

THE BEEMER

July 2021



20th June– Ride from Hinze Dam to Darlington Park



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 Motorcycle
Owners Club
(Gold Coast) Inc.



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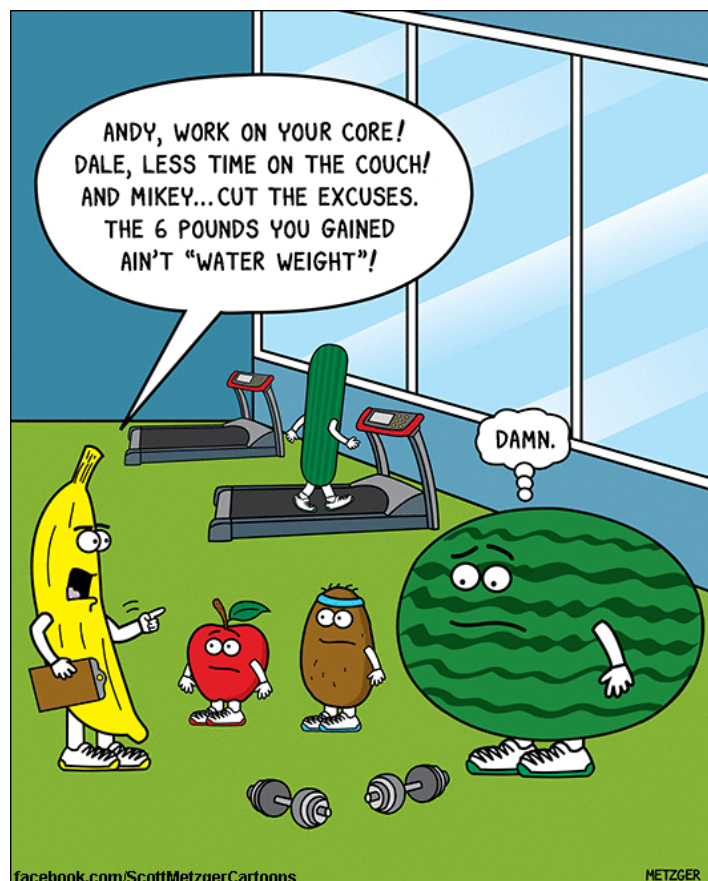
Life Members

Fred Davies



Life Members

Lyn Dyne



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



BMWMOCGC

President's Lunch and AGM

You are invited

Join us for a great social event. Including a sumptuous lunch, and wine tasting held in an elegant ballroom setting.

This is your opportunity to choose your committee for the year to come.

**Venue: O'Reilly's Vineyard
852 Lamington National Park Road, Canungra**

Date: Sunday 18th July

Time: 11:30am



Club Calendar

2021

- 4 Jul** **8.30am Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 18 Jul** **11.30am—AGM-** Canugra O'Reilly Vineyard
- 1 Aug** **8.30am Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 15 Aug** **Sunday Ride time and direction still to be determined**
- 5 Sept** **8.30am Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 19 Sept** **Sunday Ride time and direction still to be determined**
- 3 Oct** **8.30am Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 17 Oct** **Sunday Ride time and direction still to be determined**

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**



Some of us bought new gear on the way to Condobolin through necessity. It was cold and wet and the old winter gear maybe not as protective as it once was.

I was overdue for a new helmet and Elle from Team Moto Nerang chased one down for me in my size and a colour I like.

Thanks for the effort and a discount for being a club member much appreciated and always a pleasure to call in and browse

Thanks Elle

And thanks to one of our club sponsors

Team Moto Nerang

Steve Bryant #318



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.

PRESIDENT'S REPORT

July 2021

The Condobolin National Motorrad Rally was a success for our little club in that we had a dozen members attend. As a result we were offered the opportunity to host the rally in 2022. We have accepted and are in first stages of the planning process. More on this soon.

Our AGM is on the 18th of July at O'Reillys vineyard from 11.30am. Nomination forms have been sent out and I shall bring some hard copies to the next Hinze Dam breakfast. Financial members may nominate any club member for a committee position so please step up if you can and assist in the running of your club.

Membership renewals are due at the end of the month, that is 1/7/21. Renewals are still \$40 (new members \$50) and as we did not collect any fees last year due to COVID spoiling our activities please be prompt. Direct deposits to the club account should be tagged with your name. Our member database needs updating so please everyone fill in your details on a new member form and mark it renewal.

Team Moto Nerang have agreed to sponsor BMWMOCGC in the form of gift vouchers we can raffle, and offer discounts to financial members. John Eacott shall explain further as he negotiated on our behalf.

We still have to contact previous sponsors, as none were invoiced last year due also to COVID shutting down many activities and affecting business in many ways.

Our web page is overdue for an update so we will need to attend to this and need an IT savvy volunteer to look after it. Please speak to me if you are that person.

Thanks to all committee members for your time and effort over the last six months. Also thanks to all club members for your patience as we find our feet.

