

# THE BEEMER

April 2021



Tuesday 16th March Social Dinner



BMW Clubs  
Australia



NEWSLETTER OF THE BMW MOTORCYCLE OWNERS CLUB  
(GOLD COAST) INC

MEMBER OF THE BMW CLUBS INTERNATIONAL COUNCIL



BMW Motorcycle  
Owners Club  
(Gold Coast) Inc.



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**Life Members**

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**Club Delegate**

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Social Dinner Tuesday 16th March

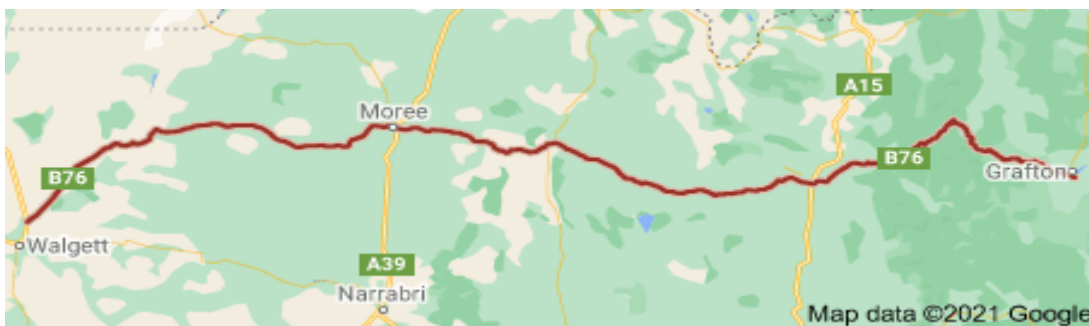
# Historic Fun Facts

## Do you know??

How a great biking road was made in 1961?

For those that have the time, a look back at how the Gwydir Highway was upgraded is an interesting few minutes. I wish some of the views then visible, were there today as the trees have certainly blocked some of the views.

<https://www.youtube.com/watch?v=p9cAkZ4bkls>



How The Lions Road was built?

<https://www.facebook.com/LandlineABC/videos/1034227627098390>



# Club Calendar

## 2021

- 11 Apr** **8.30am Breakfast meeting**, View Cafe Hinze Dam.  
Followed by a ride of 250k approx.
- 16 Apr** **12 noon Ladies Who Lunch**- TGI Friday, on the Promenade at Robina Town Centre- RSVP to Jill- All Ladies very welcome
- 18 Apr** **8am Social-GOMA**, Travel by train 9.10 Varsity middle Carriages to South Brisbane
- 25 Apr** **6am Anzac Day - Light up the Dawn** or [find a service near you](#)
- 9 May** **8.30am Breakfast meeting**, View Cafe Hinze Dam.  
Followed by a ride of 250k approx.
- 15-16 May** **Overnight Ride to Goomeri**- Organised by Ken Madsen contact for more information.
- 23 May** **Sunday Ride time and direction still to be determined**
- 6 Jun** **8.30am Breakfast meeting**, View Cafe Hinze Dam.  
Followed by a ride of 250k approx.
- 20 Jun** **Sunday Ride time and direction still to be determined**

The club normally has two organised rides each month: on the first and 3<sup>rd</sup> Sundays. The rides on the 3<sup>rd</sup> Sunday of the month may change according to the ride destination. Changes from the above will be notified to members via email.



**All Newsletter Submissions are due to the Editor before the 25th of each month**

# PRESIDENT'S REPORT

APRIL 2021

Please spare a thought for the committee members current and previous, they have all been working very hard to get our club in order this term for next financial year. We will hopefully be able to operate as normal as possible once this terrible pandemic is on the wane.

Apart from background operational, communication and financial concerns, there are efforts ongoing to relate with Clubs Australia and BMW with club logos etc. Like a duck on water so to speak.

Our social nights have been a lot of fun so if you are able to attend one please do so.

We need more members to organise and lead club rides, short, long, weekend or your choice please step up it's fun.

Unfortunately too many riders have lost their lives on Queensland roads this year.

