

## Club Members Bikes



Four BMWs on the trip to Laidley Swap - Belonging to (L to R) Bruce, John, Rick and Andy.

Send me a photo of your bike Email [pmgilbert@netspace.net.au](mailto:pmgilbert@netspace.net.au).

Image must be no less that 2 mgb and well exposed.

## 2023 Calendar Sponsors

The TRMCC proudly supports  
Townsville's own Charity



November 2023

## The Last Megaphone

It will be incorporated into the TRMCC Website



Disclaimer: The Megaphone is the monthly publication of the TRMCC. Submitted articles - the Committee reserves the right to edit or omit all or part of any contribution.

## Contact Us

WebSite :

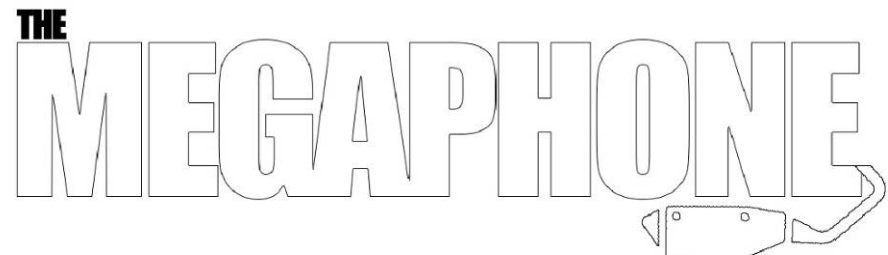
[WWW.TRMCC.org](http://WWW.TRMCC.org)

or scan this QR Code

Message on Phone :

0413 266 989 (Leave your name and Phone Number)

P.O. Box 1016 Aitkenvale BC, QLD, 4814



## Editor's Note

Megaphone Contact  
Paul Gilbert  
pmgilbert@netspace.net.au

Greetings all,

I would like to thank you all for future contributions to **YOUR** Monthly Megaphone.

Thanks to all that have shared their lives with the club. The "Who am I" page is looking for members to share some of their history. **(No more than 300 words).**

If you have some photos of your bike/s, it would be great if you could share them with other members in this Megaphone. If you don't have photos I can come to your place or you can come to my place and I will take some photos and get some details about the Bike/s. Call me or text me on 0421 112 161



BMW's of course (Sample)

## President's Piece

Hi Members

After all the Referendum yes/no rhetoric of the last few months I am brave enough or silly enough to offer the following summary. My experience with working with Australian aboriginals pre dates calling them 'First Nations People' and started with Amax oil exploration in 1977 and the blockade at Noonkanbah in Western Australia and continues for over 40 years, culminating with many cultural heritage surveys around the coal fields in Central Queensland. My recent days have been spent high fiving and brief discussions, on my walks, with the Palm Island people sitting on the side of Bowen Road or under the bridge.

So I have worked with very industrious aboriginals who have integrated in white towns and those with not much direction but of course we have white homeless Australians living on city streets. So I offer the following comments, which I believe both no and yes voters can take on board, so the referendum was not a complete waste of time for either side.

\* Regardless of who won the Government public service departments, who work with aboriginals, will be told to 'whip out' and be more diligent in assessing and provide adequate services.

\* A basic issue that is not being addressed adequately is the very large number of aboriginals that live 'on country' in towns established by white administration. These towns continue to have none or little economic basis for existence and must be sustained by ongoing (forever) subsidies. An economic basis generally requires private ownership rather than land council ownership. Can we give these towns an economic basis for existence and can this can be done by our existing Parliamentary system.

\* Subsidies will always be inadequate to provide adequate services when measured against non-aboriginal communities.

I value your comments.

Regards

Gil Fletcher

## Bikes and Parts Sales

How to place an Ad:

**Email** (No phone messages) the editor **before the 15th** of the month.

Ad runs for 3 months only. — Year, Make/Model, Your Name, Phone No. & Price

**All details required for publishing advertisement**

Year	Item	Name	Phone	Price \$
1970	1970 BSA A65L full docs on rebuild	Ray	0402 790 466	20,000.00
1950	Vincent Comet 500cc	Stephen	0407 383 451	38,500.00
???	BSA and other brit parts. In Cairns	Don	0417 707 693	???
1950'	Royal Enfield Bullet 350	Tony	0438 008 248	4000.00+
1980	cb125N Wanted right hand side cover	Jeff	0488 668 852	???
???	To give away FREE 1 Honda 250R	Stephen	0407 383 451	Free
89-03	Honda XR100 cylinder head or engine	Stephen	0407 383 451	???
2012	Single wheel trailer - tow by m/cycle	Paul	0421 112 161	1,100.00
1976	Yamaha XS650 Restored 2018	Gary	0459 464 501	15,000.00
1974	Kawasaki G4	Bryan	0408 788 500	2,000.00
New	Red, White and Blue - Fuel Tank	Cheryl	0429 534 275	90.00
1964	Wanted, British Motorbike, any make	Mal	0468 585 118	???
1943	350 MAC Velocette	Tony	0419 022 066	26,000.00
2022	Honda CRF300 Rally	Uwe	0487 462 068	8,500.00
1970	Triton 650	Murray	0459 190 448	16,500.00
1996	BMW R100RT Classic near offer	Paul	0421 112 161	14,999.00
1995	900 Triumph Speed Triple Black/Red	John	0407 768 314	10,000.00
2016	BMW R1200RT comes with 3yrs Service	Paul	0421 112 161	17,500.00
2000	BMW F650 Dual purpose with new parts	Paul	0421 112 161	2,300.00

