

THE BEEMER

October 2022



[Overland Exposure](#) [Daniel Courtney](#) [Litchfield National Park](#)



BMW Clubs
Australia



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

MEMBER OF THE BMW CLUBS INTERNATIONAL COUNCIL

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



**BMW
MOTORRAD**

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



CHRISTMAS PARTY!

We are off to the Big Prawn town – Ballina!

Sat. 19th November, Sun. 20th and Mon. 21st.

Saturday – meeting at Hinze Dam at 8 am for breakfast.

There is a GS ride led by Steve & Ken. For non-GS there is a choice of two rides

1. Stan's Tweed Valley Way, Federal, arriving in Ballina 2pm.
2. Gordon's 320k ride via Bonalbo to Ballina, arriving 2:30.

Saturday night is the Club Christmas dinner – there has been a change to the menu. To keep the price down, it will be an alternate drop of Chicken meal and a Barramundi meal – just swap with someone if you have a strong preference. The dessert is an alternate drop of Stickle Date or Cream Brulé.

Sunday, 8:30 am meet, away 9:00. It is a 200k ride by Gordon and Jenny – South West of Ballina, a ferry ride, some great countryside, coffee at Woodburn, lunch at Alstonville, off to the falls after that, home at 2:30pm

Sunday evening Free Format – some are eating at the Ramada, some will frequent the local restaurants / hotels.

Monday 8:30 am meet, away 9:00 ride home via Numinbah, coffee at Tyalgum.

Christmas Dinner is \$55 per head – please pay BMW Club ASAP

BSB 484 799

Acc: 000 294 631

Gordon and Jenny

0410 550 187

0410 550 189



OFFICE BEARERS



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Vice President
Lyn Dyne



Secretary
John Vanzino



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Editor
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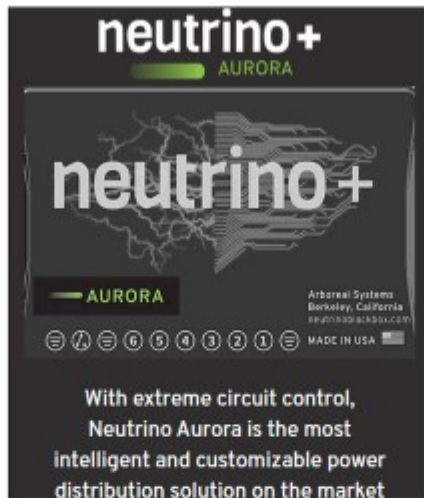
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Club Calendar

2022

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 - Further details in Newsletter**

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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PRESIDENT'S REPORT

October 2022



Eight club members enjoyed a weekend away to Tingha last weekend for Adventure Rider Magazine's congregational meeting. Travelling different routes we met up at Glen Innes on Friday night. Nic Mercieca rode up from Katoomba way and battled with some road closures due to flooding down south.

Steve Dittmar took his newly purchased GSA off road for the weekend.

Five of us travelled Old Grafton Rd and had lots of laughs on our way. We travelled back via Clarence way and Paddy's Flat Rd.

Copmanhurst Hotel was a rest spot during the trip home, also committed to memory for another day ride. A busy kitchen and a large covered deck.

Ian Proctor continued south on Sunday to catch up with Family in Melbourne (safe travels mate)

Steve Bryant #318



Unexpected highlight in Norway and it is not about a bike!

I have started showing Mum and Jenny , who are both unable to travel these days, videos taken during my rides in Norway. Even though It's only a few weeks ago, you quickly forget how stunningly beautiful and huge the scenery is in the mountains and drops into the glacier formed passes.

I mentioned in my last ride report that the surprise highlight that sticks in my mind is the visit to the Vermork Power Station. It was this hydro power station that was the centre piece of the movie "Heroes of Telemark". I had it on my "would be nice to see list" if I was in the area and I am very glad the road gods got me there as the story is way bigger than portrayed in the original movie.



I had always assumed they built the power station for electricity to the general grid, this may be partly the case, but its primary aim was to provide power to electrolyzers that converted water into hydrogen and oxygen, the hydrogen was then blended with nitrogen to make fertilizer for crop improvement. The plant was built in 1932 for the primary aim of making hydrogen.....today the green movement is touting Green Hydrogen, the Norwegians were doing it in 1932.