Be extra careful out there for your own safety. The police will be on high alert over Easter with motorcyclists a target.

See you all in April

Happy Easter

Steve Bryant #318



# BMW Clubs Australia Incorporated

Official BMW Club



BMW Clubs  
Australia



[www.bmwclubsaustralia.org.au](http://www.bmwclubsaustralia.org.au)

John Eacott

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

BMW Motorcycle Club Queensland

Dear John

This email is to advise you, your Committee and Club Members that the BMWCA Executive has accepted the joint offer from BMWOCNSA, BMWTCNSW and BMWMCCTACT to host the BMW Clubs Australia National Motorrad Rally 2021 (NMR21) following the withdrawal of BMWMCQ.

NMR21 will take place over the Queen's birthday long weekend 11-14 June 2021 in [Condobolin, NSW](#).

The three host clubs are working on event details, but representatives will be in the area from Friday afternoon 11/6 to mid-day Sunday 13/6 and NMR21 website with registration details emailed shortly. The main rally site is at the Riverview Caravan Park and Condobolin also has a range of hotel and motel accommodation.

The host Clubs ask you to advertise within your Club's magazine, website and to members the event details and encourage members to register and come to the event. Note the National Motorrad Rally is for the members and partners of Official BMW Clubs and not the public. Registrants do not need to own or ride a BMW, but must be a member or partner of an Official BMW Club.

You can contact the organising Club representatives by email [NMR21@bmwmccact.org.au](mailto:NMR21@bmwmccact.org.au).



On behalf of the Executive BMWCA and host Clubs I look forward to seeing your Club and Members at NMR21.

Safe riding & driving

Garry Smee

Chair, BMWCA

[Chair@bmwclubsaustralia.org.au](mailto:Chair@bmwclubsaustralia.org.au)



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## FUN AT THE NORTHERN RIVERS CLASSIC CLUB RALLY AND A TRIP DOWN MEMORY LANE!

NRCCR run this as an annual event on the last weekend in September. The Old Fart has been involved in Old Bikes for most of his adult life and accordingly entered the rally this year with the 1933 BSA side valve complete with sidecar.

Admittedly it was for the "Older Machines" but it was a bike friendly weekend. There were more than 130 old and classic bikes and the event was at the wonderful town of Ballina.

The Old Fart took the family heirloom down for it, a 1933 side valve 500cc bike attached to a reproduction Swallow sidecar. See photo on the right. These events are just fun and the people attending are all enthusiasts. Well worth going if you are a "died in the wool" motorcyclist.

Picked up awards for the peoples choice, best sidecar, and oldest combined age and bike at 156 years, could have done without that one but a great weekend.

At this years Rally there where a number of BMW Club members including Lyn and Ken on their trusty R90S's.



At the dinner/award ceremony I was asked about the history of the bike. It must have been interesting as Lyn approached me and asked me to write it down for the Newsletter. So here it is...ENJOY.

### SO WHERE DID THE BIKE COME FROM?

Well the Old Fart and family were living in Johannesburg, South Africa during the 1970's and they (The South Africans) have/had? an event, called the DJ commemorative run from **Durban** in Natal through to **Johannesburg** in the Transvaal. The route is nearly 700Km and is run over two days in April, normally a Saturday and arrive on Sunday. The event is for all bikes manufactured before 1936.

Why? .....Well in the 1920's and through to 1936 the South Africans ran a race from Durban to Johannesburg and it was very very competitive. So much so that a major crash in the 1936 event killed a number of competitors and spectators and as a result the event was cancelled.

In the early 1970's the VVCSA (Veteran Vintage Club of South Africa) decided to reinstate the event as a regularity trial open to all motor cycles manufactured before 1936. It was so popular that all bikes pre 1936 virtually become unobtainable overnight as most enthusiasts sourced the bikes, refurbished them and entered the trial.