Contact me by email [pmgilbert@netspace.net.au](mailto:pmgilbert@netspace.net.au) if you want your add removed

## General Events For October 2023

Contact the President or Vice President on [0413 266 989](tel:0413266989) if you'd like to bring a non-family guest to any event other than the meeting night. Be aware - If it is raining for a ride it may be moved and combined with next weeks event

### November

- **Wed 1st** - Club Meeting - its your club see you there. 8pm Basque Club Hall
- **3rd - 8th** - BSA Rally (info)
- **Wed 8th** - short mid week ride around town finishing at Sip & Sissors Cafe in Edison St Wulguru for morning tea and maybe some informative chat, leaving from Harvey Norman Commercial centre at 09.00am.
- **Wed 15th** - no set destination as yet, this will be discussed at the general meeting about having the longer ride in the hotter part of the year or reverting to the shorter format. Come to the meeting if you want to have some say.
- **18/19th** - SR Rally (info)
- **Sun 26th** - a Sunday ride to the Halifax hotel for lunch leaving from the Weir school car park at 10.00am
- **Wed 29th** - Committee Meeting

### December

- **Sun 3rd** - Burdekin Ride - 7.45am or 9am Woolies Carpark Ayr
- **Wed 6th** - Club Meeting - its your club see you there. 8pm Basque Club Hall
- **Fri 9th** - TRMCC Christmas Party

More details on merchandise email our **Merchandise Officer** Gary on [howardgary2468@gmail.com](mailto:howardgary2468@gmail.com)



## Some Megaphone Thoughts (ed.)

The layout that you see in this last publication , will no longer exist.

All the information will now exist on the TRMCC website

and the Facebook TRMCC Closed site.

It's a bit disappointing I cant threaten response by warning of more BMW articles and images. Of course I am sure that the jealous members will continue to stay in the BMW denial phase and miss out on the pleasures of the brand.

I am not ready yet to give in and will enjoy more interaction with the pommy bike believers.

The final layout of which pages on the TRMCC website will be added to create a replacement of what was the Megaphone. So, please support me in this change and I welcome any thoughts from members on what they may or may not like.

Of course your thoughts will be taken on board for future pages and structures of our website.

To start you of if you want to become part of this and you have some basic computer knowledge, I will be looking for some help. Call me 0421 112 161

Paul Gilbert (ed.)

## The Bike that saved BMW's Motorcycle Division

Drew Jackson

**Editorial note:** Moto Guzzi were never as good as Drew remembers, neither was the R90S. But in its day it was an amazing coup for the BMW Motorrad Group over the accountants.

When I was 18 the legal drinking age in Queensland was still 21 and the BMW R90S was just about the most expensive bike on the market apart from the MV Augusta Sport. I was in my first year at college and my motorcycle was still my Suzuki TS90R. There was one R90S that I saw every day at college, owned by one of the lecturers in the Arts faculty. During that year I had managed to sell the TS90R and moved onto a TC125 with a Basani exhaust/ expansion chamber and then onto a second hand TS400J. All the above bikes changing hands for amounts well below \$700.

In 1974 I sold the T500 and purchased the Metralla which I then parked beside the lecturer's R90S, what a contrast in size and expense. The Bultaco cost about \$750 on the road.

At about the same time a friend traded his beautiful Triumph Daytona on a new R90S, and I was lucky enough to score a ride on the back. My Metralla wasn't in the same league, but it was and still is a lot of fun to ride.

Fast forward 47 years and I finally got the opportunity to own an R90S. This would be my third BMW and I was hoping that it would prove to be a better bike than my previous ones, an R65 and an R100. The R65 was a great little bike that handled well but lacked ground clearance and brakes and the R100 was like controlling a wheelbarrow full of watermelons. In between the two BMs I had a Moto Guzzi Le Mans which might explain why the R100 felt so awful.

Prior to 1973 BMW was a brand that was very staid, most of their bikes were black with white pin stripes with an occasional white one escaping the factory. With the advent of the / six series however there was a change, the range came out in different colours, named after various racetracks and Hans Muth had been employed to design a flagship model. His drawings became the R90S.

We now take a lot of the innovations that appeared on the 90S for granted but in 1973 it was quite bold. Apart from the stunning paint work there was a handlebar fairing (cockpit) with instruments like a clock and ammeter as well as a very optimistic speedo. The fuel tank held a generous 24 litres (just as well given its thirst for liquid gold), it came with a comprehensive tool kit, tyre pump and BMW hand towel. And to top it all off BMW's reputation for reliability. It's main competitors from Japan were the Honda CB750 and the Kawasaki Z1 both of which were far cheaper to buy new.

