

THE BEEMER

August & September 2022



Photo Courtesy of Ken's Norway Ride



**BMW Clubs
Australia**



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

MEMBER OF THE BMW CLUBS INTERNATIONAL COUNCIL

<https://www.bmwmcgc.org.au/>



**BMW
MOTORRAD**

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





**BMWMCOCGC Christmas
Party**

Save the Date!

Saturday 19th to Monday 21st November

Riding to Clarence River B&B Staying

Staying Saturday & Sunday Nights

Visit : Clarence River B&B

OFFICE BEARERS



President
Steve Bryant



Vice President
Lyn Dyne



Secretary
John Vanzino



Treasurer
Gordon



Editor
Ken Madsen



Event Co-Ord
Adrian Headon



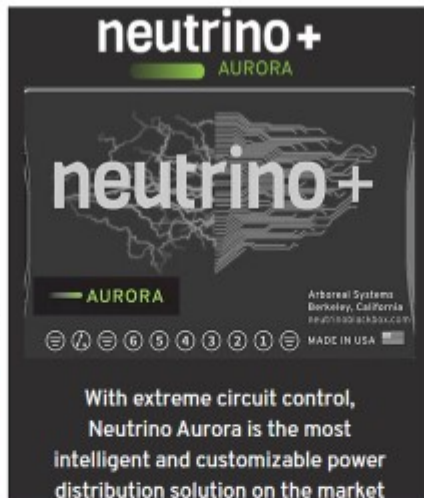
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Life Members
Fred Davies



Life Members
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Club Calendar

2022

- 4 Sept** 8.00am **Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 18 Sept** 8.30am **Ride to be advised**
- 24 Jun** 12noon **Ladies Who Lunch**
- 2 Oct** 8.00am **Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 16 Oct** 8.30am **Ride to be advised**
- 6 Nov** 8.00am **Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 19-21 Nov** **Christmas Party - More details to follow**

The club normally has two organised rides each month: on the first and 3rd Sundays. The rides on the 3rd 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**



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moto*

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PRESIDENT'S REPORT

August & September 2022

Last Sunday saw us gather at the German Club at Carrara for our annual Presidents Lunch & AGM. All committee members fought hard and managed to retain their positions for another year. Any committee member who would like to update their photo in the newsletter and website, please contact Carla as I have done.

I look forward to receiving the minutes to use for next years meeting, as the main attraction is listening to me read the previous years.

We had an enjoyable afternoon in good spirits. The room set up for us was excellent, same for the food and all at reasonable cost. Thanks to all who attended, your company was appreciated and enjoyed very much.

Our social nights will recommence in August and Adrian will post details soon.

The club Christmas party this year will involve a weekend away with road and dirt routes to be advised. The Clarence River B&B destination was a popular suggestion by Adrian who is organising for 19/11 to 21/11/22. Book early for this one so you don't miss out.

Financial reporting due by our Treasurer soon. Info should have arrived at the Secretary's address by now.

Thanks all

Steve Bryant #318





KEN'S NORWAY ADVENTURES

Well after 3+ years in the planning (well that's not true, it only took a few hours) but the Chinese bat flu delayed the rest, I have completed my initial ride of parts of Norway. The plan had been to visit family in Denmark, then hire a GS 1250 adventure and ride some of the roads of Norway.

I used my favourite research assistant, Google, and found a BMW bike hire firm in Hamburg, I couldn't find one in Norway, although I am sure there are some, as nearly 80% of the bikes I have seen up there touring are 1200/1250GS, the rest are other brand adventure bikes with a smattering of Harleys.

Rent-a-Boxer in Hamburg took my deposit 3 years ago and then the Chinese bat flu came along, amazingly they continued to honour the deposit when it finally came time to pick up the bike. The reason for Hamburg was that it was close to where I was staying in Denmark, it was then a quick trip up the auto-bahn at 160-170kmh, then 130kmh through most of the Danish motorways to reach the top of Jutland, that's the landmass that looks a bit like a face with a big nose.

