

# THE BEEMER

## November 2018

### **SOME OF US DID DO SOME RIDING!**

- ◆ SOME ADVENTURE RIDING, TO THE OFF CENTRE RALLY!
  - ◆ THE BMW MOTORRAD NATIONAL RALLY
  - ◆ A BIG OFF!
  - ◆ REGULAR SUNDAY RIDE'S
  - ◆ SEE OUR **TRAFALGAR DAY RIDE REPORT ON PAGE 23!!!**
- ◆ **SO SEE INSIDE FOR ALL THE GOSS!**



**CHECK OUT YOUR CLUB  
SOCIAL PAGES 10/11**

**OUR CLUB CHRISTMAS  
PARTY AND**

**OUR LADIES REGULAR  
LUNCH**

**SO PLEASE ENJOY WHAT  
YOUR CLUB HAS TO OFFER.**

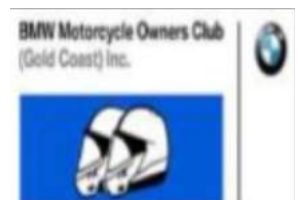
**Can you recognise our  
Members at this great  
BMW event??**

*Clue, Have a look in the front row.*



**NEWSLETTER OF THE BMW  
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(GOLD COAST) INC**

**MEMBER OF THE BMW CLUBS INTERNATIONAL COUNCIL**







BMW Motorrad



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# PRESIDENT'S REPORT OCT 2018

David Huddy

Elsewhere in this edition, you will see a piece on ride protocols, together with a form which was introduced at our last breakfast meeting. I won't labour the issue here, but please read it carefully and download the form for printing in the event you volunteer to lead a ride. I'll make sure I have a couple with me when riding and if others do the same we should always have forms on hand.

John Vassallo has generously offered to take over the ride co-ordinator role from Gordon and we should all give him a big thank you. We can help by volunteering to lead rides and filling out the calendar of events.

By popular demand, this year's Christmas party will be held at Tallai Country Club on 11 November, with rumours of putting for those interested. Check your emails for more info.

I see that the ACT has finally come on board with lane filtering, but with such restrictions it becomes virtually impracticable. To make things worse the rules differ from those over the border in NSW. Good luck to the commuters from Queanbeyan.

**Only allowed when safe to do so;**

**Not allowed at a speed greater than 30km/h;**

**Only allowed by fully licensed motorcyclists (ie. learner and provisional licensed motorcyclists are not allowed to lane filter);**

**Not allowed on the kerbside next to a footpath or in bicycle lanes or breakdown lanes;**

**Not allowed in ANY 40km/h zones (such as school zones, roadworks and city centres); and**

**Not allowed past heavy vehicles and buses.**

*(Courtesy of Motorbike Writer)*

It looks to me as if they didn't really want to do it. So, if heading down that way, take care. You would think that by this time the states could have put their heads together to agree on road rules, but it's left to us poor riders to understand the legislation in all states and territories.

**A number of members are seeking information on Peter McGrath who had that horrendous OFF on the recent ride near Kyogle. Well Gordon advises that Peter is recovering slowly but more importantly surely. We all send our best wishes and hope for a successful recovery.**

Keep on keeping on.

David



## BMWCOCGC CLUB NEWS

### MONTHLY BREAKFAST AT THE VIEW CAFÉ 7th OCTOBER

David welcomed visitor Wojtek Janczewski (Wally) to breakfast. Wally also joined the ride following breakfast. Andrea Eacott and Judy Fatcher were welcomed as it was the first time for both at the breakfast meeting.

Those at breakfast were:

Nicholas Mercieca, Dean & Judy Fatcher, Steve & Pat Bryant, Rohan Bainbridge, Ian Proctor, Darren Alchin, Phil Rogers, Erik & Robyn Lorentzen, David Huddy, Marion & Martin Bell, John Vassallo, Ray Scarlett, John Vanzino, Jill & Greyden Tapp, Jenny & Gordon McLister, John & Cheryl Simpson, Troy Power, Ivan Peres, Jim Papandreas, John & Andrea Eacott, and Visitor Wojtek Janczewski. (29)

There is still no volunteer to take over as Newsletter Editor. If no one steps up the Newsletter will cease from John Simpson's last issue in December.