The Old Fart was no different but as an "Outsider" to the South African society there were difficulties in locating a suitable machine. That was until a local guy who was working for the Old Fart on a mine construction project at a site called Pellendaba (A Uranium enrichment plant no less) in the Northern Transvaal asked if I would be interested in an "Old Motor Bike that his brother had"

Well he didn't have to ask twice. Certainly said I but where is it then? Oh just up the road was the reply. Well as I was working up there (six days per week for two weeks on and then 4 days off) on a rotation basis there was little time for anything else. But we managed to get the loan of a Bakkie (That's Afrikaans for a UTE) on Sunday and off we went.

Well, just up the road was a bit of an understatement, as it was about 200Km from the site across a lot of unmade roads and South African Veldt. But we got there eventually after about 5 hours. Where was there? Well it was a typical African village complete with rondavels (The traditional African round houses that provide shelter for both human and animal inhabitants alike).

We met his "Brother"? Who was totally unaware of the situation but after the initial and traditional "round the houses" conversation asking after the health of all and sundry in Africa we finally got down to asking where it was and if it was for sale.

Where it was, was in the lean to structure on the side of the rondavel which housed the chickens, pigs, sheep, etc from the elements and had not been cleaned out for years. On top of that it was the play house for all the little young kids for the village so you can imagine the state of the place.

Amongst the dirt, grime and assorted junk was the bike. But it was completely disassembled. The man said it stopped about 10 years before and they tried to repair it but couldn't figure how to put it back together. So there it was, my new machine so that I could enter the prestigious DJ event.



A pile of bits and pieces, no guarantee that it was complete, or in fact one bike and not a selection of odds and sods. But I was desperate and needed a BIKE. So the deal was done, cost was Rand 50 (about AUS\$75 at the time the Rand was worth more than the dollar)

By this time it was early afternoon and we had to get back so that we were ready to start work on the following Monday, it was a 5 hour trip after all. So half the money was paid on the understanding that all the bits were retrieved from the shed and piled up for me to inspect the following Sunday when we would re visit and collect and, most importantly, pay the other half of the money.

The following week at work was an eternity and I was keenly anticipating returning to pick up my DJ Bike. Back we went on the following Sunday, we started out at 0530 and made good time getting there mid morning to find?

Well it looked like a pile of rust. The motor was loosely bolted together, the frame was in pieces. The tank was badly dented but the wheels were in good condition and even the tyres looked good. There were a number of boxes of miscellaneous odds and sods. There were also 2 gearboxes, don't ask why I haven't a clue. By this time I was totally blinded to its faults and just wanted it. So we loaded it on the Bakkie (That's a UTE to you lot) and drove back (5 hours don't forget) to camp where all my mates had a giggle.

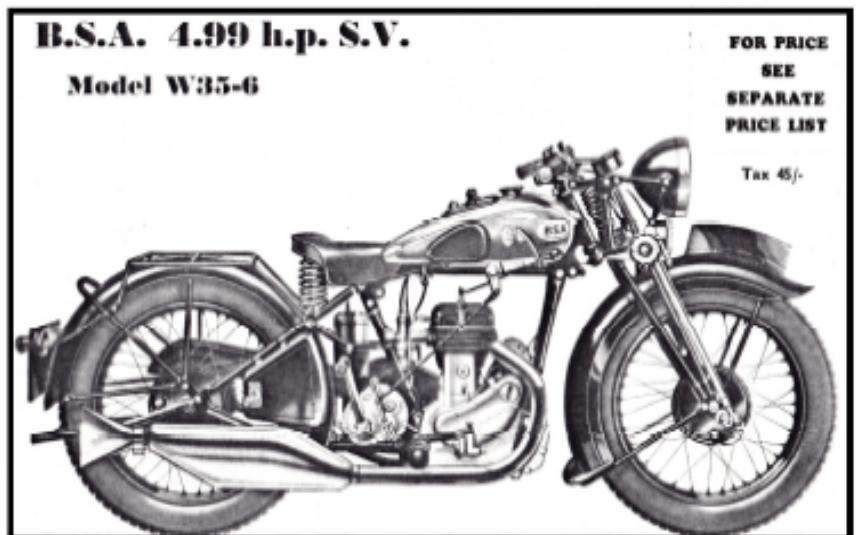
The next problem was what to do with it and how to get it back to Johannesburg. I used to fly in and out and was very constricted as to what I could take on the plane. FedEx was not even available in those days.