The successful raid was the 2nd of 3 attempts. The first raid failed as 2 gliders with troops crashed on landing and died or were executed upon capture. One of the landing sites could be seen from my bedroom window at Skinnarbu on the Hardanger Plateau, a very sobering thought as I enjoyed a leisurely meal there.

The second attack was codenamed "Gunnarside" and involved local Norwegians trained in England parachuting onto the plateau in October and staying until February. As bad luck would have it, that winter was one of the most severe on record and they suffered unbelievable hardships just to survive. Food was very scarce and the effort to just get through the day expended a lot of energy.

The hut they stayed in was 3 km behind Skinnarbu and the Germans didn't focus on the area much as they didn't think anyone could survive up on the plateau.



Ray Mears did a fantastic documentary on the actual leadup and attack and that stage, 3 of the 4 commandos were still alive and were in the documentary. So many years later you could still feel their resolve and toughness.

at



<https://www.youtube.com/watch?v=aUfiMoY30ac>

The climb down and up into the power station and then successful attack and escape seem to be child's play compared to what they endured in the lead up and eventual escape.

To survive between October and February, they were forced to find alternate food, for most of the time they had no luck as the animals had moved lower to get out of the bitter cold. They resorted to trying to eat "Reindeer Moss" a lichen found on the rocks beneath the snow. They were basically wasting away and becoming malnourished, any meat they had needed some carbohydrates to give them some nutrients. The reindeer moss was seen as solution, but the moss was almost inedible, even though they tried all sorts of ways to prepare it.

To illustrate the lengths they went to, they did eventually kill a reindeer and I thought that's good, they will have some meat, what they were happier with was the reindeer stomach. From this they took out the partly digested reindeer moss and added that to the meat when cooking, this then gave them the carbs they needed. Watching the faces of the 2009 commandos re-enacting the food prep, gave a true understanding of how desperate and hungry they must have been.



The second marker of their strong internal fortitude, after the successful raid, they climbed back up to the plateau and then 3 skied across country 550km over 18 days to cross into neutral Sweden at the same time as the Germans were looking for them and destroying many of the huts along the way underline their toughness.



The 4th stayed behind to help the local with any resistance possible.

Most of the commandoes came from the nearby town of Rjukan which serviced the power station and they had a deep connection with the locals. On the ride up the valley to Rjukan I came across the old railway station and port that allowed ferries to move freight and people out of the valley.

It was a ferry from here that was the final chapter in the Nazi's attempt to get the

heavy water from Vermork. Having been attacked on the ground and then by air when they got the plant up and running again, Germany decided to move the surviving heavy water back to Germany for safe keeping. This meant the water was loaded into a rail tanker and put on the ferry. The local commandos knew this and arranged for it to be blown up by a delayed timer on a bomb, trouble is many locals used this as means of regular transport. The commandos had to keep their plan secret as they watched people they knew board the ferry and then 45 minutes later sink in the deepest part of the fjord.

As one of the old commandos said to the 2009 group, you will do anything if you are hungry or desperate enough and they were as they had been invaded and they saw they had nothing to lose. If you have time and the inclination to see a real life story, I would recommend the Real heroes of telemark, the scenery is also very nice, but I prefer it in summer.



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

In my never-ending quest for content for the magazine, I have taken “one for the team” and tacked on a BMW GS Tour that just happens to occur a couple of weeks before the start of the BMW TS Safari in Tasmania. I had always intended to leave a few days early to get to Tasmania on the bike. Of course, Covid (aka the Chinese bat flu) has taught me how to pivot and still meet work demands etc.

On the GS Tour, my son Cameron will be riding along with me, this means that by the time you read this, we should have taken the bikes in the trailer to Canberra for Sunday the 9th, done the Victorian High country and finished in Healesville on the Saturday morning. The plan is then that Cameron rides back to Canberra, loads the 1200 on the trailer and drives back to Brisbane and starts work on the Monday.

At the same time I will spend some time meeting my Melbourne clients for in-depth property discussions whilst ensuring that we stay appropriately hydrated. On the Monday I should be meeting with Stan, Tina, Adrian and Cherie to explore Melbourne property (I think that means shops and cafés), until Adrian, Cherie and I take the ferry over on the Tuesday night.