## Midweek Ride - 11/10/2023 - Arthur

The mid week ride was attended by 15 starters, a ride out through Kalynda Chase then through Shaw's Road then through Ingham Road then through Belgium Gardens through Town & Railway Estate to Oonoomba where we were lucky enough to meet a train at the railway crossing before continuing on to the Oasis Cafe for drinks & eats & general discussions on all topics, some one wanted to leave so I gathered everyone up for the group photo & after taking it a couple of members departed & the rest went back to the tables to talk



## Midweek Ride - 18/10/2023 Arthur -

Mid week long & short ride had 10 starters leaving Ryland Place for the run, 5 members opted for the short ride to the Tea House for drinks & eats while the other 5 continued on to Bluewater Springs for lunch. the weather was overcast but the rain held off until Viv & I were the last ones back turned onto Becks road then it rained on us until we arrived home

### Michael Foley

Great ride. Keelbottom looked good with plenty of water there, road all the way remains in good nic for a quick uninterrupted dash, just had to watch the roundabouts at return to Kirwan in case they were greasy with little bit of rain. Cheers and thanks for the photos.



## The Bike that saved BMW's Motorcycle Division Drew Jackson(Cont')

The BM produced 67HP, hardly exciting these days but it could reach a top speed of about 125mph according to various road tests at the time. It could also maintain high speeds over extended periods of time. Eventually the Japanese copied the fairing and then produced models with shaft drives to capture that market segment. By then BMW had moved on to produce the R100RS with it's brilliant full fairing.

The rest is history, BMW keep producing the basic airhead models into the 1990s until they went to the oil heads, the K Series using the four-cylinder engine derived for their cars was never really accepted by the Boxer engine devotees.

The R90S was produced from 1973 through to 1976, the 76 models are least numerous. BMW was preparing for the 100 series and the 76 models got some of the 100 series engine features, stronger crankcases and so on.

The bikes aren't perfect but as a bike for our interest group it's practical. Parts are readily available, they are relatively easy to work on, they will keep up with modern traffic and they are as reliable as a fifty-year-old bike can be. Luckily the one I have is sorted now and I am looking forward to putting a lot of miles on it. Let's hope that the price of petrol returns to a sensible level soon. (24Litres @ \$2.10 = \$50.40) that's the price of a carton on Four Ex Gold!



## Riding to Canberra - Paul

Maureen and me left on the 19th of the September on the newly acquired 2016 BMW R1200RT, heading for the BMW 100Year Celebration event in Brisbane on the Queen street Mall next to the Treasury Casino, what a



display of BMWs from the first built in 1923 to the latest built in 2023 and most in between. We stopped in to see Glenys and Robert in Eidsvold. On leaving I went onto the wrong exit, after about an hour we came across a sign welcoming us to Banana Shire. Oops turn around and go back, what's an extra 180 klms?

We did most of the walking things in Brisbane as we were staying at

Maureens Sisters holiday apartment on Alice st, right next to the Botanic Gardens on the Brisbane River.

6 days later we ere on our way heading for Floriade in Canberra Stopped off to see Drews Sister in Warwick and stayed at a non descript Motel called the Horse and Jockey Motel. A few months ago I was freezing at Allora show grounds near Warwick for the Frostbite Rally.

I have purposely left out accommodation thoughts as most of it was below par and overly expensive. Some examples are spare mattress stored against wall in one pub, with a shared broken shower/toilet next to bedroom; sagging bed in another; a king bed which was two broken king singles put together. I will have to stop here, Maureen says I expect too much. I did hear her grumbling about comfort as well. Maybe I'm just getting old?

## Riding to Canberra - Paul (cont')

So on towards Canberra via the Newell Highway. Much nicer than the New England Highway, which has been destroyed by Trucks in the floods last year. 40 klms or so north of Armidale where we stayed is Guyra (meaning 'white cockatoo' or 'fishing place') they were preparing for the Trout Fishing Festival in a weeks time, but what caught our eye was the Burgess Garage Car Museum, definitely worth a look, Oto Armidale for an overnight and then Gulgong (step back in time here, there are horde hitching posts). Left Gulgong for Canberra via Sofala (Turn Right at Ilford) some great scenery down this road with lots of bends and a few climbs and of course winding roads. Through Bathurst and Goulburn, then on to Canberra.

In Canberra for Floriade Had a very enjoyable 5 days in Canberra, rained only once, but was cold and very windy. All the time. Some quirky bars, a great one just around the corner from our apartment.



We did make it to Canberra, nice to see how or money is being spent

We ran out of energy on the way home, daily klm distances got shorter, by the time we were home I had realised long distance over multiple days is no longer in my abilities. So the amazing R1200RT is going on the market. I will stick to the Tablelands on my R100RT

It was a great trip.

