

THE BEEMER

May 2018



BMW Clubs
International Council



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

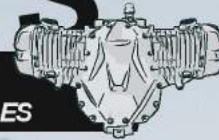
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BMW Motorcycle Owners Club
(Gold Coast) Inc.



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*National Promotional Ride Away Price with no other optional extras. Offer applies to motorcycles ordered and delivered between 1 April and 30 June 2018, at participating BMW Motorrad dealers. While stocks last, cannot be combined with any other offer. Stock may vary between BMW Motorrad dealers. Excludes fleet, government and rental buyers. Consult your participating BMW Motorrad dealer for further details. BMW Group Australia reserves the right to change or extend the offer. *R 1200 GS - Spoke wheels, Connectivity with TFT, Touring Package, Dynamic Package, *R 1200 GS ADV - Connectivity with TFT, Touring Package, Dynamic Package *R 1200 RS - Keyless Ride, Gear Shift Assist Pro, Touring Package *R 1200 R - Keyless Ride, Gear Shift Assist Pro, Touring Package *R 1200 RT - STD

PRESIDENT'S REPORT

With David Huddy

The Games are over, (you can take that whichever way you like), and life is returning to normal with traffic back to its usual heavy level. I wonder if anyone else has noticed that traffic tends to be increasingly heavy on week-ends. Have we entered the age of the week-end driver? A real sign that the city is growing up.

Despite Gordon's absence the club has had some good rides this month. I have written up the ride to Shaws Bay elsewhere in this edition. If we could please have some more reports for the newsletter from rides that would help to make the newsletter more interesting.

We all assume we know our riding territory well but there is usually something of interest. One project that I have at the back of my mind is for a compendium of members favourite rides. Short, long or interesting. This will provide a guide for future members. Perhaps along the lines of the Hema Motorcycle Atlas of the 200 hundred best rides, as selected by Peter Theoming. I'll come back to that on another occasion.

John Eacott has provided us with some useful information on interstate regulations which we can all note. Given that much of our riding is in NSW, this is something we might pay more attention to. Also, I'm aware that there are different rules for helmets among the states, despite the Australian Standard which, incidentally, is not compulsory for State Governments.

Good to see members volunteering to lead rides. More please. Remember, it's your club, so make a contribution.

As we know Mick has moved to Melbourne and will be giving up the newsletter editorship after the July edition. We still need a volunteer for that role. Also Mick will leave a vacancy on the committee. I'll be looking for a volunteer for that position also.

And in case anyone missed the news. Qld Police is on a campaign to reduce motorcycle deaths on the roads. 4% of road users generating 20% of fatalities is a sad figure. And 70% of motorcycle accidents are single vehicle. On that subject, Numinbah residents are complaining about speeding through their village, especially the school zone. So be careful.

Keep on keeping on.

David



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The Beemer is the monthly publication of the BMW Motorcycle Owners Club (Gold Coast) Inc. Articles in the publication are not necessarily the opinions of the branch committee but are articles submitted by the members. Articles, contributions and photographs are welcome and encouraged. The Branch Committee reserves the right to reformat, typeset, copy, exclude, edit, or omit all, or part of any contribution as deemed necessary.



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Wildlife
Amazing roads
African cultures
Breathtaking scenery