So over the next few months I would take a piece home every couple of weeks on the plane, which in those days was a DC3, the old WW2 Gooney Bird. But we got it back.....eventually. Then the rebuild started and that is a story in its self.

The bike should have looked like the sales brochure here; but it didn't and it took about 18 months to get it going and rebuilt and what a saga that was but at the end of the day it now looks like the photo below. It has taken me to a number of DJ Rallies and secured a 4th place which ain't bad considering there were in excess of 250 entries in the years I competed.

The sidecar is a later addition (here in Australia and that is another story again) to transport the two boys when they were small and we have done rallies in Africa, WA, NSW, SA, and now Queensland with this family heirloom.

Only one of the boys, now in their 30's ride, in fact the one that doesn't says its not cool for him these days, so the wife now comes with me, (as ballast...oops sorry dear) under protest but it is great fun and a good conversation starter, and we meet the nicest people on our family heirloom, so there.



Hope that you have enjoyed this little trip, for me at least, down memory lane.

Take care

THE OLD FART



## Come Back.

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Come back to Gallipoli,  
Come once to us again.  
Back to the glorious gate of tears,  
Back, thro' the mists of pain  
That dim your eyes for dead ye left.  
Come, lest we call in vain.

Back to the sacred place of sleep,  
Back to the men that lie  
Dreaming of all that yet may be  
Beneath an Eastern sky.  
Back, where the graves of Empire strewn  
Still for their Empire cry.

Come back to Gallipoli,  
The rusting hinges swing  
The sombre gate and hold it there.  
Australia's holiest thing.  
We wait the touch of War's red hand  
Or Peace's snow-white wing.

Fling over us the Starry Cross  
From yonder distant sea,  
Hurl down the Crescent from the hills  
Of Death's Great Liberty,  
And make again the graves ye love  
Your own Gallipoli

—*E. Beaufils Lamb.*

ANZAC DAY, 1916.

*By courtesy of the Sydney Morning Herald.*

# Ladies Lunch

Friday 16th April

12noon

TGI FRIDAY

The Promenade Robina Town Centre

RSVP: 14th April to Jill

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# *EDITORS NOTE*

March is planned to be a short month in the office as late March, I head off toward Melbourne in the Landrover with client meetings along the way. Its always important to reconnect and these poor Victorians need all the re-connecting they can get after the last 12 months.

The plan is to then travel the Victorian high-country with other Queensland friends using a lot of routes from my previous motorbike rides through the area. A more detailed report will follow, but I think it's a pretty good basis for any member that wants to get out on the bike and enjoy beautiful winding roads and fabulous scenery.

One of the highlights will be staying at the Blue Duck Inn near Omeo/ Mt Hotham. It's an off the power grid historic pub in the middle of nowhere at a place called Anglers Rest (permanent population 15), a very popular trout fishing spot. I was there New Year's eve about 3 years ago and after dinner and the remaining pub visitors left, Lana the publican, sat down with a few of the locals (and accommodation guests) and we all helped ourselves in the bar and left a note on the chalkboard of what we had taken so we could fix the bill the next morning.

I thought you might like to see what it looks like, there are so many hidden treasures like this in our own back yard, we just need the time to find them.

<https://www.youtube.com/watch?v=XHz4ywxM21I>

*Ken*



# BMW Motorcycle Driveshaft repair

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**Stephen Shelton. Mob 0472730333**

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# BMW MATTERS

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From Lyn Dyne

## R nine T/5

Exclusive model to mark the 50th Anniversary of the /5 series ( R 75/5 ) and 50 years of BMW Motorrad production in Berlin Spandau

## The 2 models of the R100RS

**1976-1984** The first and second versions are equipped with integrated fairing, produced for the general public. The first series with a 200mm rear drum brake. The front wheel is equipped with ATE calipers and spoke wheels. Both versions are equipped with 2 vacuum carburetors, Bing 94/40 mm / 105-106.

