloon bashing. Crazies such as Nick Stevens were considered dangerous, but on the whole, most people could handle the pace without crashing into each other. The spectator value was high and the adrenalin count of the participants 'off the meter' - still it was fun. In 1975 there was no electricity in the woolshed and the loo with a view was awaiting serious christening.

Bingara had its first casualty when John Nealey had the unfortunate experience of crashing his R50 on the corner (the deceptive left-hander just after you hit the dirt), which now bears his name. Lionel Bull wasn't happy, it was his R50. He sold it to Duck and Woody Wilson fixed the bike, before proceeding to do a job on it himself by somersaulting it down the



road after tangling with a gravel bank. The same corner claimed Brian Corley (1977) going towards town and Kel Wearne (1979) en route to Moreena. He failed to take notice of a hard charging Giant, and went for an outside passing manoeuvre on the assumption that the road went through the gate 20 metres to the right of the ramp. He motocrossed down the bank into the fence.

His popularity declined considerably with BMW Australia as he had scratched their only Motorsport R100S. The Halls have also been in the wars over the years. Duck parted company with her R50 one year and yours truly had "big ends" fail at Manilla - turned out to be the adjuster nut detaching itself from a rocker.

In the remainder of the seventies, the popularity of Bingara increased with a peak attendance of 91 in 1978. The O'Shea's and others visited from far off places like Townsville and Bailey Gifford made the trip from Adelaide. Other long distance efforts include "Elusive" scrambling up from Melbourne in 1987 - a good effort me thinks. People seemed to enjoy the relaxed atmosphere, the chance to ride their bikes in the gymkhana, a swim in the river, with a few beers/steaks to complete the day.

Over the years the obstacle course moved from the hill into the creeks, as the organisers got gamer. People became bogged and fell into the water, some with the motorcycles on top of them! Others climbed trees and performed extraordinary feats in pursuit of a "fast time". Invariably the riders were scared to death, but silly enough to carry on in pursuit of success! We even included gates, ramps and culverts in some of the courses.

The Furkawee Cup evolved with John Hall running all manner of events which were designed to sort out the sheep shit from the ants. Scavenger hunts are a challenge on a motorcycle. Everybody seemed to appreciate this event. Just as challenging was the annual chook chase! Motorcyclists complete with appropriate footwear in pursuit of startled roosters! A recipe for disaster and the cause of some egos. On more than one occasion at least one chook manages to escape the desperate clutches of its pursuers, to head back to the roost. At various times the competitors ended up in the mud hole; or simply crash tackled each other in the eagerness to get to the chooks.

On the catering front Pam and Shona's (Duck) pavlova became famous throughout the land. What they may have lacked in presentation, they well and truly made up for in consistency and sheer flavour. Our diet will be incomplete without the annual pav bomb! John always got the BBQ's raging ... the trailer on the front lawn, the woolshed cleaned and a thousand and one other things.



While rumour has it that the Bingara attendees have shown their prowess in (and out) of their sleeping bags, there have been no births at a Bingara Weekend. No one has owned up to starting a family there, but it's probably not for the want of trying. Some illicit substances have road mapped various eyeballs, but that's never caused any problems.

In the late 70's early 80's, sidecars took their place, in the line up, as families were formed and the "young" invasion started. By 1987, some people have had to resort to cars and even buses to carry their broods. They are however to be congratulated for getting their act together, sometimes a mean feat with kids, and attending, even if they couldn't fit a motorcycle into their convoy.

In the early years, skinny dipping in the river was the norm rather than the exception. Now people seemed to regain their inhibitions, and their clothes, or perhaps the bodies are more worn than they used to be. "Swimming" was usually interspersed with weed fights, mud throwing and other less public activities. In any event, there was always an opportunity to get cool.

Strangely enough we never had a truly wet Bingara weekend. The weather always looked kindly on us although the 1983 gymkhana was fairly slippery affair. Actually, 1987 was the closest we got to rain on the day, with a wet Friday night. I can testify that the road in was pretty slippery at midnight, but dry enough for a brisk ride into town on Saturday morning.

From a personal point of view there are some pretty funny occasions to remember which include; a bored Lionel Bull pulling guide posts (the old 8" rounds) out of the ground with his bare hands. Looking in my rear vision mirror during a hoon back from the pub on the dirt (which had just been graded) to see the yellow 450cc Duke of a guy called Mog about to pull out of the dust and pass. My speedo was showing nearly 90 mph! Tough stuff! Stopping to assist Ian (Dog) Elliott in the middle of the night not far from Moreena only to have him tell me I was heading in the wrong direction, well, he changed his mind when I said I'd been living there on and off for nearly twenty-five years, giving me some claim to knowing the whereabouts of the house.