**- For your two wheel ride
of a lifetime!**

**Just few
spaces left!**

33 days

CAPE TOWN TO KILIMANJARO

29 JUNE - 01 AUG 2018

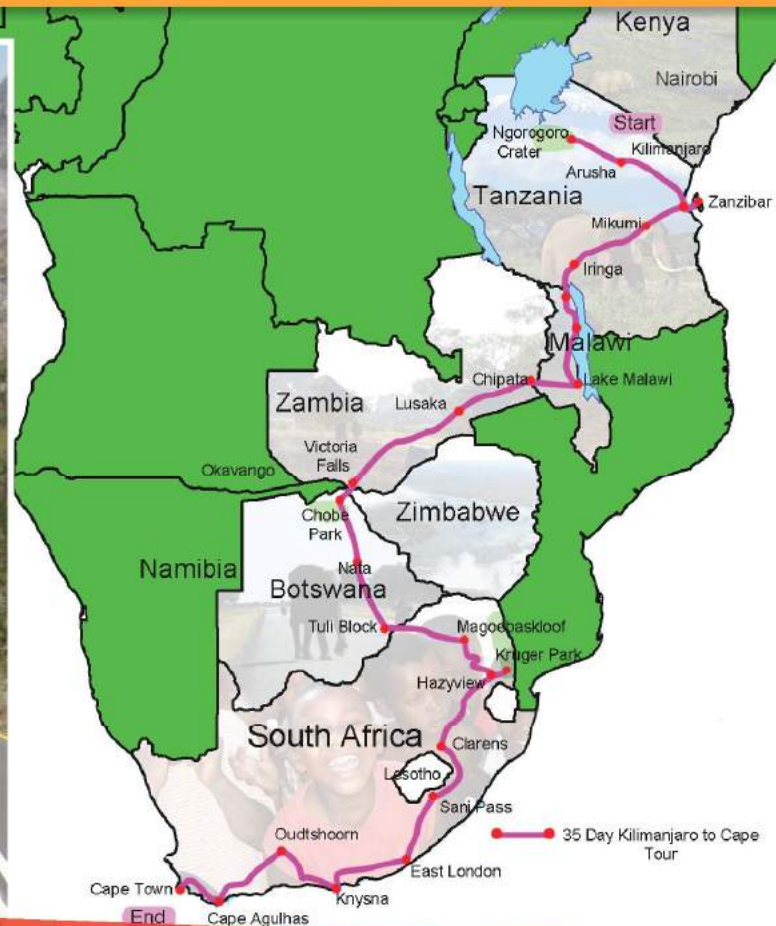
**Don't miss out
on this one of a kind
motorcycle
adventure.**

**This is truly Africa
- in a way very few will
experience it.**

2018 is the third year that we are offering our exciting motorcycle expeditions that will take you from Cape Town to Kilimanjaro (The lowest point in Africa to the highest!). No other motorcycle tour company in the world offers this exciting route that takes you up along Lake Malawi, through the highlands of Tanzania to the foothills of Kilimanjaro.

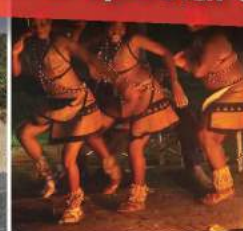
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*Don't have 33 Days?
Check out our
24 Day "Johannesburg
to Kilimanjaro" and
16 Day "Cape to
Victoria Falls" Tour
on our website.*



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Life Members
Ken Dyne &
Lyn Dyne

Hello from Victoria—Ocean Grove to be precise. What a saga it's been. Our removalist truck turned up and it was the size of a large van and unlikely to move the contents of a 5 bedroom, 3 living area home - even though I'd provided a full and accurate list of every box and piece of furniture together with their dimensions. Long story short, an extra couple of thousand dollars and the rest of our stuff arrived last week - 3 weeks after we left. Arthur (our R1150RT) arrived 10 days after we did which I was forever grateful for as there was a time we thought we'd lost it all! Unfortunately, the side mirrors were in the top box which of course was in the next load. It was a harrowing 10 days seeing Arthur sitting under his cover waiting for the rest of his body parts. Finally they turned up and he was once again complete. Now for all the fun we all make about Victoria's weather it's actually been very pleasant - fresh but pleasant. So checking the forecast that night showed cloudy weather but no rain forecast for the next 3 days. In the morning I ravaged our rental looking for my helmet, jacket, gloves and the like which were in every cupboard of every room. I pulled on the thermals and dragged out the winter jacket and I was ready for a quick spin down the Great Ocean Road. Now there's one thing that is universal around Australia and that's the BOM's ability to predict the weather accurately. As I pulled out of the driveway and opened him up I felt the small drops of rain hit my face. Well as you all know I am a sook when it comes to riding in the rain and even more so after probably 6 weeks off the bike so with my head hung low I went around the block and headed back home. Anyway, it makes for a good story to share and I'm sure I'll have many more as I investigate the great riding roads of Victoria.

Mick Holford



CLUB CALENDAR

May 2018

Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Club Dates

May	6th	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
May	12th	Saturday	Adrian and Cherrie fun day
May	18th	Friday	Ladies BRUNCH at Robina Town Centre. 10am , downstairs at Ciao Ciao.
May	27th	Sunday	Damian wriggles to Cambooya, always a fantastic ride.

Club Ride Rules

Never pass the ride leader.

To be considered as riding with the group, you should be between the ride captain and the tail-end Charlie. (TEC) TEC hasn't got eyes in the back of their head. When riding in staggered formation, the formation is set by the rider behind the ride captain. When the formation changes, please take care. It is not advised to merely move across. Move across if safe to do so.