**1978-1984** The second version is in turn equipped with front and rear brake calipers of the brand Brembo. The wheels are alloyed, the ignition is electronic. The air filter housing is square and is located in a black plastic housing. Both are equipped with two shock absorbers on the rear wheel and light metal wheels (snowflakes). The engine block is the classic two-cylinder air-cooled boxer of 980cc, 70 hp at 7250 rpm, weight 210 kg, top speed 200 km/hr. Price in Germany in 1982 11,909 DM. Number produced 33,648

**1985-1992** R100RS Mono was not its official name. It was simply marketed as "R100RS". The addition Mono refers to the single-sided rear suspension that has now been used. External differences from the predecessor were the smaller, new cast aluminium wheels (the same ones also used on the K 100 series and the K 75 series), the rear drum brake, the mono suspension and the smaller side covers under the seat and front fork of the K 75.

The new R 100 series got the frame of the R 80. The engine block is the classic two cylinder adapted to the new regulations to prevent pollution (a drilled R 80). With the exception of new valve seats to allow lead-free driving, had the mono with Nikasilined cylinder walls and a smaller carburetor bore Bing 64/32 mm. The boxer is air-cooled with a displacement of 980 cc and 60 hp at 6500 rpm, weight 229 kg, Maximum speed 185 km/hr. Price in 1992 in Germany 15,700 DM. Produced number 6,081

## Events

**11th April** - Sunday - 9am - 3pm  
*Accredited Motorbike First Aid Training* being held at MECGC Clubrooms, Mudgerabah  
Contact: President bryantsteve55@gmail.com

**23-25th April** - Cane Toad Rally by BMWMCQ taking place at Wolca Reserve, Bania Rd. (5.5km north) of Mount Perry.  
email: canetoadrally@gmail.com

**21-23rd May** - Restore & Ride Rally by Coffs Harbour & District Motorcycle Restorers Club at Sawtell Caravan Park  
Ph Rob 0402 825 924

**23rd May** - Sunday -  
The Distinguished Gentleman's Ride  
Register: <https://www.gentlemansride.com/#2021>

**23-28th May - BMW GS Safari**  
Far north Queensland - 5 days - Townsville - Cairns

**22-28th August - BMW GS Safari Enduro**  
Longreach - Toowoomba - 2500 + km  
Registration open 30th March 2021  
[admin@bmwsafari.com](mailto:admin@bmwsafari.com)  
Ph: 0438 743 347

**4-15th September** - Postie Bike Challenge - Brisbane to Darwin. Outback adventure via Hells Gate - 3,500 + km. Entries open 1st September 2020.  
Ph. 0411 090 891 [www.postiebikechallenge.org](http://www.postiebikechallenge.org)

**10-12th September**  
(Rides commencing on 7th)  
Northern Rivers M/C Rally at Evans Head by Northern Rivers Classic Motorcycle Club Inc.  
[www.nrcmcc.org](http://www.nrcmcc.org)

**15/16th October** - BMW/5 Riders Tribute Gathering  
All /5 owners with all other BMW riders are invited & welcome to be part of this celebration being held at Blayney NSW - Dinners, Award etc.  
(The /5 led to the 90S & GS range & to what is available now).  
Contact: Henning Jorgensen 0457 034 488 - [hj333@gmail.com](mailto:hj333@gmail.com)  
Jason Boyd 0412 858 880 - [president@bmwtcnsw.org.au](mailto:president@bmwtcnsw.org.au)  
RSVP 01/10/2021

Bimmer - proper accepted slang for BMW cars  
Beamer/Beemer - proper accepted slang for BMW motorcycles  
Bitter - another German car, very rare, hand built.  
Bummer - when you get a speeding ticket!

"If life throws you a curve -  
head for the apex and lean in"

# TAMWORTH VIA THE SCENIC ROUTE FROM STEVE BRYANT

I saw a weekend camp advertised in BMWTCNSW newsletters at last months breakfast and decided to head south to Tamworth.