As you know, one of the joys of riding a motorbike is the intimate connection with the environment you are driving through, both temperature and also odour, there is nothing more enjoyable than the smell of fresh cut grass or a damp forest. I didn't think anything could compete with sun-ripened kangaroo roadkill, but I was wrong. On the transit ride through Denmark I rode along the motorway at 130kmh, but that wasn't fast enough to get through the odour fog of a farmer spraying liquid manure from pigs and cattle onto his fields. At least with a kangaroo you are through the fog in a few seconds, a farm field could stretch for 100's of metres.

A ferry ride over to Kristiansand had me in Norway late that night, even at 12:30 in the morning, google found me a hotel that was convenient and reasonably priced (this is a relative term that I will explain later).

Having ridden Tasmania and parts of NZ, I was just expecting more of the same, but on a grander scale, well I totally underestimated the scale.

The mountains and forests come down very close to the winding roads that cling to the side of the rocks and cliffs, there is always a stream, lake or fjord on the other side and every corner is another stunning scene laid out before you and that's even in the "boring" non picturesque areas

Where the primary aim had been to enjoy the winding roads, all of a sudden the bike ride was just the vehicle by which I got into spectacular areas, sorry I know this is for a motorbike magazine and hope it doesn't sound too National geographic, but the scenery has blown my mind.

It's even that bad that I decided to park the bike up for a day and spend another night in Skinnarbu which is on the Hardanger National Park plateau. I have booked a doctor's appointment for a check-up as I even did a 2.9km walk to see some sights, I hope whatever I have contracted is reversible.



To say I had a solid plan of the route at the start would be a lie, I knew a few of the places I wanted to see, including Trollstigen and the original Vermork power station in the movie "Heroes of Telemark", I also knew I did not just want to do the lap up to Northkap and back down. I wanted to stay in the mountainous areas in the bottom 1/3rd of Norway and that worked really well.

Every morning I would look at the motorcycle preferred routes map of the general area I wanted to visit and then do as many of the highlighted routes as possible. I did not book a hotel room more than 30 minutes before arrival in an area and decided on the location based purely on "the vibe" and how I was feeling energy wise.



This "strategy" had me stay in places that I never knew existed and I would not have ever planned to be there, it's almost like the bike knew which way to take me. The advantage with riding a motorbike is that you get off the major routes and end up in towns/villages where the people go about the daily lives without big city hustle.



The ride into the Vermork power station area had me travelling roads that were not on the highlighted preferred routes, it didn't rate a mention, but I must say that have been some of the most beautiful sweeping roads that go on for ever, the switchbacks out of the valley floors really focus the mind and that's just a regional road of no particular importance.

Leaving that area and following one of the preferred bike routes, I went past a sign leading off to what I slowly translated to mean "worlds best lookout" well that's a big claim that needed to be checked. Interesting back story, the lookout is at the top of a mountain, no real surprise there, but to get to it you could either walk up (not for this little duck) or take a cable trolley that ran up through a tunnel, well the price seemed a bit steep, but by this stage I was pretty softened up by costs and I paid the \$75 for a return ticket. Well in hindsight, it was good value, the cable trolley went up a 33-degree slope for 1000m. The tunnel was funded by NATO and built by the American Army Engineers, I never saw what installation they had up there behind a couple more small hills, but they certainly knew which piece of real estate to develop. The public lookout overlooks 1/6th of Norway's landmass and on a clear day you can see 172km, apparently, I should have been able to see Oslo, but it was just a blur on the horizon.



One place that was recommended was Geiringer, this is often photographed with a cruise liner sitting in the middle of the fjord. Well, the recommendation was worth it and the second bit of advice was to stay above the village and look down at the view, of course I stayed at the old lodgings Utsikt (the view, in Norwegian), difficult to do justice to the view, it was beyond fantastic.

On most of my ride I had perfect blue skies, done a few days either side and the weather and experience would have been different, I even did the Trollstigen in blue sky and when I mentioned that to Norwegians, many were amazed as it is not that common for it not to be in the clouds and few have seen it on a clear day.

The majesty of the mountains meant that when I did the great looking bridges that are seen as part of the Atlantic Highway, I felt a little underwhelmed. In fairness, I should have done them first (if that was possible) and then got into the mountains and Fjords.



I have had my second coffee now, so I can get back to motor-bike issues rather than wax lyrically and sound like a paid advertisement for the Norwegian travel industry.