The rider behind the ride captain corner marks. Do it safely. Try to be in vision of the riders that you are directing. Do not endanger yourself by stopping in loose gravel, or in a place where you may be hit. Tail End Charlie will wave you to re-join the group as he/she approaches you. Again, do it safely. Join only when you think it is appropriate. If TEC is being followed by traffic, pull in behind the traffic and make your way back to the ride. If it's not safe to pull in front of TEC, don't. Use common sense. Keep safe distance at all times.

Advise the ride captain and tail end Charlie if you are leaving the ride before the 'good-bye' point. Be fully fuelled before the ride [The bike guys, the bike]

It is not easy to keep a head count of riders. If you think someone is missing and should not be, ask. It's always better to be safe than sorry.

Never pass on the left; never tail-gate, pass slower riders only when it is safe to do so; be patient.

Abide by the road rules at all times.

2018 RIDE DATES

Gordon McLister

After each Hinze dam breakfast meeting there will be a run 200- 250 k's. Typically lead by us or Steve, or anyone interested to do so on the day. On the third Sunday of each month there will be a run 250 – 400 k's. Each run will be organized by a different person. If you are interested in organising / leading a ride then fantastic, let us know BUT if you just have an idea and want a hand to organise, or would like to organise and let us to lead the ride on the day, or do the whole thing on your own – excellent - anything and everything works. We will be approaching all active club members to volunteer for a date to organise a ride. On other weekends in the month there may be an impromptu run – if you suddenly have an idea then simply contact us, we will promote, arrange, if you like lead the ride, again happy to help.

Got through Numinbah without rain, got a little downpour getting into Murwillumbah, some of lads decided to coffee and return to the GC. David, Mike, John E and us decided to keep going just got out of Murwillumbah and the weather went perfect, no rain from then on. Thank you to John for showing us all the visor anti-fogging mechanism and how it works.

Graydon and Jill had already ridden down to Evans Head. John & Julie were camping down there for the weekend, appears Julie didn't get the email re date scones and cream. The J's had arranged a stroll down to the pub and we had a great lunch. John E visited rellies.

Off at around 1:30 and home at 3.....

Excellent day out.

All subject to change - We will confirm dates, provide detail closer to the time for each event.

June	3rd	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
June	17th	Sunday	Cambooya by Damian
July	1st	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
July	15th	Fri-Mon	Steve
August	5th	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
August	12th	Sunday	Club AGM
August	19th	Sunday	Damian bigfella ride
August	26th	Sunday	Queen Mary Falls and Flavours
September	2nd	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
September	16th	Sunday	Ken - Postman's knock to Kenilworth
October	7th	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
October	21st	Sunday	John E mystery ride
November	2-4th	Fri-Sun	Jacaranda Run to Grafton by David
November	4th	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
November	18th	Sunday	Lamb Wrap at
December	2nd	Sunday	After Hinze Dam breakfast & club meeting - run for 180 - 250 k's
December	16th	Sunday	TBA
December	25th	Sunday	John Simpson reignites his run

BMW CLUB NEWS

Ride Report—David Huddy

Sunday 15 April 2018



Despite the lure of the C'wealth games, seven bikes with 9 riders, turned up for an 8.30 start at Cucina Mia. The Cafe was closed as they had decide to take annual holidays while the games were on, which created an immediate problem for coffee lovers.

Damian, John V. Greg, Darren and Adrienne, Murray and Jann and Jim with his venerable R65, which was good to see.

Damian dropped off at the Humble Pie, leaving us to ride on via the Coolamon Scenic drive to Mullumbimby and Banglow before crossing to south of Byron and down the coast to SHAWS Bay and the SHAWS Bay Hotel for an enjoyable lunch overlooking the water. We were a little early for lunch but with good company the time went quickly.

The return tip was a short ride up the motorway, to Yelgun. Jim decided to go home from there and we returned to Murwillumbah via the Tweed Valley Way, which seems to bring out the hoon in some! Then the Numinbah route with a cold drink on the verandah of the Chillingham Post Office.

An excellent days riding and thanks for those who came along for the company and making the day so enjoyable. Weather was as good as it gets and magnificent scenery all the way. About 310km total.

David

Interstate Traffic Infringements—John Eacott



It has become apparent that some members are often spooked by the Double Demerit Points in NSW during holiday periods, despite being Queensland members riding on Queensland licences. As an interstate licence holder you will **not** incur double points on your licence (unless you fall foul of the Queensland double demerit points scheme). An interstate licence authority cannot apply demerit points to a licence outside their jurisdiction.