We plan to then spend the next few days acclimatising to the change in time zone and wine types, before joining the BMW crew in Launceston on the Sunday afternoon for the always rigorous pre ride briefing.

This is a long way in saying (as usual), I have no real idea of what’s happened in the club during the month and can only look forward to what Carla pulls together in terms of sensible articles.

I may get time during The GS tour to do a write up on that, but I suspect that I will be very tired just trying to be close to keeping up with Cameron and the other GS riders. FYI a BMW Tour is usually limited to 25 riders so is not as spread out as a Safari. Everyone is pretty much aware of where all the other riders are and it becomes almost a small family for the week. One benefit of this extra effort, I get 2 new free BMW T-shirts and 2 more rider number stickers for my wall.



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BMW MATTERS

From Lyn Dyne

BMW TS Safari

BMW Motorrad have organised the Safari for 23-28 October in Tasmania starting and finishing in Launceston after 5 days of touring around the State, west and east coast along with Hobart and Bruny Island for lunch. bmw-group@email.bmwgroup.com.au

BMW Motorrad - Connected Ride COM U1

The communication system can be connected to your passenger or an entire group and compatible with any helmet. Easy to handle and install with very few individual parts, the Connected Ride COM U1 consists of a control unit, charging and data cable, speakers, headset and a cable-based microphone. You can also share your playlist with your passenger and their ConnectedRide Com U1. The built-in FM radio can also store up to 10 stations and be easily switched on and off at the push of a button.

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 October - 41st Kosciuszko Rally, Geehi Hut Kosciuszko National Park by *BMWCC 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

FOR SALE

1 x BMW Motorrad Casual Jacket XL
1 x BMW Motorrad Jacket -showerproof XL
1 x BMW Top Box Inner Bag (K series) +
2 x Pannier Inner Bags
2 x BMW Leather Belts XXL
1 x BMW Rainsuit (full length) Medium
Contact Lyn: 0451 199 093

Off to Coffs

Apart from the BMW National Rally in June it has been some time since I had a weekend away on the bike. A cousin who lives south of Coffs Harbour at Boambee has been asking me to visit since February. Eventually she phoned to pin me down to a few days this September.

So on Monday morning of the 12th at 6.30am I left Curumbin for the ride south. It has been a few years since travelling into NSW and of particular note was the changes to the Pacific Highway. All or most of the old landmarks have gone as the road takes a different course.

Traffic was reasonable, the weather fine and it was a delight to be out in the fresh air enjoying the scenery which was greener than usual since the rain bomb a few months ago. Getting closer to Grafton I realised that I needed fuel as it would not get me to my destination. Unfortunately all the petrol stations that I used to know have disappeared. Having missed the first turnoff to Grafton I proceeded to take the second which meant a return of 14k to the north. Filling up at the first station on the outskirts of town, I was directed to a particular pump as some were playing up presumably because that area had been inundated in the floods.

I arrived at my destination sometime after ten being greeted by my cousin and her husband. The Tuesday was spent enjoying a walk along the headland to the lookout which overlooks the town of Sawtell. What was of particular interest was the tarpaulins on roof tops with some covered in patches from the hail storm which struck the area back in October. My cousin said they had to have their roof replaced.

That afternoon many hours were spent walking throughout the many acres of the Coffs Harbour Botanical Gardens. Many species of trees and shrubs were on show in different sections from the Australian States as well as those from other countries.

That night I had arranged to catch up with friends who we used to meet at the annual Restore & Ride Rally. Barb had only arrived back from the Central Coast and her partner John just in from Melbourne. And long time friend Rob Poplewell joined us from Bonville (south of Coffs) and we enjoyed spending a few hours catching up with dinner at the Sawtell RSL Club.

Next morning at 8.45am, as the tree-loppers were about to arrive, I headed for home with a stop at Grafton to top up for the remaining trip. It was interesting to discover that after leaving Grafton it takes quite some time to connect with the new highway which eventually merges at Tyndale.

A great ride with good weather which is a gamble of late. The only incident I came across was when travelling south. A 4-wheel drive had T-boned a car at the turnoff to Annuka Resort on the north of Coffs.

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Have you a motorcycling related tip which seems so obvious to you, but could save another rider heaps of grief and/or time? Send it in as a paragraph or a page and share.