The sweeping bridge seen in all the tourist promotions (Atlantic Highway) is just that, a nice sweeping bridge over an amazing sea environment, but I think I am more a mountains type of person.

Being interested in construction, I was more impressed with the long (5900m) tunnel under the Fjord leading into Kristiansund, that had 10

degree declines and inclines that you really felt going down and up.

Over here they love doing sweeping bridges, will need to talk with my builder mates to see if having a curve in the roadway makes it stronger. Of course in Australia, a bend in a bridge would cause all sorts of traffic accidents as we are used to straight bridges.

Doing the Atlantic Highway meant I had to move into the area and there are a heap of great bike attracting roads in the area, so no downside, probably just a case of the road being over hyped.



My two favourite Apps were Google maps which I compared with the bike routes in the paper maps, plugging in the destination also then meant I was told the speed limits. This was a great help as I could never work out how the traffic knew to increase speed after a previous slower speed sign. It was almost like an unwritten law that after so long without another sign, the speed went up to 80kmh. The other app was booking.com, it found accommodation near me every time and from that I secured a room in some fabulous spots. The price for accommodation seemed to average around \$225/room (mostly with continental breakfast), the more scenic the location the dearer the room would be if newer, or smaller if old, some rooms were that small I would have to go into the hallway just to change my mind. I did also pay up to \$450/night because I liked the location etc.



From the high uptake in electrically powered cars and machinery in northern Europe, I fear that battery operated bikes will become a big player in the near future. Norway is as close to fully renewable energy as I believe exists and they are very advanced in moving away from oil/gas, even though they are a huge exporter of the same and happily bank the money.

I was blown away to see many of the ferries crossing the fjords were battery powered with high charging pads at each port ready to clamp on. As an example in one crossing point, they could pump in enough electricity in 6 minutes to top up the batteries for an 18 minute crossing, my industrial clients are very interested to see how this plays out in our various sectors as the trend is now almost unstoppable. They also have the same unexplained question of where/what is going to provide the power for all the electricity that is going to be need in the future.



Norway is often said to be expensive, and it is for some things, but in many cases its not that much more than you pay in other parts of Scandinavia. Fuel worked out at around \$4/litre whereas Denmark was around \$3/litre

I only ate in cafés or the lodgings and did not go grocery shopping which would have been more economical, a small hamburger, chips and 500ml coke was \$28.50 but I would have paid anything to get something warm on that cold wet day. Glass of red house wine \$16.50/glass a beer \$10-12

The motorbike hire from Rent a Boxer in Hamburg for 16 days was \$2600.

Ride stats

4161km

Fuel 241 litres

58.6 hours saddle time

5839 gear changes

Coldest 5 degrees, warmest 31, average 17- 22 degrees.

Value for money based on what I experienced....EXCELLENT!!!!



CORNER MARKING

MANY RIDES WILL UTILISE CORNER MARKING.

- The Ride Leader will indicate, by pointing, a safe location where he/she would like the rider directly behind him/her to mark a corner.
- The corner marker should stop in a safe place that is visible to following riders, indicate with the turn signal to following riders the route and remain in position until Tail End Charlie indicates to re-join the ride. Re-join the ride safely.
- If there are inexperienced riders the corner marker may need to wait for a while but remember other riders' enjoyment is dependent on your effort.
- Corner marking is utilised to allow a ride to progress in an orderly and systematic way regardless of factors that could cause a disrupted ride.
- Some of these factors include the following.
- A wide range of rider experience that would cause frustration to more experienced riders by frequently stopping to allow slower riders to catch up.
- Traffic conditions, e.g. frequent traffic lights, or congestion, that cause the ride to break up into groups that lose touch with one another.
- Some riders who just want to "amble" along having a leisurely ride while others go ahead.
- More often than not, especially on mid-week rides, the ride leader will decide that ride members have similar experience and ability and so corner marking can be dispensed with. This means that the ride leader needs to be able to see following riders in his/her mirrors and may prevent the ride breaking up by introducing occasional stops.

THE RIDE GUIDE

Our branch rides are all about the journey and sharing experiences and fellowship with branch riders and visitors. We should be aware of the varying experience of riders on the day and make allowances for that. In appreciation of the range of bikes and the range of rider experience we ask that each rider to do the following.