Bingara will pass into club history as a good idea, which was actually put into practice. It wasn't everyone's cup of tea, but then, you can't please the whole club. I'm sure all the regulars will join me in thanking Pam, John and Shona for Bingara. 1987 was the last Bingara Weekend because after 13 years, we felt it was all placing a little too much strain on the Moreena System. Although the club always helped, there was a hell of a lot of behind the scene work to be done if Bingara Weekends were to happen. It is always best to call a halt while everything is going well rather than let something wither and die. In many ways 1987 was one of the best! So to one and all, thank you for your enthusiasm over the years. The Halls are glad "Bingara" happened'.

G.H. HALL

25.1.88





Service Day, early 2000's



K1300 line up



Lining the street at Kalbar, Club Ride



Needing a chainsaw to get to Kyogle!



Coffs Harbour Bowling Weekend 2007



Club Display at Laverda Concours early 00's



Club bikes at Dingo Proof Fence



By Ian Forsyth, Member #4649

The opportunity had risen to ride a new R1250RS, I was anxious to see how much they had changed in 28 years (I purchased a 1996 R1100RS earlier this year – turned out it is an incredible old bike). I was most impressed with the latest version of the RS on paper.

Firstly some background into my motorcycling history. Having previously owned 29 bikes over the past 55 years, 12 of them being BMWs including 2 x K100RSs and several F650s, F800GSs, a 2006 R1200GS and 2 x 2017 R1200GS Rallyes, so I am familiar with the recent R series. Unfortunately in 2021 I managed to drown the 2006 GS and toss the first of the 2017 GSs down on a sandy road. As a result of the misadventure on the 2017 I have been left with 2 titanium rods and 10 x 30mm screws in my upper back and 3 screws in my right wrist.

I purchased the second 2017 GS when I moved back to Brisbane early in 2022. I had over \$5000 worth of accessories from my previous bike and thought it made sense to fit them to another GS. I did not realise how much upper body strength I had lost and found the height and weight of the GS unsettling when stopping so decided to downsize to the F800ST.

All that said I found the seat height of the R1250RS just right being able to flat foot both feet at stand still. I felt immediately at home and extremely comfortable. After a run over Clear Mountain one of the other chaps on the ride who was on the R1300GS asked if I was willing to swap bikes. As I was planning to do another throttle ride to ride the 1300GS, I happily agreed. Yes, the 1300 was very similar to the 1200GS with some improvements in the way of the suspension lowering at slow speed and the self-adjusting Cruise Control. But it felt so agricultural after the RS I was so surprised as I was expecting it to be more sophisticated like the RS. I would suggest that anyone thinking of buying a GS and planning not to ride dirt also ride the RS. You may be pleasantly surprised.

So, when I got home decided to do some research on second hand R1250RSes. The 2021 Gold Edition looked good but I also noticed a higher mileage 2020 Blue Exclusive equipped with all the BMW goodies that I would have wanted fitted to my next bike. That bike was at Motorcycles R US so off I went to take it for a test ride and a deal was done. The only thing that I noticed missing was the heated seat that was on the latest model. Many thanks to Julie from Bargara for caring for the bike for its first 3 years on the road. So it looks like bike number 30 may be the last one!

Now fully converted to the RS variant I can not believe how much more confident and comfortable I am.



By Phil Harding, Member #4187

This might be of interest to those members who own shift head powered machines. I can highly recommend the cam timing kit available from Boxflyer (<https://www.pilzmachine.com/1250-shifthead>).

Anecdotally realigning the cams perked up the performance of my 2019 R1250R no end. It is not unexpected that even a few degrees of inlet and exhaust cam realignment is beneficial from a performance point of view.

Given the chain and gear system driving the cams it is little wonder that the cams stray out of alignment over time. Sourcing the BMW service parts required for this task is nigh on impossible. Boxflyer offers a well made and functional kit for a very reasonable price in my opinion.





By Michael Ahlberg, Member #4331

This was our third European trip on our own bike. 2012 (HD), 2017 (GSA) and now 2024 (GSA).

Ann has this knack to amass and research a whole basket of possible destinations and places to see, not to mention the top motorcycle roads as per the best noted tourers. This takes her almost 6 months to work on, including coordinates and maps that interact programmatically with Google maps with info, links and zoom to all destinations. On the trip, each day she creates the next day's GPS files.

During the actual trip, we take a more bohemian approach. The planning is like a Christmas tree with all its decorations (destinations) and branches, the roads and then the presents (the unplanned surprises and marvellous people we meet). We don't do all the destinations, but are happy to do most. We change and add or remove roads and plans, as well. But it's fundamental to have the research support behind us to lean on.

I'm not going to tell you about all the marvellous attractions and destinations. I'll just include a couple of token photos. Instead, I'll include some anecdotes of unplanned or funny mishaps.