Essentially, in the case of interstate TINs (Traffic Infringement Notices) the financial or punitive penalty is applied by the state in which the offence occurs, but the licence penalty is always controlled by the state of issue of that licence in accordance with the penalties applicable in that state. It matters not what the listing of offences says in the manner of demerit points for other states, you will only have the applicable demerit points applied to your licence in accordance with Queensland legislation.

The downside, of course, is that if you have a TIN for an offence on your Queensland licence and incur another penalty for the same offence within 12 months anywhere in Australia, double demerit points will be applied back in Queensland as if the offence had occurred within Queensland. Upside is that (for instance) a speeding offence in Victoria of >25kph over the posted speed limit which would incur a three-month suspension there would only incur the Queensland demerit points for the offence as our suspension is applied for speeds >40kph.

But wait, there's more! The state in which a suspension would have occurred, but was not applied at the time, keep records; if you move to that state in some point in the dim and distant future and apply for a change of licence to that state: gotcha! They will then apply the suspension to your new licence, even if it occurred following an accumulation of 12 or more demerit points in that state over a period of time.

Clear as mud? Sometimes it benefits the road safety authorities to maintain a belief (e.g. NSW DD being applicable to all) in the expectation that it will improve safety and decrease accidents. On that, M'Lord, the defence rests.

BMW CLUB NEWS

GRAFTON JACARANDA FESTIVAL

2 Nights 2-3 November 2018



Ride will depart Cucina Mia 8.00am Friday 2 November - returning Sunday arvo.

Riverlight Festival Friday 2 Nov.

SATURDAY 3RD NOVEMBER 2018
JACARANDA RIVER FESTIVAL FEAST

Feast, is an event for the tastebuds! Enjoy locally crafted beer and wine, delicious locally sourced produce and listen to the sounds coming from the Riverbank's stage. During the evening, the lucky winner of the Festival's major raffle will be drawn. The Feast event will pause whilst the Float Parade makes it journey down Prince Street and then will recommence once finished, Approx 6pm.

Some accommodation is already fully booked so:
Grafton Central has 4 rooms left. (02 6642 1944)

If your are interested you must **BOOK NOW!!**

jacarandafestival.com

BMW CLUB NEWS

Hav-a-feed Donation—Pat Bryant

Lindsay & Robyn Burch have been providing meals and support services to those in need for over 22 years. Robyn said that today was a quiet day so far, but it is only 6.30 & they've been at the Mermaid Beach Community Centre since 5am. These good people & their team of volunteers provide in excess of 200 meals every week. True local heroes! They send their thanks to the BMW Club for the generous donation again this year. It will go to good use!



BMW S 1000 RR Racer Carmelo Morales

Successful start to the season in Spain and Italy: the first races of the year in the Spanish Championship (RFME CEV), the Italian Superbike Championship (CIV) and the Italian National Trophy 1000 (INT) took place at the weekend. The BMW teams had plenty of cause to celebrate. In the RFME CEV, champion Carmelo Morales (ESP) began his title defence with a win. His Graphenano EasyRace team-mate, Julian Miralles (ESP), reached the podium in the open class. Luca Vitali (ITA) also secured a podium finish at the CIV season-opener. In the Italian National Trophy 1000, Federico D'Annunzio and Luca Maurizio Salvadori (both ITA) claimed a one-two result for the BMW S 1000 RR.



Spanish Championship at Albacete, Spain.

Albacete, Spain, hosted the season-opener for the Spanish Championship (RFME CEV) at the weekend. BMW rider Carmelo Morales (ESP) and the Graphenano EasyRace SBK team arrived in Albacete as reigning champions and Morales showed in the first race that he and his team are taking the title defence seriously. The team used Saturday for fine-tuning the BMW S 1000 RR and Morales secured fourth place in qualifying. He also announced that his objective was to win the race. The champion proved his point: Morales won the season-opener and also recorded the fastest lap of the race. His team-mate Julian Miralles (ESP) rounded off the team's success by finishing second to reach the podium in the open class.

Carmelo Morales:

"I am delighted as the first race of the year is normally pretty nervy and it is not easy to win. I was also on the second row of the grid and I didn't get off to a particularly good start but our speed was very good and I was able to fight my way up, place by place. It's always great to win but it is even better to do in such a beautiful race. I would like to thank the team for all their work and I hope that the season will continue in this vein."

Italian Superbike Championship at Misano, Italy.

The Italian Superbike Championship (CIV) visited the Adriatic coast for the first race of the year at Misano (ITA). BMW rider Luca Vitali (ITA) kicked off the new season with a podium finish. The DMR Racing rider had to retire early from the first race on Saturday but he improved his performance on Sunday to claim third place with his BMW S 1000 RR. His team-mate Axel Bassani (ITA) finished fifth in both races. Alex Bernardi (ITA), also competing for the DMR Racing team, logged top-ten results both times, finishing eighth and tenth.