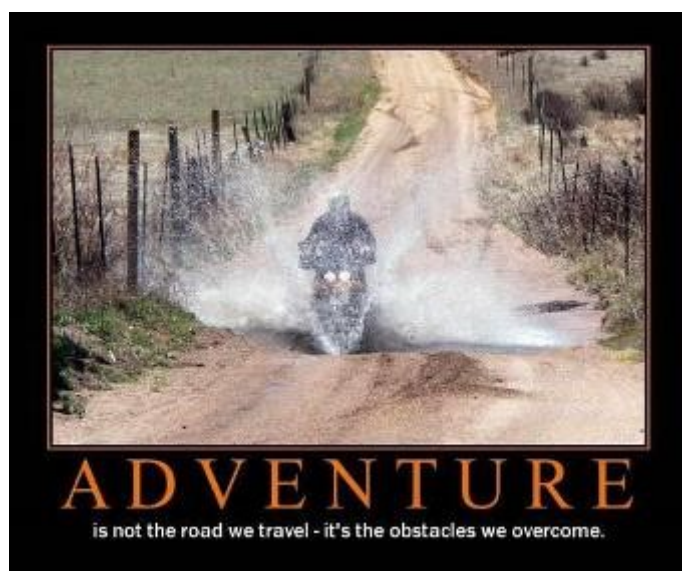
A lot of us may be, or have been, skiers or snowboarders. They are aware that there has been a sea change in alpine clothing over the past 10-20 years which is still filtering through to the motorcycle world: layering.

No, that's nothing to do with the size of your sponge cake. It's all to do with a number of layers of clothing working back from a tough but lightweight external layer backed up by warm, windproof and warmer layers of insulation. This way you have the choice of nothing under the outer shell for warmer weather, up to heavy-duty merino wool thermals for the depths of a Southern winter. Comfortable yet nowhere near the 10 kilos of jacket that has been the norm for so many years, and contributes to heat stress and reduced performance in mid summer.

Next time you are shopping for new motorcycle gear, give it some thought.

This month's tip proudly supplied by John Eacott.

Send us your tips!



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
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**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.
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COMMITTEE USE ONLY

Proposed By:

Signature:

Date:

Seconded By:

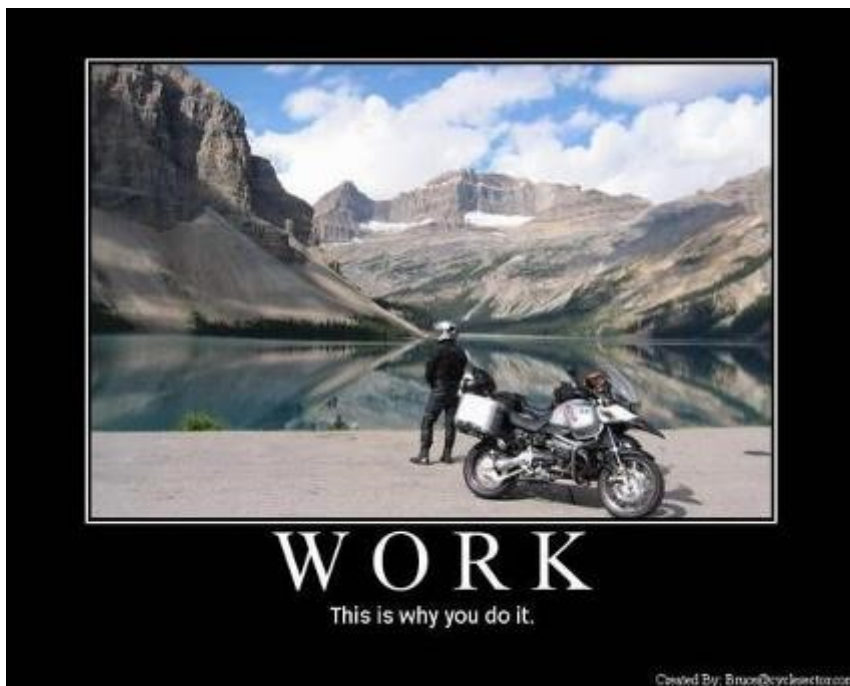
Signature:

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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Member of the International Council of BMW Clubs

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For more information about our club
Click Here:

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\(Gold Coast\) INC**](#)