I writing this while we're waiting all day for our 9.30PM Ferry to Corsica, sitting in Marseilles at a Maccas.



Broken Toilet seat.

In Normandie at a B&B, in the middle of the night, I accidentally broke the plastic seat hinges on the toilet. The innkeeper didn't speak or understand a single word of English. I still felt I had to tell them something, so Google translate to the rescue. I wrote how and what happened and that yes I could have been injured, etc. Then I managed to half fix it so I changed my story, (French), saying they should probably just have someone look at it, they appreciated the note.

Barre!

We did the D-Day beaches visits on the 4th and 5th June (Thank God). On the 6th June the whole area clogged up. Biden, Macron and that German Chancellor Olaf Scholz, with their buses of security and press and staff entourage took over the main 70 km six lane highway from Normandie to Caen (a big City). Nobody else were allowed on that freeway. Each bridge and viaduct was manned by police and every on-ramp was blocked with police who refused to use a word of English and had no alternative directions to give us. The GPS stubbornly threw us towards the next blocked highway on-ramp, over and over. Other traffic was swarming like bees, doing U-turns and swearing!! It took



us several hours extra to get to Paris. Blocked major roads happened again and again later in Europe for maintenance etc., like the main entry to Bremen.

Bunk a Biker.

You can Google it. It's fellow motorcyclists lending a room and a bed and often a meal as well. We enjoyed half a dozen such and made many new friends. It varied from a posh place with underground car park in central Paris to homey country places, a bit hippie style and everything in between, but always friendly and great people to meet, and their pets too. We got to one Bunk a Biker, but didn't have the house number, so I called him and yes there it was, 22. A van blocked the entrance, but I squeezed past with one foot stomping through the flower bed. Once I got in all the way, he came out, with a long very surprised face. Hi Sean I said, He was lost for words. There's no Sean here. What do you want? I had the wrong address. It so reminded me of National lampoon Europe vacation, you know with Helga? The real place was 13km away, and we did get there eventually.



Booking.com

And other such booking services, have some flakes in their booking online. You fill out everything and pay. Just watch it! You might have missed to tick a box or something, they refresh the screen, upon which their poorly tested internet computer program, resets some field to defaults, like the booking date. We came to one paid booking middle of July, paid for, where the dates had switched back to middle of August, we were actually booked and paid for August. Always check the booking date all the way to the last click, it could revert back! Also, do install VPN on your phone and/or computer when using free WIFI.

Language.

This was one example from Norway. We were riding a couple of days with some Swedish friends on a Goldwing. For the evening coffee, I had bought brownies, like in Oz. A packet full, it had the right pictures on the box too. It didn't happen that evening, we had to wait a couple of days. Then at one accommodation, we had gotten coffee, I fetched the "brownies". What, it was a baking mix! Premixed to mix, make and oven bake your own brownies. Powder!

More language! We had just having entered Bulgaria, and it was buggery hot. I thought, a cold beer, not too strong. We'll share I said. No habla English there, but the waitress seemed to understand and exclaimed Pirinsko. Big or small?, big I said. Then I saw someone get a Heineken, I caught up with the waitress and said Heineken, OK she said. Meanwhile I checked alcohol limit online in Bulgaria on my phone. Oops. 0.00%. The waitress comes with one 750ml Pirinsko and one 330ml Heineken!! I had half a glass, Ann drank a swag of the rest and we left some.

Deaf, Mute, Blind

You enter some country out east and suddenly:



The alphabet is hieroglyphics, you can't read, you can't write, you can't talk, every written important road sign or warning sign a mystery. Sometimes you'll have to smell the bowser so you don't get diesel. Finding something to eat in grocery stores or at café/restaurants can be daunting. The towns, city names and directions don't make any sense. Roads are blocked due to maintenance, detours are in that funny alphabet as well as any supporting information. Your GPS starts repeating the same instructions sending you in a big loop. Let's not talk border controls, where English spoken is a privilege only after hours up the bureaucratic ladder.

Power problem.

We had power adaptors. One day in a Slovakian hotel, when pulling it from the wall, it split in half, crosswise. One part still stuck in the wall with powered brass lips pointing right to me. That scared us! To get it out I used a string and pulled it out without touching that brass. So now what to do? This was critical charging, phones, PC, intercom, camera batteries, etc. We had another older spare adaptor that worked OK. For some reason, I saved the broken one. Several weeks later, we accidentally left the second adaptor behind at a hotel. We only discovered this 360 km later at next hotel! What to do. I can fix the broken one. With some effort, I managed to push the two parts together, with



gaffer tape to hold it. There see Ann! It should work. (Ann normally does electric work at home). I put it in, and then put in the Oz plug, sparks everywhere. Oops. Something still wrong there. I had a close look and one of the brass things was on the wrong side of some insulating inner wall. I corrected and then got a good fit. Gaffer tape again. But the fuse had blown and the owner didn't live at the pension. The next wall plug still had power. This time it worked. Nah said Ann. I'll go walkabout and try to find another new one at a servo or something. But it's a small town and it's past six, I said. She went anyway and managed to find an appliance shop still open and came back with a new adaptor.