Steve Bryant #318



Ken's Tales of Condobolin

From the small kernel of a question by President Steve some months ago, I did say I could attend the National BMW Rally in Condobolin with him, Erik and Nick. Its pleasing to say that this gained momentum and all up 12 members rode down. Only Adrian & Cherie had an intimate knowledge of the area, having lived in Hay, which in country terms, "is just up the road".

Fortunately Grayden was on the ride and took notice of things like weather etc., me, I was just googling "best coffee shop near me" Grayden determined that our original plan of going via Armidale may encounter snow and black ice. Our group of John & July, Adrian & Cherie, Lyn, Jill & Grayden and myself ventured further west and overnighted at Moree on the Wednesday. Thursday brought us a maximum of 5degrees and rain for most of the day. Our overnight was Dubbo, but I split from the registration group and found a motorbike shop that sold extra warm gloves as mine were soaked and only warm to a point.

Friday morning had us walking to a great coffee shop, Pressed, thankyou Mr. Google!

Our group returned to the bike shop to see if they had gloves in their sizes before venturing off to the highlights of Condobolin, but not before visiting the world renowned, Parkes Radio Telescope.

I had been there before, but had never seen the dish move, this time it did and boy can it get some speed up

Without the Rally, I am not sure I would have got to Condobolin anytime soon. Of course when the GC group get together, we can make a lot of fun happen and it did. We caught up with Steve, Nick and Erik at the Rally registration and continued the serious discussions and problem solving well into the night.

Erik and Nick had gone through Armidale and being a true Viking, Erik wanted to ride in snow and black ice, something he had never needed to do before when living in Denmark, Nick just assumed that Erik knew what he was doing.....big mistake assuming.

To reinforce the troops, Rohan rode in from near Tamworth and it was good to catch up.

The next morning we planned to ride to Lake Cargelligo, Adrian & Cherie had never seen it full, but recent rains had put and the area and lake into perfect form.



Erik unfortunately was suffering the affects of a dodgy ham & cheese toasty the day before and stayed confined to the bathroom (well actually just the toilet) for the entire day.

From memory, there were about 78 riders registered, there would have been more but Victoria was in the bad books again and not allowed in. That the Gold Coast Club of 100 members could have 12%, gave the national committee the impetus to ask Steve if we would host next years Rally. More about that in another article or time.

Sunday had us looking to head home, work had gotten a bit demanding so I wanted to reduce the transit time if possible. Sunday night had me back in Moree, the group I was riding with did a short day to Dubbo. Erik had split from them and continued on to Moree and we met up for dinner at the services club, glad to report that he was looking a bit better.

Monday, Erik & I took a shortcut that I had seen. It took us toward Texas via Getta Getta Road and North Star Road, this route was going into the memory banks for a future club ride until we encountered about 35km of gravel and some clay. Erik was up for it, so on we went. Texas for a coffee and then the Limevale - Greenup road. I am still to find out which politician or Mayor lives on that road as it is the best country road I have ridden on for a very long time. After that, the ride back to Warwick and splitting at Boonah had Erik and I going our separate ways home. All up just over 2200km for me over 5 days that will be remembered for a very long time.





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17th October 2021

**30th Anniversary Lunch at
the German Club**





Ride to BMW National Rally Condobolin

From Erik

I met up with Nic Mercieca at his home in Kingscliff on Thursday morning 10th June at 7.00 AM. At 7.11 AM we were on our way in chilly (4°C.) but sunny weather. I had chosen what I believed was the most direct route to Condobolin. I did hear in the News about the polar blast that was going to hit Northern NSW, but hey, it couldn't be that bad, we live in Australia; one of the hottest places on earth.

Our first coffee stop was at Kyogle; we sat outside and enjoyed the sun in balmy 12°C. Towards Casino the temperature rose to 15°C in places, perfect riding weather. Further on to Drake, fuel stop in Tenterfield; still sunny and 14°C.

Towards Glenn Innes a few clouds started to appear, and when we stopped for a late lunch in Glenn Innes the first light rain started. After lunch the temperature had dropped to 7°C. We decided to put our wet weather gear on, and I also put on my balaclava that my dear Robyn bought for me four years ago for a ride to Jindabyne, but it never got used. That turned out to be a good idea.

Towards Guyra the rain got heavier and the temperature dropped to 5°C. South of Armidale towards Uralla was the first time I have ever seen the ice warning sign appear on the dashboard of my 1200GSA. The temperature had dropped below 2.5°C. Not long after the sky turned dark and the snow started to come down in thick flakes that made it very difficult to see anything. My dashboard was flashing the ice warning sign and the temperature flickered between 0.5° to -0.5°C. The windshields on both bikes were covered in a thick layer of ice. I had the heated grips on full bore, but I could still not keep my hands warm. (Should have invested in winter gloves, I suppose). My feet were dry, but ice cold. We were riding at 40-50 km hour and I could feel the bike slipping every time I hit a bit of black ice. We travelled like this for almost 80kms. These were the scariest conditions I have ever ridden in on a bike. We were in the middle of nowhere; we couldn't just stop on the side of the road, and do what? So we pushed on. It was not until we reached Moonbi and started the downhill run into Tamworth that the weather conditions got better; meaning the temperature rose to 6°C and rain. But it was a big relief from the icy conditions, and we were very happy when we arrived at our motel in Tamworth. Fist in the air, we made it! We learned from our next door neighbour at the motel that the road from Glenn Innes to Tamworth had actually been closed later that afternoon.