Italian National Trophy 1000 in Misano, Italy.

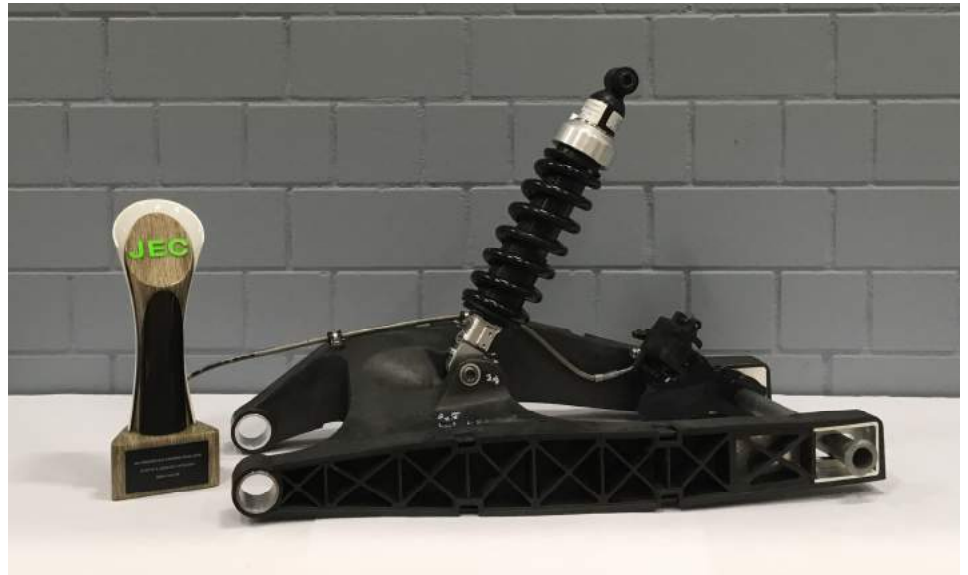
The Italian National Trophy 1000 (INT) is a new addition to the BMW Motorrad Race Trophy for 2018. The races in the series are taking place as part of the Italian Superbike Championship (CIV). In the season-opener at Misano (ITA), the BMW S 1000 RR racers celebrated a one-two result: Federico D'Annunzio (ITA) won ahead of his compatriot Luca Maurizio Salvadori. A total of four BMW riders finished in the top five. Remo Castellarin secured fourth place, followed by Alessandro Polita in fifth.

MFJ Superbike All Japan Road Race Championship at Motegi, Japan.

The MFJ Superbike All Japan Road Race Championship (MFJ) season started at Motegi, north of Tokyo (JPN). Many teams used the weekend to prepare for the eight-hour race at Suzuka (JPN), including the BMW customer team Tone RT Syncedge 4113 and the two riders Tomoya Hoshino and Atsumi Cocoro (both JPN). A race took place in two parts, emphasising the endurance character of the event at Motegi. Hoshino finished in eighth and eleventh positions, while Cocoro crossed the line in 20th and 17th.

Carbon Fibre Swing Arm

On 7 March 2018, BMW Motorrad was presented with the 2018 JEC Innovation Award in the Leisure & Sports category for the development and manufacture of a rear swinging arm made of carbon fibre. The award ceremony was held at JEC World in Paris Nord Villepinte. As the person at BMW with overall responsibility for funding projects in the area of lightweight composite fibre, Dr. Joachim Starke was there to receive the award on behalf of the team as a whole.



Established in 1996, the JEC Group is the world's leading specialist organisation for the development, manufacture and processing of composite materials. The JEC Innovation Award is conferred by a jury of international experts and goes to 30 companies in ten categories.

The BMW Group uses lightweight construction in both automobiles and motorcycles, applying an intelligent combination of different materials including carbon fibre as a particularly important element. The latest example from BMW Motorrad was the HP4 RACE, where the entire main frame was made of carbon fibre reinforced plastic produced by means of an industrial RTM process. In 2017 the carbon fibre frame of the HP4 RACE opened a whole new chapter in motorcycle chassis construction, combining optimum technical qualities, uniform manufacturing quality and cost efficiency for the first time.