Weather predictions were ordinary but the sky was clear Wednesday morning so I packed up and left. By Lismore I was riding in heavy rain, I had intended to head for Tenterfield first but that direction was obviously worse so I stayed close to the coast. Summerland Way is always good travelling and an easy choice.

Dorrigo was my destination for the night and yes it was raining, but it was like that when I got there. My steak dinner perfect as always (Heritage Hotel)

Next morning was only slightly overcast and cleared throughout the morning. By Armidale it was perfect riding weather.

I travelled to Uralla then Walcha for a ride on the Oxley, pretty much had the road to myself and thoroughly enjoyed it.

Gingers Creek was closed temporarily so I continued down the hill to Long Flat for a beer. The beer is good at Long Flat but I won't stay overnight again.

Friday morning was foggy as I was away early, I so enjoy an early ride and this was so perfect a day I stopped at a rest area for a cuppa. Two sports bikes up the hill shortly afterwards, one went past and the second stopped just short of the kangaroo which bounded across in front of him.



Always expected and always a surprise, we had a laugh about it and he charged off after the mate.

No traffic again this morning and a pleasant ride to Walcha for breakfast and fuel.

On arrival at Piallimore I signed in and paid my fees for the weekend. Bought some raffle tickets in the BMW merchandise generously donated by the new dealership in Tamworth.

Stuart & Kate who hosted the event on their magnificent property next to the Peel River and BMWTCNSW raised \$1600 for Careflight over the weekend and was a credit to all the club members commitment. They worked hard to make it a successful event and I believe next year it will be a rally if COVID permits. This limit of fifty people and some wet weather did not slow the celebrations at all.

A coach was organised to transport us all to the pub for dinner, now that's a cut above. I believe the publican organised that.

Saturday morning was wet, we waited till about 9.00am to leave on organised rides, one dirt and one road only. Both rides shortened due to rain. Back to the property where it fined up for an easy afternoon barbecue and same for dinner. All very well presented and catered by the club

Rohan Bainbridge turned up in the afternoon with his tent and some beer to celebrate his 52nd birthday. Happy Birthday again big fella.

Sunday morning I was up early to head home, overnight had been clear with a full moon, which was still in the sky as the sun rose. Very impressive to me.



I travelled the New England to Tenterfield for second breakfast, a short break then home to family and a big dog on my lap. I won a t-shirt for longest distance travelled and completed 1800Ks over 5 days of good fun





bike and stuff.jpg



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Men's: Sky-Blue with white trim or White with  
Sky-Blue trim

Ladies: White with a pale blue trim



**Contact John Vanzino 0414 988 619**

# Harley Electric Bikes

(Supplied by Ken)

This may get me thrown out of the club and I never thought I would be saying the following but.....

I have started watching the Long Way Up with Charlie Boorman and Ewan McGregor and it has given me food for thought.

Firstly, I could never imagine Harley Davidson building anything other than their typical highway cruising bad boy image bikes, but they have.

Its early days, but the 2 bikes that McGregor and Boorman are riding are virtually prototypes and they were riding in some of the most difficult to service areas of South America.

Secondly they are trailing electric bikes in a non-built up area. Yes, they have range issues and if really cold, serious range issues, but with time this will get better. They are also driving in 2 electric large Utes (Rivian) that 2 weeks before they had to be shipped to Chile, were still just the outside shell and had never been fully built for actual road registration before, the trucks have road registerable vin numbers One and two, so very brave of those manufacturers to see the likely failures on TV.