Our Friday ride from Tamworth to Condobolin was an easy pleasant ride with only a few rain drops in Tamworth in the morning. The temperature stayed between 14-15°C most of the ride.

Unfortunately, I fell ill with food poisoning early Saturday morning and had the 'runs' up until early Sunday morning. So I missed much of the camaraderie I had so much been looking forward to. I want to thank all the members of the Gold Coast club for their concern and well wishes, but especially Julie Vassallo for looking after me all Saturday keeping me well stocked with water, electrolytes, gastro stop, tissues etc. As well as my good Mate and riding buddy Nic who made sure I was equipped with toilet paper and food in case I felt like eating anything.

I started my ride home Sunday mid-morning, together with other riders from our club, to Narromine. In Narromine I said my goodbyes to Lyn, Adrian & Cherry, John & Julie and Greyden & Jill. They were staying in Dubbo, while I wanted to get to Moree. Feeling better after lunch in Narromine, it was an ok ride to Moree. In Moree I met up with Ken Madsen for dinner, and we rode together the next day to Warwick. Ken led us to Warwick via some very well maintained curvy country roads, and a bit of dirt, of course. Thanks Ken for your good company. I arrived home safely late Monday afternoon.

Erik #308



Perhaps we should have included this in the last newsletter



[winter gear](#) [winter motorcycle riding](#)

How to Stay Warm on Your Motorcycle: 14 Winter Riding Tips

For avid motorcyclists, there is no such thing as an off-season. Some riders take as much pleasure riding in harsh climates as they do on a beautiful day. However, motorcycle riding in cold weather during winter can pose some health and safety risks.

While your main concern should be ensuring your bike is safe to ride in cold or rainy weather, you should also protect your body. Wearing the right clothes and accessories can keep your hands from freezing and help you stay in control of your bike at all times.

Just below we are going to uncover the 14 Best Tips to Staying Warm Riding Your Motorcycle in Cold Weather.

[Windscreen](#)

[Water Resistant Motorcycle Gear](#)

[Windproof Motorcycle Gear](#)

[Warm Riding Suit](#)

[Equip Yourself with Warming Gadgets](#)

[Keep Your Core Warm](#)

[Add a Heated Seat](#)

[Wear Lots of Layers](#)

[Wear Warm Yet Flexible Riding Gloves](#)

[Eat a Full Meal](#)

[Use a Winter Motorcycle Face Mask](#)

[Wear Proper Winter Boots](#)

[Plan & Prepare Ahead of Time](#)

[Know Your Limits](#)



Is this the start of what Future Runs will be like?

Gordon's after Breakfast Meeting Ride

Sunday 6th June 2021

Great turn out!

Yes, when more than 5 bikes we need to have a riders meeting before we go, I need to make sure everyone knows who is TEC.

It is rare I ride alone, Jenny had stitches in her head so I was "home alone".

Jenny always counts the bikes and watches the mirrors. Maybe we should have twigged our Ken had put his wind sock on back to front, got to the road from Hinze Dam realizing he cannot see..... Mmmmm..... so he stops and adjusts. Adrian on their new bike is TEC, waits, one other as well.

I am running corner markers, a tried and proven approach, but alas I hadn't told everyone that TEC was Adrian. Ken now checking his underwear are the right way around, repositioning the package, 5 minutes later..... and so the corner marker carry's on.

I had forgot to charge my helmet and missed Ken & Steve's calls....

One would think we only have 3 bikes now in their own group, but alas not. Suddenly there was just 4 bikes on Mundoolun Road – I won wondering where Garry is and went to meet but got pie shops mixed up and ended up at Yatala. Newbie Kenny has a front row seat on a degree of chaos.

So off we go north of Jimboomba to the Greenbank turn off where Big John needed gas, Ken, David and Adrian caught us, Adrian explained his bike had fallen over, at this stage not knowing it was leaking oil. Cherie, Adrian, like me, should not be left alone unsupervised.

We turn the corner and the guys had all gone. "U" turn #3 took 5 minutes as an Elantra L plater would not pull out into traffic. We go back to the gas station where they were not to be seen.

Off we go and catch up with the group 3, or were they group 4?

The new Group 3 has a delightful ride to Kalbar, meet and greet Groups 1 and 2..... long lost friends reallyate too much.

Ken headed north to Brissie, something got lost in translation and Big John and Adrian went south, David, Mike & I trundled back to the coast.