BMW Motorrad has now taken a further step towards consistent lightweight construction and excellent technical properties in motorcycles with a rear swinging arm likewise produced by means of an industrial process. The project MAI hiras+handle was sponsored by the German Federal Ministry of Education and Research as part of the leading-edge cluster MAI Carbon. The aim of this cooperative venture bringing together seven partners from industry and research was to develop a process that enabled the cost-effective volume-production use of carbon fibre composite materials (CFP) in structural components subject to high levels of continuous stress. In the case of this particular part, it was also possible to establish a cost-efficient manufacturing process suitable for the large-scale production of injection mould components made of carbon fibre reinforced plastic with CFP tape reinforcements using thermoplastic material.

Project manager Elmar Jäger explains the development of the concept as follows: "We opted for chassis components under continuous load since the requirements involved are especially demanding. While car chassis parts are concealed, the visible motorcycle rear swinging arm was ideal for our project since the forces at work are immediately evident. Our production technique uses CFP in the form of high-strength endless fibres where this is required by the stress pattern, while an injection mould part with short CFP recycling fibres is used where the stress levels are not as high. In this way, we developed a cost-efficient design that can be scaled according to requirements by inserting endless fibres with varying levels of strength in the same tool. These were the points that impressed the international jury. The insights we gained from this motorcycle component are equally valuable from the point of view of car development and can be applied accordingly."

Joachim Starke explains the new production process and its advantages: "In addition to achieving weight benefits and cutting costs significantly, we also managed to develop a technology that allows precise configuration of component properties by using a variety of composite and metal inserts." This scalability means that a single tool can be used to produce a wide range of different components at cycle times of less than a minute. The maximum strength can be adjusted by means of additional CFP panels which can be thermoplastically joined. The project also involved successful testing with welding robots. "All this impacts significantly on cost efficiency (component costs) as well as part properties (strength and stiffness)," adds Starke.

"With this example of the rear swinging arm, the project has allowed BMW Motorrad to take on a pioneering role within the motor vehicle industry. The insights gained consistently build on the BMW i3 as the basis for the use of CFP in serial production and include interesting aspects in terms of the future development of new BMW motorcycles and automobiles.

GS Trophy Central Asia 2018

A worn valve cap in the middle of the Icelandic ice desert, a gear lever broken off in the depths of the Brazilian jungle or a split oil sump in the hamada: this kind of problem often leads to a lengthy interruption if not the end of a motorcycle tour or a long-distance trip on two wheels.

For this reason BMW Motorrad will be offering **BMW Motorrad iParts** as an optional equipment item from this summer. This is a 3D printing system which will allow BMW Motorrad dealers and customers to print out spare parts as required on site so as to be able to continue their journey as quickly as possible.

High-performance 3D printers at BMW Motorrad sales partners and 3D Mobile Printers for transportation on the motorcycle.

For this purpose, 250 selected BMW Motorrad sales partners worldwide will be initially fitted with a permanently installed 3D printing system. This system, which includes an integrated processing centre, allows the manufacture and subsequent machining of large and complex parts such as bevel gears, crown gears and engine housings. In this way, BMW Motorrad will be raising the whole area of spare parts to a new level: the new system will mean that even very rarely required parts not generally stocked by BMW Motorrad sales partners can be supplied on a just-in-time basis.

3D Mobile Printers for transportation on the motorcycle.

Smaller parts such as handbrake, clutch or gear levers, valve caps, fork bridges and turn indicator glasses can even be printed out by BMW Motorrad customers themselves using the **BMW Motorrad iParts 3D Mobile Printer**. This can be done not just at home but even when out and about, since the handy high-tech device can be conveniently stowed in a top case or side case.

Integration of the 3D Mobile Printer in a specially developed CFRP top case.

In order to compensate for the additional weight of the mobile printer, a special top case made of CFRP has been developed offering a weight reduction of approximately 4.5 kg as compared to a standard top case. Special layer structuring in the CFRP fibre composition ensures noise and vibration damping for optimum, disruption-free use of the printer. It was also possible to integrate the power supply in the laminate so as to avoid cables being visible on the outside.

Download of design data and material specifications from the BMW iCloud via smartphone, tablet or PC onto the 3D printer.

The design data and material specifications required for printing purposes are supplied from the BMW iCloud, whether at the customer's home or during travel: the data is downloaded directly onto the 3D printing systems via mobile phone, tablet or PC. A functioning internet connection is of course required for successful download.

Anyone travelling on their motorbike to particularly remote areas of the planet where an internet connection is not always available can make use of the optional equipment item **BMW Motorrad iParts Explorer**. This enables a selection of potentially required spare parts data to be saved directly on the smartphone before setting off on the journey.