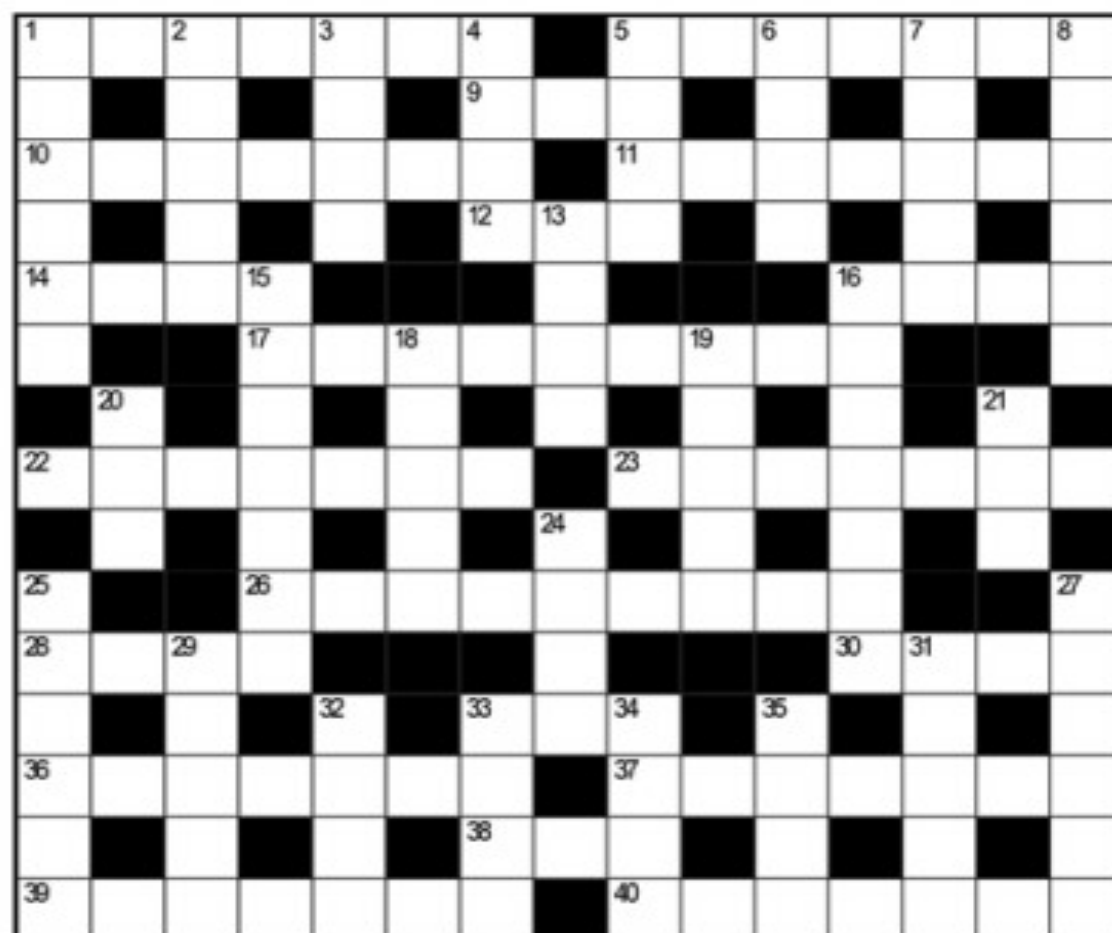
No doubt in time, the batteries will be better and charging will be more distributed, but the technology is in its infancy and can only get better.

The comments by Boorman and McGregor that with no engine vibration they felt more connected to the road and the benefit that they could talk to each other with needing to talk over the engine were benefits I would never have considered.

Before you burn me at the stake, I am not for a moment considering a Harley, but rather thinking how good the bike would be if BMW did it. Time will tell



# ANZAC DAY CROSSWORD



© Denise Sutherland

## Across

1. Temporary camp (7)
5. RAAF personnel (7)
9. Where the Battle of Britain took place (3)
10. Conflict where ANZAC battalions fought (7)
11. Self-propelled weapon (7)
12. Spy (3)
14. "\_\_\_ we forget" (4)
16. Bench (4)
17. Main base at Gallipoli (5,4)
22. Activity done in 33 Down (7)
23. Valour (7)
26. Australian Army Badge (6,3)
28. Tucks into (4)
30. Small pest (4)
33. Missing in action, abbr (3)
36. Worry (7)
37. Old warhorse (7)
38. Travel on snow (3)
39. Remembrance flowers (7)
40. ANZAC soldiers (7)