Really, a great day out, very enjoyable, good humour, totally lacking in the organization department.

The Stragglers addendum (and truth) to the main ride report (Ken's addition)

Yes, I was the start of the navigation problems, the liner in my helmet had moved as we left the dam, I could hardly see, not a good way to do 250km. It was a short stop, but enough time for the rest except David, Adrian and I to be left alone and more confused than normal.

As mentioned in the main report, Adrian was also working under the undue pressure of not having his wing woman to guide him. This had left him discombobulated, so much so when he wanted to check on whether we should go back to see if they had gone another way, he parked his new bike pointing downhill off the crest of a hill and went to talk to us. If Cherie had been there, he is sure she would have caught it, but alas no Cherie, so gravity came into play. Fortunately not much damage.

A number of calls were made to advise where we were and going to, but Murphy was out in force. Gordon didn't have his helmet charged and I was on my original bike that is not setup to connect to my phone anymore, so we pretty much kept missing each other. Finally contact was made and I discovered Gordon had gone further north than I had imagined, easily fixed, off we went north of the Sikh Temple at North Maclean and finally found him at Flagstone Road.

The adventure didn't end there, I mistook the direction by the riders in the service station to continue on, which I did, this left Gordon, our lead rider and the only one who knew where we were going behind us.

I thought we made good time on that section, but did wonder where we were going (and I was in front leading us who knows where). Gordon did eventually catch up and lead us via Allen Creek and the various turf farms to the Beaudesert – Boonah Road, from here it was flawless as we trundled into Kalbar. We were please to see that Steve, Mike and ???? had also made it, obviously they found a 3rd way to get there.

After a week and over 1800km of perfect route direction by the BMW Safari team in FNQ, it was good to be back in the real world of weekend riding and the adventure it brings.

PS, I think the general population need to stay home more, its getting harder to get the good food before the non-riders have eaten it.

Ladies Who Lunch

Friday 23rd July
12noon

La Cha Cha Cabana
The Kitchens Robina Town Centre

RSVP: 21st July to Jill

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EDITORS NOTE

I am convinced that someone is stealing days out of my month, feels like only last week that I was doing last month's report. Anyway, how good is Qld winter for riding, you just feel like going everyday and you can come home without being a sweating mess.

Obviously the National Rally at Condobolin was a big part of the month and certainly fulfilled a good share of my socialising quota. I am going to hold back on any blood test for another few weeks just to let things equalise.

As a Club, we have been entrusted with hosting next year's Rally and its very early days, but the Club will be looking for members with the skills required for something like this, to make themselves known ASAP. President Steve is already on the hunt, but I know some are very good at "hiding their light under a bush-el", 2022 would be a great opportunity for this club to really show what the GC can do.

As an example of previously unidentified skills, I will be booking myself into the John Eacott Facebook 101 lessons on how to get messages seen in groups and I don't think I will be the only attendee.

As I write this at 6pm on June 30, I am very grateful that we are in lockdown, this gives Carla a bit of clear space from the very hectic month it has been, to pull together a larger than usual edition (and please keep the content coming).

Lockdown for an Industrial Real Estate Agency just means some of our client's may go to their beach or country house earlier than usual in the week and leave us a bit more alone, we continue to meet people and inspect property, it's just the volume of calls that drop, hence Carla not having to be in 4 places at once, just 3.

As always stay safe and remember the AGM 18th July 11:30am, make sure you have sent a RSVP.

Ken



2021 GS Safari Townsville to Cairns

You would be right in suspecting that I am a big fan of the BMW Safari's, so feel free to apply your own level of "toning down" to any comments I make.

I normally write just after the ride, but this time, life has gotten busy and I am trying to do justice to the Safari and what we all experienced, whilst in the middle of what is known as "Post Safari Blue's", like man flu, it exists and should not be mocked.

I chose to ride up to the starting point, Townsville over 3 days, the only disappointment on the whole trip was the Goomeri Bakery was not open on the day I travelled past, fortunately that disaster did not set the tone for the rest of the ride.



My first night was at a pub in Monto, I can confirm that there is very little likelihood that I will be leading any future ride that overnights there. The lack of accommodation choice was due to so many other road users taking up the rooms that normally are available to me.

The second night made up for it, Emerald, this town is "going off" so busy from good farming, mining, rail and gas, you name it, its all happening. This was evident when the wine list at the restaurant attached to my motel also included \$920

bottles of Grange. I wasn't even tempted as I get better value for money with extra BMW items, but it does show the depth of the economy in some sectors. The Portuguese spiced lamb rump was also very interesting and tasty, not your usual pub grub.

The roads were all in good condition. I was surprised in the middle of nowhere on a single ribbon road to find a massive sweeping overpass in the making. Talking to the traffic control, it will go over the Adani rail line that is about to start. Later on the Safari I was talking with a couple of other riders who had gone more off road on the way up, they also came over these massive overpasses on dirt tracks, the first time they thought they were seeing mirages.