Selective laser sintering – highly sophisticated laser technology for fast and precise manufacturing of spare parts.

3D printing was established in the area of parts development some 20 years ago in the form of so-called Rapid Prototyping. Even back then it was possible to create spare parts from plastic using laser technology and a CNC-controlled layering method. This technique has since advanced considerably and it is now possible to produce spare parts made of various metal alloys using **Selective Laser Sintering (SLS)**.

In addition to creating parts from metals such as aluminium, steel and titanium, the BMW Motorrad iParts 3D printers also allow fast turn-out of plastic parts. This means that a turn indicator glass which is broken during a fall, for instance, can quickly be replaced with a print-out version. It is even possible to replace a cracked rear mirror using the BMW iParts 3D printers.

The market launch of the new optional equipment item BMW Motorrad iParts and the BMW Motorrad iPart 3D Mobile Printer will be in September 2018.



Shiny Side Up

Happy New Year to all Link readers!



I hope you all had a safe and enjoyable Christmas and New Years break. Did

you get out for a ride during that time? Unfortunately, I am still out of action for a little while longer. My recent X-ray on my hand showed that the wrist still has not healed and I cannot get a clearance to return to full work duties therefore I am still off the bikes. I wasn't expecting that and was eagerly planning my first ride. To say I am disappointed is an understatement.

This got me thinking. It has been over seven months since I last rode my Hayabusa. How will it go for me? Have you been off the bike for an extended period? What did you experience when going for that first ride after a long time off the bikes? Did it feel weird? I'm sure it would have.

The general advice to riders who have spent years off the bike is to do a rider training course or a refresher course. The Stay Upright Road Smart 2 course is perfect for that. The course provides an opportunity to learn from some great coaches on where your head and eyes should be when riding and a chance to practice some skills in a safe environment at a speed comfortable to you. Another benefit is that the Stay Upright coach will be able to give you specific and personal feedback and tips on where to improve, but also what you're doing well. It is also important for your skill progression to hear what you did well.

For me, I plan to start with some short rides, and find a space to practice my slow speed riding and U-turns. I'll find a familiar road close to home and will re-acquaint myself with how the bike feels and practice some emergency stops. That's how I plan to refresh the physical skills, but the mental skills I am still continually practicing when I'm driving my car.

What will help a returning rider planning their first ride again after any absence is to incorporate into their car driving some of the mental and vision skills used when riding your bike. You can still utilise the 12,6 and 3 second vision exercises as you're driving. When you do venture out on the bike, really give yourself the time and space needed. That 3 second follow distance has several benefits, one of them is that little bit of extra time you have to respond to changes in the traffic environment.

.....Continued

OF INTEREST

YOU ARE ENCOURAGED TO VISIT THIS GREAT QUEENSLAND GOLD COAST MOTORCYCLING EVENT.

THE RAY OWEN CLASSIC BIKE SHOW & SWAP MEET

Team Moto will be presenting a display of BMW's Through the ages....NOT TO BE MISSED

The Old Fart together with other Club Members will be presenting a number of bikes addressing the history of motorcycling from the start in the early 1900,s through to some beautiful modern day specials.

The Bike Only Swap Meet is one of the best in Australia.

So please come and have a fun day and support a wonderful cause

"THE GOLD COAST HOSPITAL FOUNDATION



The Historical Motorcycle Club of Qld
Tamborine Mountain Area

Presents

RAY OWEN CLASSIC BIKE SHOW & SWAP MEET

SUNDAY 13th May 2018
CANUNGRA SHOWGROUNDS

Coburg Road, Canungra Qld 4275

Gates Open: 7am to 3pm
FREE Bike Registration: 7am to 10am
Presentations: 2pm

**PUBLIC
ENTRY \$10**

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BMW Motorcycle Owners Club
(Gold Coast) Inc.



OF INTEREST

If you're particularly rusty, you may find yourself having to devote some mental space and effort to what you're physically doing on the bike. This is the same for novice riders too. By keeping your 3 second follow distance you will find your riding will be more relaxed and comfortable allowing you to focus on what you're doing and doing it the right way. If you've invested the time and effort and worked on improving your 12,6 and 3 vision process you will be able to quickly get back up to speed.

To learn more about the 12,6 and 3 second vision exercises or if you're interested in doing a course, check out the website at www.stayupright.com.au. Alternatively, call Tony on 5596 5440 to discuss training options including private lessons. I hope to see you on a course soon.