Members were asked to select their choice of Christmas Party venue when signing the meeting register. Tallai Country Golf Club was a clear winner. The lunchtime Christmas Party will be on Sunday 11 November 2018. The cost and more details will be circulated once details are finalized.

The \$5,000 Term Deposit has been reinvested at Heritage Bank for a further 12 month period at 2.7%. David will endeavor to retrieve the withholding tax of \$62.05 which was paid to the ATO before the Heritage Bank accepted that the Club was a not for profit organization and not subject to withholding tax. That situation has been clarified and should not happen again.

David Huddy spoke about ride protocol and Members taking part in the ride following breakfast completed a sign-on sheet. This will be a regular procedure for each club ride. The ride for the day was heading to Rathdowney.

David Huddy introduced relatively new member Dean Fatcher to the Members before Dean spoke about the Off Centre Rally Mt Dare 2018 which he and Rohan Bainbridge recently completed. This ride is part of the legendary Christmas Pudding Run. Being dirt road enthusiasts they had a great time. I won't go into detail as Deans account of the adventure will appear in the Beemer for those who missed out on Sundays report. Dean highly recommended others give it a go. Jim Papandreas asked if there were any lessons learnt.....pack lightly was Dean's response.

Following breakfast 9 riders headed off to Rathdowney and the interesting Lions Road.



# YOUR BMW CLUB NEWS

## 7th OCTOBER BREAKFAST RIDE REPORT



The October meeting was on the 7th and we were given a talk by Dean Futchter on the recent Off Centre Rally at Mt Dare. A fuller report is elsewhere in this Newsletter so please enjoy.

Steve headed up a 300+ Km ride as noted here. Thanks Steve.

Following up after a very enjoyable breakfast, entertaining and informative talk by Dean Futchter and a 300km+ Club ride,

9 bikes and 10 people departed from Hinze Dam after our October breakfast meeting. Actually Seven bikes as two left early for fuel at Canungra and I did remember to pick them up on the way through. An uneventful but pleasant ride via Beaudesert, and Kerry, a comfort stop at Darlington Park and we bunched up a little and made our way through to the Lions Rd.

A short stop at the railway loop and Greyden, Jill and Wojtek our visitor from Victoria turned left on Summerland way bound south for Kyogle and Murwillumbah.

The remaining riders headed north and we enjoyed lunch at the cafe in Woodenbong.

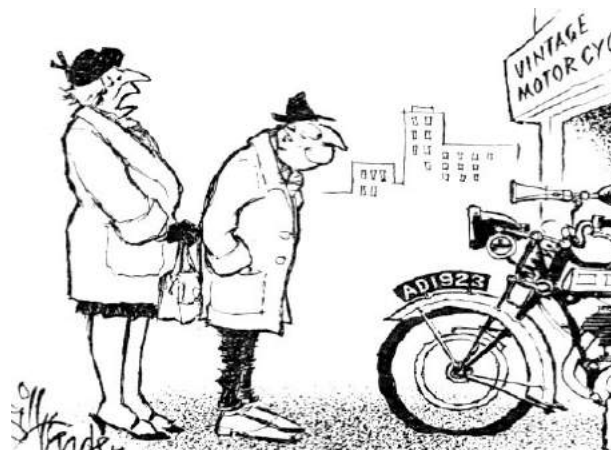
Predicted showers did not eventuate and all arrived home with daylight to spare.

Thanks all for your company. See you at the Christmas party in November.



**Cheers**

**Steve #318**



"YOU USED TO LOOK AT ME LIKE THAT...."