Initially I had planned to arrive into Townsville on the Sunday in time for tyre changes etc, but when I saw the quality of the resort, I just knew I needed a bit of extra RNR.

The next 5 days of riding are a bit of a blur as its only 348km by road, but they had us doing nearly 1800km, so there were some big loops over the tableland. I have since bought a detailed map of the area and have overlaid the various day routes onto the plan as I am still trying to work out how we came past the same abandoned car that had been mown around by the council on 3 different days from totally different directions and starting points.

We had rain on at least 3 of the days and one of those was not helpful as we travelled Black Mountain Road (road is too noble a claim, its gravel and mud) through Kuranda National Park, the scenery would have been great if I could have seen through the fog inside my visor and the rain drops outside.



Definitely living up to the BMW Motorrad motto “Life’s and Adventure”



30 km GRAVEL ROAD BEGINS 1.3 km AHEAD
PLEASE DRIVE ACCORDING TO PREVAILING
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AND FALLEN TREES
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THE ROAD COULD BECOME IMPASSABLE WITHOUT NOTICE
AT ANY TIME

Maybe I should pay more attention to the trips before booking, but I had no idea I would also be doing the Daintree and Bloomfield Tracks, what a buzz to have completed, but definitely outside my normal comfort zone for parts. On a dryer day I am sure the roads would have been easier for someone like me, for other more dirt bike orientated, they did it twice, me I took the planned routine road route back and marvelled at the various changing landscapes.

The whole trip has just melded into one ongoing memory, I look forward to the BMW video of the ride, in the meantime I have had to contend with a video put out by Motorcycle Adventure Dirtbike TV <https://www.youtube.com/watch?v=TV05qjurLaUAdventure>

which shows many of the highlights and also talks in great detail about the 1250 bike as part of their bike review. Watching this brings back memories of each of the days which has of course bored my kids.

Anyway, only 7 weeks as I write this, until the GS Enduro Safari Longreach to Toowoomba via Birdsville. For some stupid reason and because of various Facebook posts I am even considering trying to ride up Big Red. 6 Nights, but only 2 in accommodation, mid-August, middle of winter in the Qld desert, not my usual accommodation standards, but what the heck....Life's an Adventure.



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BMW MATTERS

From Lyn Dyne

EVENTS

* **18th July - BMWMOCGC** - AGM & President's Lunch at O'Reillys Vineyard, Canungra

15th August - Gold Coast Bike Show with GC Car & Truck Show at Mudgeeraba Showgrounds 7am - 3pm.
<https://facebook.com/goldcoastbikeshow>
Mob: 0439 170 882 / 0498 054 140 - Adults \$25/Pen \$20

22-28th August - BMW GS Safari Enduro
Longreach - Toowoomba - 2500 + km
Registration open 30th March 2021
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

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

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 - hpi333@gmail.com
Jason Boyd 0412 858 880 - president@bmwctnsw.org.au RSVP 01/10/2021

* **17th October - BMWMOCGC** - 30th Anniversary Lunch at the German Club Merrimac

22/24th October - Hummertopf Rally at Tarooki Campsite, Robe, S.A. by the **BMW Owners Club of South Australia**

BMW National Motorrad Rally

An event held every two years, in 2020 was to have taken place at Stanthorpe. Because of the Covid outbreak it was on again off again at Stanthorpe but eventually cancelled.

In April we were informed that the event would be held at Condolobin NSW by the combined clubs - ACT, NSW & SA. At short notice, it was a tribute to the organisers to get the event up and running. A big thank you to all concerned.

I went to lunch one day with Jill and ended up buying a bike, a G310R to attend the event when I learned that she and Greyden had decided to go. I was keen to attend as the last event was held in 2018 at Walle-rawang NSW. Besides, it was a good opportunity to meet up with those from previous meetings. Gradually the number increased to eight in our group.

We were to meet at Canungra on Wednesday the 9th June and no sooner had I mounted the bike at Cur-rumbin at 6.30am it started to rain and kept up for most of that day. The second day from Moree to Dubbo was the worst, with unrelenting heavy rain as well as being extremely cold. It was a relief to get to Coonabarabran for a lunch break. Some suffered from wet clothes and most of us were able to wring out our gloves. I must say that my *BMW Dry Suit* stood up to the test as I remained dry although toes and finger tips were quite numb with the cold.

Of the seven days away, spent six on the road clocking up 2,309 kms. Really enjoyed the bike which had no trouble keeping up with the 700's, 1200's and 1600 - very nimble and comfortable. I had a fortnight to run in the 1,000 kms for its first service but at the same time I was having bathroom renovations done so that made things interesting. Service on the Monday then departed on the Wednesday.

There were twelve of us at the Dinner on the Saturday night including Rohan who had ridden down that day to catch up with us. He now lives at Tamworth and rode back the next day. Some took different routes and times to return home and from the overnight stop at Inverell I travelled with Greyden & Jill until the Murwillumbah turnoff arriving home at 4.30pm on Tuesday the 15th.