- Arrive with a full tank of fuel and an empty bladder.
- Complete the Ride Register, it is for your own safety
- Listen to the briefing by the Ride Leader.
- Know who Tail End Charlie is and what bike they are riding.
- Keep a safe distance at all times - the 3 second rule is a good guide.
- Ride responsibly, obey road rules and ride at the pace that matches your own ability and skill level.
- Do not pass the Ride Leader unless the ride leader has indicated that this is acceptable. If you do pass without approval you are on your own.
- Overtake only in a different lane.
- if you leave the ride notify the Tail End Charlie and/or The Ride Leader (preferably both); and

If a visitor or new member make sure that the Ride Leader and Tail End Charlie are aware of the bike you are riding and your riding experience and ability.

Ladies Who Lunch

Friday 30th September

ARI Thai

The Kitchens, Robina

12noon

RSVP 25th September 2022

Jill 0412 761 443/

jilliantapp@gmail.com



Club Merchandise



Club Polo Shirts (Blue with white trim)\$
35.00

Club Caps (Black, White or Styled).....\$ 34.00

Lightweight Summer Polo Shirts.....\$ 35.00

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

EDITORS NOTE

Unfortunately the August edition was unable to go out as Carla, who really does all my work, was handling the ill health of her father and also husband (both on the mend and behaving themselves) at the same time as I was away enjoying myself. To make up for it, we have rolled the 2 into one larger edition.

Pretending that I actually edit the magazine when 16000km away was always a little bit of a stretch of the imagination. Carla receives all the input from others and puts it together, I just get to throw my "two bobs worth in" and take the glory.



During July in Denmark there was not much motorbike action, it was all about the Tour de France and the possibility that a Danish rider is the winner. The Tour started in Copenhagen and a few of the towns I have been through still show the chalk marks on the roads (dare I call it vandalism) of the various encouragement signs.

I must confess that I have never really understood what fun they get riding up hills that we would need to down shift for, but each to their own. Of course with the appropriate beverage, I have also been found sitting in front of the Tv willing Jonas Vingegaard on.

Of course it wasn't all leisure whilst in Denmark, I also maintained an interest in motorbikes and had an opportunity to visit a motor museum in Egskov, there were very few BMW, but I did recognise the one in the last photo.

At the time of initially writing this, I still had a few days left in Denmark to sight see in between visits to a roof upgrade on an industrial building, very interesting to see the progress, unfortunately I wont get to see the installation of 300mm thick insulation. They laugh at my claim that R2.5 batts is insulation in Australia.

As always, safe riding and keep the shiny side up.



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BMW MATTERS

From Lyn Dyne

BMW Motorrad - Winter Service Offer

Spend up to \$400 & receive \$100 voucher for clothing or accessories.

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Offer valid 01-07-22 to 31-08-22

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Only applies to BMW Motorcycle serviced during the Promotion Period. (1 voucher per motorcycle).

Can be used on genuine BMW Motorrad accessories and/or Gear / Garment.

Must be redeemed within 5 days after service date.

Offer applies only at participating BMW Motorrad Dealers.

History of BMW - Welt Documentary

https://www.youtube.com/watch?v=yROGg3_vHBc

Club Name Badges

Available to all financial members. See the 'Vice' as they will be available for collection at each Club Breakfast Meeting held at the *View Cafe* Hinze Dam on the 1st Sunday of each month from 8 am.

EVENTS:

7/8th August - Border Run @ SA/WA Border * (and the Pudding)

13/14 August - Off Centre Rally at Adels Grove Nth Qld. See Facebook page - 2020 OCR (rebooted for 2022)

27th August - Espresso Twenty5 - Caffeine, Banter & Bike's @ 1 Boatworks Drive, Coomera - 7am-11am.