### THE LEGEND OF THE PUDDING.

The story of the Pudding begins in about 1975 when a chap from WA was staying with another bearded associate in Adelaide and was preparing for his trip home. Packing a Big Sister Self Saucing Pudding as supplies seemed a good idea at the time, but as time passed the same Pudding was carried to numerous destinations but never consumed. Subsequently, as it aged, it achieved its status by being exchanged between riders, generally at the Border Run at the SA/WA Border, and carried to numerous destinations for a change of scenery. Sadly, by the late 90's, the Pudding was showing its age and was subsequently encased in resin to protect it and those who were transporting it. It has continued its travels over the years and is still a regular attendee of many motorcycle rallies and gatherings.

However, there are rules to be obeyed. It must always travel by motorcycle, not by car (exceptions have been made for sidecars though). If you are indeed desperate enough to want to eat the Pudding, you must first eat the tyres and seat of your bike washed down by its contained liquids before you have a go at the Pudding!

More recently the Pudding has taken on the guise of a fund raiser in that individuals attending the Off Centre Rally, or similar gatherings, can bid for rights to transport the Pudding. The proceeds from these auctions are then donated to the Royal Flying Doctor Service to support their much needed assistance in the outback.

The only Order of Business is the Auction of the Pudding and the location of the next OCR. Bill on his BMW R1200GSA LC won the auction and became the 2018 OCR Custodian of the Pudding. Good luck there my Mate!!

### SO THERE YOU HAVE IT THE LEGEND EXPLAINED?

### Just got this email from Ken Madsen on his Horrible Off during the month It looks sore and sobering . We wish him a speedy recovery.

Had a lovely drive in the rain with Steve and 40 others riders on the MCRiders off road weekend adventure. It started wet and got wetter, I thought I was handling the gravel and dirt fairly well and was impressed that I hadn't fallen over when 3 km from the end of the dirt section before riding into Casino, down I went. Greasy mud took the front wheel out from under me and I went down on my left side. Hardest landing I have ever had and caused me to cry, fortunately the helmet kept that a secret (I think). Took a while to get back up with the help of other riders, I knew something felt wrong with my shoulder. Given we were so close to the end and the support vehicle would be some time behind, they suggested if I could ride out, I do so as it would be quicker. I tried and got 200 metres before going down on the same side again. I baled and got a lift into Ballina Hospital.

Dislocated collarbone and bruising. The bruising is more painful than the collarbone and every morning a bit more comes out.

Ballina hospital gave me some drugs and I caught up with the other riders at our accommodation that night.

Next morning was a challenge, I had locked up and couldn't get out of bed, I seriously considered the option of wetting the bed, it was that sore, after about 20 minutes I did get out and got some more drugs into me.

My daughter, picked me up and the bike went back on the support vehicle to BMW Springwood.

Will know on Monday what if anything gets done to the collarbone., fortunately no tearing around the rotator cuff, which the doctor can't understand.

I have 2 big rides before Xmas and I am trying to get advice that will enable me to ride...but doctor is not being optimistic.

The bikes OK apparently. The mirrors were a bit loose it certainly faired better than Ken, these bruises look awful

Hi All, Dean Fucher has presented his take on the **OCR Rally** elsewhere in this issue. However the **Legend of the Pudding has been "Folk Lore"** amongst us for many years.

Well he also provided the history and it is reproduced here for all to see. So please enjoy.