It was a very enjoyable and laid-back trip with great company and plenty of laughs.

For some history: BMW Clubs Australia was first constituted in March 1979 with the BMW Club Nationals going back to 1982 held at Merimbula NSW. Initially it was a car event held each year in each State on a rotational basis.

Then in 1992, the BMWCA Nationals had a different flavour to previous gatherings of the BMW Clubs in that, for the first time, some BMW motorcycle clubs were also represented. That year, 3 motorcycle clubs were accepted for membership; these being the ACT BMW Motor Cycle Club, the BMW Owners Club of SA and the BMW Motor Cycle Owners Club (Brisbane) - now Gold Coast.

Two members from each of the ACT and the Brisbane Clubs made the long trip to the Barossa Valley, to swell the numbers of motorcycles already present from the SA Club.

The President, Fred Davies and Vice-President, Phil Bryce of our club took out the "Longest Distance (Motorcycle)" awards for their efforts. They no sooner arrived to register when the following day made the return journey home to Brisbane. Gradually the remaining motorcycle clubs joined and took part in the National Rallies.

Over time the event was changed to every second year and held mainly on the eastern states. The last combined Nationals (cars & motorcycles!) was held at Stanthorpe in 2005.

It was not until 2014 that the motorcycles held their own rally, for that occasion at Lake Cargelligo NSW which was saddened by the loss of one of the NSW members in an altercation with wildlife. In 2016 it was Victorian's turn then in 2018 at Wallerawang NSW. To bring it back into line, the event will be held next year by our Club on the Gold Coast bearing in mind that 2023 will be BMW's 100th Anniversary.

Ken and I first attended the Nationals in 1993 and over time attended eight combined events. In later years we would often take our BMW car and two of our historic bikes.

Thanks everyone. I really appreciated the company, friendship and assistance at this year's event.

For Sale

Bike Trailer, Homemade built by Ken. Tandem, checker-plate construction, spare tyre, two front tyre supports. Parked at Currumbin. \$3,800 ONO
Contact Ian or Katrina
Ph: 55 939091 Mob: 0438 489 939



Tech Tip

(From Ken...who can't log on to Facebook)



I like to subject my kids to the threat of watching videos of my rides. If like me you like to run the gopro etc for longer than just the specific item, you can end up with a lot of video files and sorting these can be difficult when you transfer them to say your desktop computer.

Windows will store the files with the date and time of transfer to the computer and not the creation date, this can make it difficult to then source the relevant files by specific date.

There is an old DOS command that can overcome this. I was trying it the other night and one of my kids who knows technology said “what’s that sh#t” as I typed commands that I got from Professor Google. I am no computer boffin, but can remember that this was the language that our software experts used when I was first getting a computer.

Here’s how to transfer a file and maintain the original creation time and date stamps.

- Step 1. Press Windows key + R.
- Step 2. Input “CMD” and hit enter to open Command prompt. Click OK when Windows User Control pops up.
- Type the following Robocopy commands to copy files while preserving timestamp.

Step 3. Type **Robocopy d:\MyWork\Download h:\Backup /s** (change D: to whatever source you are using, for me its often a thumb drive in G: also change the “mywork etc” to whatever your file name is, in my case its go-pro100\dcim). The H: drive can be changed to whatever drive you want to save the file to. I use external drives to store video to save space on the desktop computer

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Condobolin from Steve's Eyes

After watching the weather reports deteriorating all week I decided to ride my road bike rather than the GS with knobbies fitted. The knobbies slip on wet tar.

What an excellent decision that turned out to be. I packed more warm stuff than I needed.

Thursday morning was clear and cool. I stopped through Numinbah to add a balaclava as the temp read below 1 degree and was cold.

A perfect day for a ride with sunshine to Coffs Harbour via Summerland and Orara Ways.

As I was able to listen to weather reports of snow and ice above 800 metres I tried to travel to Port Macquarie for the run up the Oxley.

Still no good reports saw me head down the highway and stay at Buledelah for the night. I had an hour of rain on the way there which was clearing as I arrived.

Next to the 24 hour servo was a nice looking motel with a licenced restaurant attached. An excellent steak dinner and wine and an early night for me.

Friday morning was also brisk and looked promising, down the boring highway again and Maitland expressway after Hexham Bridge. I battled with the amount of traffic and the pace they swapped lanes.

Safely past all of that nonsense I was able to settle in to a comfortable ride in a south westerly direction.

On my approach to Dubbo under a cloud cover, it became increasingly cold, wet via a fog blanket and busy with roadworks. To top it off trying to stay COVID safe by not touching anything including fuel pumps was a chore. I did manage a self serve pie and coffee to consume at my bike while others commented on my over boots and other items I had donned earlier.

I cannot remember having such cold toes before, maybe an age thing (another one)

After Dubbo the ride seemed to improve immensely, skies cleared roads were a breeze and the traffic disappeared.