MC Battery Dead.

We landed at Friends place in Arctic Sweden, they came out with cans of beer and we spent hours on their sunny (up to midnight) veranda by the river catching up on stories and such. Then when I was going to park the bike proper. Nothing! Dead battery, what the...? All sorts of possibilities, Battery, Alternator, Relays, Fuses, what. We had more beer and left the problem for the next day. At night, wondering. Wait a minute. When I stopped, I just swung down the side stand, clutch in, but that cuts the motor of course because it was in gear and on the side stand. We didn't unload then, so I didn't pull out the key. I bet the ignition remained on for several hours. The midnight sun prevented us noticing that the parking light was on.

Yep, that's what happened. Next morning, I had jumper starting help and haven't had any more problems.

An ominous fall at Gallipoli!

Some of you have seen our visit to the Gallipoli memorial, The Lone Pine. They also had some trenches there, made as like at the war. Of course I had to enter. I grabbed a tree branch (for gun) and went for the trench. There was a slope towards the trench. Those lone pine trees



had dropped and left a cover of piled pine needles like 10-15 cm long around the edge. Very slippery, like ice, it took me by surprise. I slid feet first into the trench, then flipped right onto my face, head first, into one of the copper log style posts. It hit me right on top of the forehead, hard. I was still wearing my helmet, face and visor was down. There was no damage, not even to the helmet. Whilst I hit hard, it was nothing like coming off the bike, helmet still good. Still if I hadn't had the helmet on, don't know how it would have gone.

Well those were some happenings along the way up until today, my birthday, 10th August. It's sure a different reality going this trip in so many ways. It's quite taxing and tiring and yet so much fun.

Story of our lives I guess. Keep exploring my friends.

Michael and Ann





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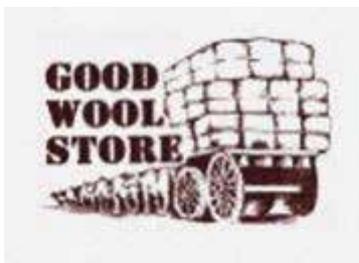
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The dark art of packing for motorcycle travel!

By Cindy Bennett, Member #4170

There seems to be 2 schools of thought when packing for motorcycle travel – firstly the “everything including the kitchen sink” method, of which I have been at times guilty. The second is the “harsh minimalist” approach”. Liezel and Huw Samuel seem to embrace this style, and a fellow rider on our South American trip last year had 2 sets of clothes, one set he would wash each night and dry in a mesh bag on the back of his bike the following day!

For this upcoming trip I wanted to be in between these styles, taking just what I needed and nothing more – the “Goldilocks” approach I am calling it!

So where to find some good advice – yes just ask the experts.

Mario and Fiona Grossi have travelled far and wide and Fiona has some excellent packing tips – one pertinent tip being to only take enough for one week and then do your washing. This means a one year trip or a 2 week trip won't be significantly different in your packed items. A second good tip from Fiona is, don't take huge bottles of shampoo or other toiletries as you can always buy some on the road. Yes, even in Botswana I was able to buy shampoo.

A list is a must. Duncan has a spreadsheet which he inputs days away, climate expected and activities being undertaken, it then calculates his packing list. I think he could make money if he made this into an app...

I tend to make a list early in the packing process then proceed to ignore it and throw in “just one more” riding tee or another pair of shoes (which I am likely to only wear on one occasion).

The internet is full of fellow travellers You-Tubing their packing style, and “Mad or Nomad” even has a Round the World Packing guide. They call this a “no-nonsense” trip pack list and does in fact have a good tips, including a lightweight down puffer jacket doubles up as a riding thermal. Makes sense that most items serve a dual purpose, hand me the Spork!



Duncan “pack mule” hauling our South American luggage (remember it was a 100 day trip)!

So, how am I going on my packing journey with (as I write this) 3 days until we depart? I think I have a good balance and as a bonus I have reviewed the Compass Expeditions suggested list and pared that down somewhat as well. I have a large soft wheelie bag and a soft duffel bag for the riding gear, both have some spare room (for miscellaneous purchases)! On an organised tour the Support Vehicle driver hates stacking hard luggage, so take the softly softly luggage approach to keep in good with the crew. A recent valuable purchase was compression packing cubes (thanks Facebook ads), my Klim jacket even with the armour amazingly halved in packing size -see below. Winner!



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