**On another topic we had this email from Ken Madsen and very sobering it is too.**



**WE ALL WISH YOU A SPEEDY RECOVERY GET WELL SOON**



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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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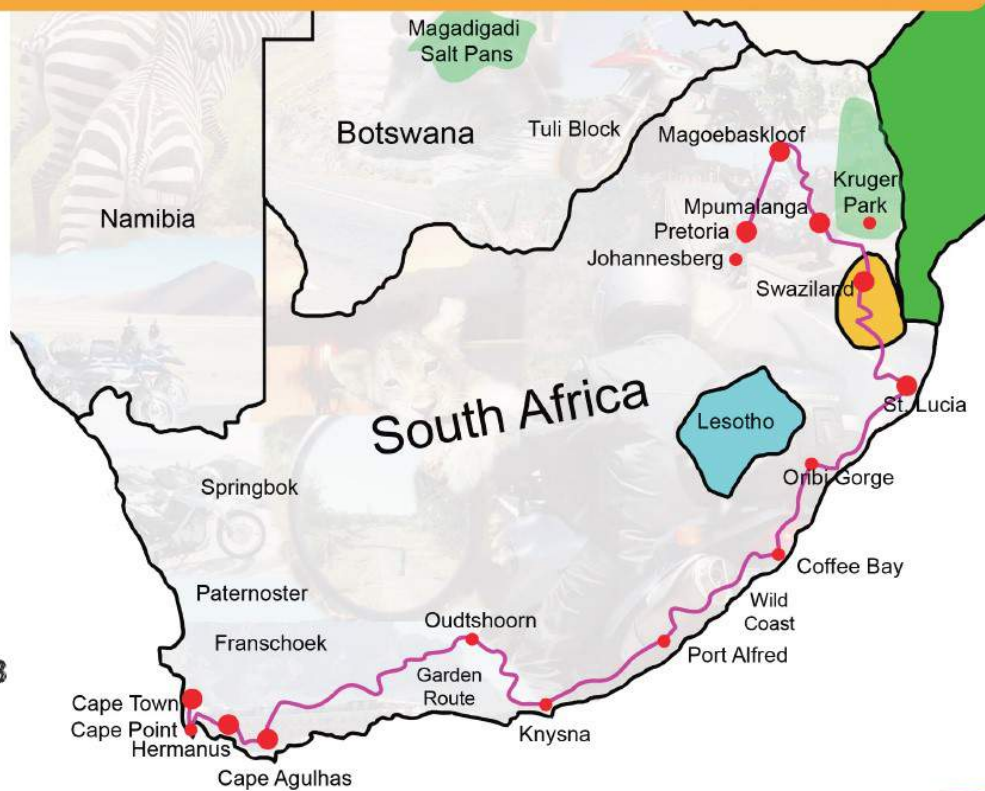
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Nic Mercieca



**Life Members**  
Fred Davies



**Life Members**  
Ken Dyne &  
Lyn Dyne

## EDITORS CHATTER

Hi All, This month has not been as good for riding as the rain has, at long last, started. Yeh I know we are in a drought and the rain is welcome but for our mode of transport it can be irritating. However it has not stopped some of us as can be seen by the various write ups inside this Newsletter and "the Old Fart" thanks and welcomes these interesting articles. We hope that you enjoy them as much as I do editing them.

Our President has been looking at how best to keep us safe on our rides and this topic has been canvassed in the body of the Newsletter.

Now the "Old Fart" has been riding for a few years now and supports all efforts to help keep us safe so please read David's suggestions and don't be shy, make any and all comments, as the more involvement we all have the better the outcome and that has got to be a no brainer.

On the last Sunday of September the "Distinguished Gentleman's ride" was held here on the coast and all around the world. As you know this event supports Prostate cancer and the Movember appeal. Many of our members here on the Coast supported this magic event, which was an event started in **Sydney in 2011**.

It is now run world wide and has raised some **US\$6,060,509 with 114,268 registered riders in 2018**. Now that has got to be good motorcycle PR and a superb help in the fight for Prostate cancer and the Movember appeal.

Hopefully next year we can, as a club, form a team and enjoy the fellowship of this international event and help raise **some DOSH.....comments??**



As can be seen here our Christmas Party is set down for Sunday 11th November so lets see you all there for a bit of fun and frolics

So as usual

**KEEP THE SHINY SIDE UP**  
and don't forget this ain't a dress rehearsal so keep safe and enjoy life.

**The Old Fart**

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





# CLUB CALENDAR

November 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		

## Club Dates

- November 4th Sunday Club meeting & Breakfast at Heinze Dam – then a run 180 - 250 k's. By John M
- November 2-4th Fri-Sun Jacaranda Run to Grafton by David
- November 18th Sunday Damián's Day
- November 30th Friday Ladies Lunch at the "Malt House" At the Kitchens, Robina Town Centre at 11.30am

## Ladies who Lunch

See Page 10 for details.