A clear run all the way to Condoblin. I was pleasantly surprised to see Jill and Greyden at the van park although they did take a moment to recognise me under all that gear.

My room at the Railway Hotel was excellent and they looked after me well. I would recommend them to anyone.

Friday night was a good meetup and we ate well. Saturday morning coffee was more than I could watch for those who waited on breakfast.

Saturday morning ride to Lake Carjelligo was pleasant although I did a 200 k ride with 250 k of fuel and it concerned me.

So take this gem from me - fill up first.

A dozen of us sat at the RSL dinner table and enjoyed a good chat. Erik was missing due to food poisoning but Peter from Canberra took his seat so don't you worry about that Erik.

The organisers mentioned our small clubs excellent turn up and offered us the opportunity to host the National Rally in 2022 which we happily accepted.

Rohan, Stewart (from Tamworth) and I had similar travel plans for Sunday morning and left before dawn to head home. We made such good time early I decided to head home rather than do the extra day.

An enjoyable rally and I am looking forward to the next event. Thanks again for your company guys and girls, I am looking forward to more stories from this one.

Ps

A teaser photo or two—we'll talk



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Contact John Vanzino 0414 988 619

KYOGLE RIDE

SUNDAY 20th JUNE

Yesterday's ride organised by Ken Madsen was a bottler in perfect winter weather. No one removed jacket liners but it was definitely jackets off when stopped in the sun.

Breakfast at Hinze Dam for 6, smoko at Kyogle (Farmers Plate) coffee and scones, photo stops at Lions Rd and Darlington Park. A real nice ride in good company.

The tall one in the photo is John Smith who prompted the ride midweek.

Children - I told them it was too cold to play in the water. lol 😊 (Front Page for picture)

Steve # 318



REALITY CHECK

A few weeks ago my local V.O.C. Section (Vincent Riders Victoria) held a social lunch at nice pub in the regional town of Daylesford.

It was most enjoyable meeting up with club members but speaking for myself the same can't be said about the ride there and back. It was most unenjoyable, beginning and ending with a long freeway commute.

I have not had my Rapide very long and in true artillery fashion I had been "Gunner" change out the 12 + year old tyres but had prevaricated - I paid for my parsimony on this run slithering and sliding all the way. Also, some years ago I had been spat off a large modern cruiser at speed in wet weather on a freeway and that has left a dent in my psyche. Not to mention totalling the bike.

The weather however was dry on the ride up to the country. The town of Daylesford is located in a very touristy region which sits on a plateau. It is 600 metres above sea level and enjoys a cooler and wetter climate than that of Melbourne, so although it was a dry late autumn ride on the freeway, on ascending the plateau the climate abruptly changed to a proper English Summer i.e. foggy, cold, wet and miserable.

When I arrived at the pub there were a fair sprinkling of bikes but most of the participants had elected to arrive by car. I quite envied these sensible folk and fell to thinking about why I found the ride to and from the lunch so objectionable and about the future of day rides generally.



The following comments are both local and subjective but perhaps will strike a chord with readers.

There is an old Greek myth about two warriors who were invincible. They were victorious in every conflict, however a Prophet told them they would one day meet an enemy they could not defeat. They went in search of this enemy and eventually they found it. The enemy's name was Time.

I regularly read articles about this or that treasured Classic Vehicle, the problem is that I owned some of them when they were new. I have noticed that quite a few of my friends are getting old.

It hasn't yet happened to me of course, although there does seem to be some sort of distortion effect in the bathroom mirror! The cold fact is that as Classic Brit Bike enthusiasts, we are generally an ageing population and we inhabit a rapidly changing world. There are two ways one can migrate, you can move to another place or just stay put and the world will change around you.

Melbourne has a projected future population of eight million people. Riding up the main Freeway North from Melbourne there are numerous signs extolling the virtues of the new suburbs that are soon to be built there. Travelling South reveals the same sort of chaotic, sprawling Growth. Eventually what are now regional towns will be incorporated into this sprawling Megalopolis. It is

my opinion that we should have a defined limit to the city boundaries as is usual in European Cities, with the majority of the population living in higher density areas.

However, we seem to be following the American model of Urban Sprawl with more and more Freeways and Toll roads. Driving on Freeways is boring. Riding a modern bike on Freeways is even more boring and Riding a Fifties Classic Motorcycle on Freeways is Mega boring with a scoop of anxiety thrown in as the machines were never designed for this environment. Quite a few years ago my wife and I visited some friends in Los Angeles. They had a microwave oven with a fan, the fan bearing was collapsed and I sourced one out in a warehouse in the suburb of Compton. At that time this was the Gangsta Rap capital of America and full of homeless people yelling at the traffic. Well, we drove for four solid hours on the L.A. Freeway system to reach the warehouse - and we were still in L.A.! It was not uncommon in that city to find a relatively new car with 400,000 plus miles on it. The point is that an environment like that is not conducive to day trips especially on an old bike and that's where Melbourne is headed, I fear.