Stay Upright

Ray van den Bosch

Senior Instructor (QLD)

Stay Upright Rider Training



OF INTEREST



SURVIVE THE RIDE Association of NSW

Speeding Penalties from
1 July 2016



Speed	Fine and Demerits
Up to 10 kph over the limit	<i>L + P1 + P2 Licence</i> – fine \$114 + 4 demerit points. <i>Unrestricted Licence</i> - fine \$114 + 1 demerit point.
11 kph to 20 kph over the limit	<i>L + P1 + P2 Licence</i> - fine \$265 + 4 demerit points. <i>Unrestricted Licence</i> - fine \$265 + 3 demerit points.
21 kph to 30 kph over the limit	<i>L + P1, P2, Unrestricted Licence</i> - fine \$455 + 4 demerit points.
31 kph to 45 kph over the limit	<i>L + P1, P2, Unrestricted Licence</i> - fine \$872 + 5 demerit points. + Licence suspension = 3 months minimum
More than 45 kph over the limit	<i>L + P1, P2, Unrestricted Licence</i> – fine \$2,350 + 6 demerit points. + Licence suspension = 6 months minimum

Fines and demerit points for speeding in school zones are higher for all speeds

Cruise on the road – speed on the trackits cheaper

For more information see www.survivetheride.org

OF INTEREST



RIDING IN GROUPS – The Basics

Enjoy the ride AND get home so you can enjoy another ride later on

Riding in groups can be incredibly enjoyable. Unfortunately, it can also be a recipe for disaster when you forget the basics. Before you set out have a chat about these questions.

1. Where are we going?

All members of the group, not just the lead rider, need to know the destination and the basic route just in case the group is separated. Eg, *when we leave Penrith we are going up the Gt Western Highway. Turn off at Hartley for Tarana and Oberon and on to Bathurst – then back to Lithgow and down the Bells to Richmond.*

2. Where do we stop?

Some riders can do 750 klms only stopping for fuel while others need to stop every 100 klms for a smoko and fuel. You need to plan around the limitations of each rider. *As a group, you need to plan your smoko and meal stops around the bike with the smallest fuel range.*

3. How long will it take?

Some rides will be only a couple of hours and others will be a couple of days. Make sure you all have the right gear for the varying weather and the bikes are prepared for the length of ride. You will need food and water or enough money to buy something on the way. Even if it is fine and clear at home take your wet weather gear as the weather in the mountains can be completely different to weather on the coast. Basic checks such as tyre pressure, chain tension and engine oil will be needed before you set out.

4. What happens if I break down?

Mobile phones have reduced the stress of breaking down. BUT, add a few mountains and the mobile service can disappear, even close to the cities and major towns. The easiest way to manage a breakdown is to make sure you keep an eye on the rider behind you. If they disappear, slow down so they can catch up. If they don't catch up, turn around and find them. The rider in front of you should be doing the same thing so eventually everyone will be heading back to look for the breakdown.

The Buddy System

Many groups use a "buddy" system on all rides. At the start of the ride, riders pair up with others who have similar bikes and riding skills and swap phone numbers. This approach has several advantages, particularly for inexperienced riders and also those riders who like to speed ahead of the group. For example:

- If one of the pair breaks down the other rider is supposed to stop and assist.
- If one rider lags behind for any reason (bike trouble, inexperience, etc) the other rider should slow down and keep them in sight.
- At the end of the day, the riders should phone each other when they get home to make sure everyone actually gets home.

This approach help inexperienced riders to build their skills without feeling pressure to keep up with the rest of the group.

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NEW CLUB CAP. IT IS IN STYLES AS SHOWN
HERE AND IS NOW ON SALE**

Contact David Huddy 0424738276

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NEW MEMBERSHIP APPLICATION FORM

BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC.
66 Quarry Road, Murwillumbah, NSW 2484
Secretary: Jill Tapp
Phone: (02) 6672 1708
Mobile: 0412 761 443 Email: jilliantapp@gmail.com

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



APPLICANT INFORMATION

First name:	Surname:	Class of membership (see over):
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 be 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 behavior whilst riding a motorcycle within the club.

NOTE

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

FEEES

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

COMMITTEE USE ONLY

Proposed by:	Signature:	Date:
Seconded by:	Signature:	Date:
Membership No.	Notes:	

FUNNIES



The views expressed herein are those of the writer or the contributors and do not necessarily reflect official Club policy.

Contributions should be addressed c/- the Secretary at the e-mail shown on this page. All other correspondence should be addressed to:

The Secretary 66 Quarry Road, Murwillumbah, NSW 2484

Member of the International Council of BMW Clubs

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