## 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.

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

November	2-4th	Fri-Sun	Jacaranda Run to Grafton by David
November	4th	Sunday	After Heinze Dam breakfast & club meeting - run for 180 - 250 k's By John M.
November	18th	Sunday	David's Day
December	2nd	Sunday	After Hinze Dam breakfast & club meeting - Mt French, Barney Christmas Creek. By David.
December	8th	Saturday	Binna Burra Pizza & Pasta
December	16th	Sunday	John M's Magic Ride
January	6th	Sunday	After Hinze Dam breakfast & club meeting—Jacobs Well Loop—Gordon & Jenny

## LADIES EVENTS

Jill Tapp

# Ladies who Lunch



**Jill Tapp advises the November Lunch Venue is at A Restaurant called **The Malt House** At The Kitchens, Robina Town Centre, **November 30th at 11.30am** or whenever you can get there.**



# BMW CLUB SOCIAL EVENT'S

## *Our Christmas Party At*

**BMWMOCGC CHRISTMAS PARTY 2018**

**TALLAI COUNTRY GOLF CLUB**

**Cnr Worongary Road & The Panorama**

**DATE: Sunday 11 November 2018**

**TIME: 11am for putting competitions. Lunch at 12.30pm**

**RSVP: Sunday evening, 4 November, to [jilliantapp@gmail.com](mailto:jilliantapp@gmail.com)**

**MENU: Please see the attached flyer for details**

**LADIES: Please bring a Secret Santa gift to the value of \$15.**

*Celebrate*  
**XMAS**

**At Tallai Country Golf Club**

*Mrs. Claus's Nibbles on Arrival*

**MAINS**

**Traditional Roast Turkey and Baked  
Leg Ham with cranberry and gravy.  
Served with potato bake and fresh  
vegetables**

**DESSERT**

**Plum Pudding w custard and  
icecream**

**\$28 Per Person**

**BOOK NOW**



# OFF CENTRE RALLY

## August 2018 By Dean Fucher

### PARTICIPANTS

Rohan SUZUKI DR650  
Dean BMW R1200GSA  
Bill BMW R1200GSA LC  
Paul KTM 990 ADVENTURE S

Land Cruiser 100 Series with bike trailer as back up vehicle

### 3<sup>rd</sup> August - Nerang to St George

Dean's place at Nerang was our official starting point after dawn, except for Paul, to journey to Mt Dare SA and the legend of the Pudding. Please see "Legend of The Pudding" later in the story.

We chose to travel via Warwick, Goondiwindi and Nindigully to our first overnight stop "Glamping" at St George.

Once refuelled and refreshed we pushed on to St George where Bill had booked accommodation for us.

### 4<sup>th</sup> August -St George to Noccundra Pub

In the cool of the morning we headed due west with Noccundra Pub in our sights for the night's stop, a bush camp on the banks of the Wilson River. Our first decent rest stop was at Bollon. Not much happens in Bollon, so with a quick stretch and visit to the gents, we were off. We fuelled up and regrouped at Cunnamulla where we had contact from Paul on the KTM. He was only 2 hours behind us! Pretty good effort considering he had only left Beenleigh at 3.45 a.m. that morning, 20 hours after we had left him on the Gold Coast.



Now we were all together for the final leg of the day, a short 130 odd km to Noccundra Pub. We arrived around 4.40 p.m. which meant we had 20 minutes to fuel up before the bowsers were locked for the night, no exceptions! Considering they did not re-open until 8 a.m. we all topped up at \$2.20 per litre. "Is it 91 or 95 mate?". "It's unleaded mate". "Oh, OK thanks". We had a great night at the pub and our bush camp. (Note to self, take more firewood next time). 5<sup>th</sup> August – Noccundra Pub to Innamincka.