I have a friend who lives in a suburb that was once on Melbourne's fringe and very much semi-rural. It has many small attractive roads but those roads now carry a traffic load they were never designed for. Even leaving his dirt road front gate now requires vigilance and lots of throttle seven days a week. Vincents are more capable of holding their own in traffic than most machines of the era. However, I have noticed a phenomenon in other clubs, to wit, that the challenges of modern traffic often impel riders to use a modern bike. This is a self-perpetuating cycle [no pun intended, well perhaps a small one]. So the less club members use their Classic Bikes, the less likely they are to use their Classic Bikes.



Another looming concern is the competence of the driving public. Our age group would give an old vehicle space but most drivers now are considerably younger than us and old motorbikes do not register as part of their cultural world view. Modern cars are so agile and easy to drive that skill levels seem to have declines; drivers are cocooned in their own little bubbles and are subject to distraction from communication and entertainment systems. Add to this the possibly slower reactions on the part of the old bike rider and we have another layer of difficulty. I live 1.5 km from the city centre and often use a classic bike for errands. It's easy as the traffic is usually grid locked and I can park on the footpath. The only threats I have to deal with are suicidal Pedestrians, Gig workers trying to beat deadlines, Cyclists and helmetless Jerks on electric scooters and skate boards.

I have been in the classic scene for a very long time and have ridden extensively in America and Europe. My last big overseas trip was just pre-Covid where I did a 4,000 km solo journey from France to Spain and back on my Faithful B.S.A. Golden Flash. Riding in the remote countryside was wonderful, the cities not so much. Here in Victoria, I have

always tried to support organised events on a club eligible machine. I well remember 8am starts and 400km days but, as Bob Dylan said many years ago "The Times They are a Changing". That

sort of riding definitely does not turn my crank these days. Now all the above sounds like I should be logging on to [www.scared to ride.com](http://www.scaredto ride.com) but that is not the case.

In light of the foregoing observations, I think that around large cities the model of the day run with its lead rider and tail end charley has had its day. Riders tend to bunch up and this frustrates cars who then become angry. I have witnessed a couple of very close calls where aggressive drivers have forced their way into the stream of bikes.

Re the social side, in my opinion an organised event should be nominated as either a riding event or a social event, it really shouldn't be both as we are a bike club, not a car club. If it is social I may choose to drive. As a plus I can then bring my wife, have a few ales, talk bikes and snooze on the way home.

So here are some suggestions for the future:

1. Lunches: a great chance to meet and greet, riding a bike being totally optional.
2. Breakfast Runs: this requires clement weather and some dedication. There should be a nominated breakfast spot, riders can get there on their own or with mates, their choice.

This means participants can leave the city before the hordes and masses get going, and the return run should be against the traffic flow and therefore relatively peaceful, plus the rest of the day is available for family .

3. Gypsy tours: This sort of event means being away from home for at least a week, more or less following a suggested route, but following your own time table, you can ride as fast or as slow as you want, leave when you choose , ride by yourself if that suits, and arrive when you choose. A real chance to get away from it all and reconnect with riding.

4. Rallies: A chance to get out of town for a few days, enjoy like minded company and ride roads that are more analogous to the roads our bikes were actually built for. Old bikes are a time machine and I hope I can keep riding them for many years to come. Achieving that goal may require some structural changes, including electric starting, weight considerations etc. Vincents win out here as they are such small, light bikes.

5. The "Meet" : This how our American Cousins do it. The distances in the U.S. really don't support riding old bikes to events. Folks can and do of course but just being at the event and displaying or parading ones pride and joy is really the goal. I recall attending a swap meet in Illinois some years ago. It was a huge event and I came across a very large marquee with the banner 'Ariel Club of North America". Lined up were the biggest collection of beautifully restored bikes I have ever seen. I never saw one of them move or even start all weekend.

For the participants, riding the bikes was not the point, meeting and greeting old and new friends and displaying their treasured old Machines was. This type of event does not preclude individuals or groups doing a ride, but it does give folk who for whatever reason can no longer safely ride a motorcycle a chance to participate. Hopefully most club members have quite a few years of riding left, but its comforting to consider alternatives.

It is now my choice not to own any modern bikes, although modern bikes are very, very good. I regard them as appliances that can only yield an anodyne experience. But once again, that's just my opinion. The old bike movement is a broad church. A viable old bike club cannot be run by strict rules. A club than ran exactly how I wanted it would end up with myself as the only member. A Psychologist friend of mine who is also a keen motorcyclist once said to me "Motorcycles mean something, but you will never know what it is"

An original contribution By Phillip White, Australia

[Editors Comment] It is pleasing that the local section, Vincent Riders Victoria, is headed down this path with monthly alternating events with a focus on (a) social meet n greet, chatter and splendid lunches and (b) actual rides with a focused on using our steeds as they were intended with food, if necessary, being just a short stop distraction.

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:

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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

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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:

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Member of the International Council of BMW Clubs

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