3-13th September - Postie Bike Challenge, Brisbane - Alice Springs - 3,500 k www.postiebikechallenge.org

4-10 September - (International) BMW Motorrad GS Trophy 2022 Southeast Europe - in Albania

BCCM (BMW Club & Community Management) Live Webcast 8pm

26th August "

30th September "

<https://www.bmwclubsaustralia.org.au/event-4612406#:~:text=Click%20the%20lin>

16-18th September - Far Cairn Rally at Tottenham Race Course by the *BMW Touring Club of New South Wales*

7/8th October - 41st Kosciuszko Rally, Geehi Hut Kosciuszko National Park by *BMW/MCC ACT*

23/24th October - Gold Coast Bike Show at Mudgeeraba Showgrounds 7am - 3pm - everything on wheels: cars, bikes & trucks. 0439 170 882 / 0498 054 140 info@goldcoastcarshow.com.au

(Postponed from August because of the continued saturated condition of the Showground)

2023 - 1st - 7th July

100 Years Celebration - BMW Motorrad Days, Berlin Germany. Expression of interest required - Steve Treloar (BMWTCNSW) 0439 739 876

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1 x BMW R Pannier R

1 x BMW R Pannier L

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1 x Krauser Topbox 50 cm x 38 cm

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1 x BMW Motorrad AirFlow 2 Pants (62)

1 x BMW Top Box Inner Bag (K1100LT)

1 x BMW Leather Belt XXL

1 x BMW Rainsuit (full length) Medium

1 x 2 piece leather jacket & pants (53) -

(German Leather)

[BMW Repair Manual K-Models - K75 & K100 -

BMW Motorrad GmbH + Co Service Dept. 63 pages]

Haynes Manual - BMW K100 & 75 2-valve Models

Camping Gear:

2 x Fold-up chairs, S/S Billy, Trangia Cooker, set of 3 S/S saucepans, 3 x Cutlery sets, Woollen Balaclava, Kidney Belt, light sleeping bag.

Enquiries: kenlyn5@bigpond.com

Lyn 0451 199 093 Reasonable offers accepted

*The history of the Pudding goes back to over 40 years ago.

In 1976 two friends, motorcyclists who both lived in WA when one decided to move to SA. At a dinner before their parting, a Big Sister self-saucing pudding was produced for dessert.

By the end of the night the pudding was forgotten. It was decided that they would meet up with each other every year in early August at the newly built pub at the SA/WA border.

In 1977 not only they met but also a number of their friends and the pudding was taken along for dessert.

Ever since then the pudding (encased in various coatings) has been taken from one rally to another across the country and become a tradition.


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Donation to The Sanctuary Women, Children and Pets Refuge also known as "Retreat for Kids Inc."

On Thu, 11 Aug 2022 at 9:57 am, Gordon and Jenny McLister <gmclister@bigpond.com> wrote:

Morning

We have just donated a further \$1,000. It will be in your bank early next week. Please send us a receipt at that point.

Appreciate your work,

Gordon

0410 550 187

----- Original Message -----

From: "Simone Patterson" <simone@sanctuaryrefuge.com.au>

To: gmclister@bigpond.com

Cc: "Holly Winter" <admin@sanctuaryrefuge.com.au>

Sent: Sunday, 15 May, 2022 At 9:28 PM

Subject: Thank you for the donation.

Hello Gordon,

Thank you so much for the donation, happy if you would all like to do a ride to the refuge on your bikes any time.

Tallebudgera is a great place for a ride.

Sorry if I haven't sent you this receipt.

--

Kind regards and gratitude,

Simone Patterson OAM BSW

Founder/Director

The Sanctuary Women, Children and Pets Refuge also known as "Retreat for Kids Inc."

E: simone@sanctuaryrefuge.com.au

P: 0422031199

W: www.sanctuaryrefuge.com.au

M: PO Box 9 Elanora 4221 QLD

Charity Number CH: 2895

Deductible Gift Recipient (DGR)

ABN 1859 8200 318

All donations to CBA

"Retreat for Kids Inc"

BSB: 064 480

Acc: 1047 8994

AGM



NEW MEMBERSHIP APPLICATION FORM

BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC
 PO Box 77 NERANG QLD 4211
 Secretary: John Vanzino
 Mobile: 0414 988 619
 Email: secretary@bmwmogc.org.au

**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
PO Box 77 NERANG QLD 4211
Secretary: John Vanzino
Mobile: 0414 988 619
Email: secretary@bmwmogc.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.

FEES

\$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

**8 Sequoia Close
Elanora, QLD 4221**

Member of the International Council of BMW Clubs

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For more information about our club
Click Here:

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