## Down

1. Chamfers (6)
2. Spectacles (5)
3. Bone (4)
4. Pitch tents (4)
5. Land fighting force (4)
6. Peril (4)
7. Hold aloft (5)
8. Laid in ANZAC Day ceremony (6)
13. Sprint (4)
15. Armoured vehicle crew (7)
16. Working in the military (7)
18. Sectors (5)
19. Iris root powder (5)
20. Prisoner of war, abbr (3)
21. Outfit with weapons (3)
24. Opposed to (4)
25. Strike tents (6)
27. Expiates (6)
29. ANZAC Day gambling game (3-2)
31. Member of AAMWS (5)
32. New Zealand soldier (4)
33. Armed forces' social and meal venue (4)
34. Ardent (4)
35. Male deer (4)

**NEW MEMBERSHIP APPLICATION FORM**

BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC  
 8 Sequoia Close, Elanora, QLD 4221  
 Secretary: John Vanzino  
 Mobile: 0414 988 619  
 Email: secretary@bmwmocgc.org.au



BMW Motorcycle  
 Owners Club  
 (Gold Coast) Inc.

**APPLICANT INFORMATION**

First Name:	Surname:	Class of Membership (see below):
Family member's first name:	Family member's surname:	Relationship to member:
Current Address:		
City:	State:	Post Code:
BH:	AH:	Mobile:
Email:	Motorcycle Type:	Occupation (optional)

I would like my name and contact number to appear on the Membership Grapevine List: YES / NO

**EMERGENCY CONTACT**

Name:	Phone:
Name:	Phone:

**SIGNATURES**

I hereby agree to abide by the terms of the constitution of the BMW Motorcycle Owner's Club (Gold Coast) Inc.

Signature of applicant:	Date:
Signature of family member (if joint membership):	Date:

## NEW MEMBERSHIP APPLICATION FORM

BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC  
8 Sequoia Close, Elanora QLD 4221  
Secretary: John Vanzino  
Mobile: 0414 988 619  
Email: secretary@bmwmocgc.org.au



BMW Motorcycle  
Owners Club  
(Gold Coast) Inc.



## CLASSES OF MEMBERSHIP

### Ordinary Member:

This class of membership is available to an applicant who is an owner of a BMW Motorcycle. They enjoy all the benefits of the Association and are eligible to vote on any matter and are eligible for election to the Management Committee.

### Associate Member:

This class of membership is available to an applicant who is not an owner of a BMW Motorcycle. They enjoy all the benefits of the Association but are not eligible to vote on any matter and are not eligible for election to the Management Committee.

### Family Member:

This class of membership is available to bone fide immediate family members of an ordinary or associate member. Such members enjoy the benefits of the Association but are not eligible to vote on any matter and are not eligible for election to the Management Committee. Only one family member is permitted for each ordinary or associate member.

## DISCLAIMER

The BMW Motorcycle Owners Club (Gold Coast) Inc. is a social club of individuals voluntarily participating in social rides and social activities of their own free accord, and carries no liability or responsibility for the individual actions of any member of the club. By joining the club each member acknowledges that: motorcycle related activities are dangerous and that accidents causing death, bodily injury, disability and property damage can and do, happen; that they have adequate motorcycle insurance cover as required by law; and that they are entirely responsible for their own actions and behaviour whilst riding a motorcycle within the club.

## NOTE

The BMWOC(GC) Inc. carries Public liability Insurance in the amount of \$20M.

## FEEES

\$50 Joining fee, \$40 Annual Renewal  
BMW Motorcycle Owners Club (Gold Coast) Inc.  
Suncorp Bank: BSB 484799 ACC 000294631 REF: Please use your name

## COMMITTEE USE ONLY

Proposed By:

Signature:

Date:

Seconded By:

Signature:

Date:

Membership No.

Notes:

# JOKES & CONTACT



The views expressed herein are those of the writer or contributors and not necessarily reflect on official Club policy. Contributions should be addressed to the secretary at the email shown on this page. All other correspondence should be addressed to:

**The Secretary**

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Elanora, QLD 4221**

**Member of the International Council of BMW Clubs**

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For more information about our club:

[\*\*BMW Motorcycle Owners Club  
\(Gold Coast\) INC\*\*](#)