About 100 km out of Noccundra, the dirt road started. It was in good condition but very dusty. Only a short run today with a stop at the famous Dig Tree which now has a boardwalk for protection of flora and wildlife. We decided to hot foot into Innamincka for a camp at the beautiful Town Common on the banks of the life-giving Cooper Creek. After a fine meal at the 'Outaminka' Bistro, it was back to camp for a few cleansing ales and a chat about the plans for the next day by the camp fire.

### 6<sup>th</sup> August – Innamincka to Marree.

Thankfully the Strzelecki was in good condition for the most part as 575 km had to be covered to make it to Marree, our evening stop. Farina was a large regional centre in its heyday but is now mostly ruins with some restoration works being carried out. Worth a look though.

Our next fuel stop (apart from top ups from the Mothership Land Cruiser) was Lyndhurst. For those that have not been to Lyndhurst there is a pub with no fuel, and a general store with fuel. The fuel and bowsers are not operated by the store but by Perry Fuels. Card only. Bad luck if you only have NAB! It was quite a process to get us all fuelled up as each buyer had to get the card pre-approved

Then on to Marree. We all decided to stay in the cabins (dongas) for the night. We all needed a good tub and a gargle of SA's finest brews to clear away the dust. The Marree Hotel has a good amount of memorabilia, displays and videos of Tom Kruse, the Birdsville Track Mailman.

### 7<sup>th</sup> August – Marree to William Creek.

A short ride of around 200 km from Marree to William Creek passed through very desolate country. There is a fantastic view of Lake Eyre South about half way from Marree to William Creek where we came across 2 guys on Harleys, one of whom had 'been down the road' as evidenced by the red mud and dirt he and his bike were sporting! William Creek is a tiny spec of a town literally in the middle of nowhere but it is situated on Anna Creek Station which is bigger than Israel. Holy helicopters Batman! The largest cattle station in the world. Seven times larger than the USA's biggest ranch in Texas.



# OFF CENTRE RALLY

## Continued

### 8<sup>th</sup> August – William Creek to Coober Pedy

Another short ride to the opal mining town of Coober Pedy. Bill wanted to camp underground just for the experience, but Cam, Bill's brother and Dean were not so keen. Ah...claustrophobia! We decided instead to try the Opal Inn which is one of the larger establishments with off street parking.

Paul and Rohan had booked a scenic flight over Lake Eyre from William Creek the day before, but had to wait until our first day in Coober Pedy so they arrived later. After settling into my room Dean was carrying out the end of day routine bike check-over with a beer or two and found excessive play in the front wheel bearings on the GSA. Geez! You'd think they'd last longer than 12 years and 140,000 km! Paul was on the hunt for bearings and immediately called his workshop at Hinterland Motorcycles for the part numbers so we could try to get the bearings before we pulled the front wheel apart. It turned out to be a very common automotive bearing, number 6205. Paul went off in search of the part, returning 30 minutes later with 2 shiny new bearings. So with the help of the motel room hairdryer and an old bent chisel, the bearings were replaced in good time for a tub and dinner.

### 8<sup>th</sup> – 9<sup>th</sup> August . Coober Pedy to bush camp north of Pedirka Ruins.

Coober Pedy to Oodnadatta is an experience in big sky and vast horizons. The country is a moonscape hence the title Moon Plains. There are vast plains covered with cricket ball sized stones and other areas that shine like diamonds due to the huge surface deposits of alum in crystalline form which is a double of sulphate of aluminium and potassium.

When we pulled into Oodnadatta, we met up with other riders en route to the OCR. One older chap entered the cafe wearing a pink tutu. When Dean asked him about his get up, he explained that he had been made to wear it due to an earlier gravity mishap which caused his R100/7 to have a rest in the sand. Dean was glad we didn't have a tutu on board otherwise he would have had to wear one after a similar incident at some sandy road works west of St George. Anyway the poor guy continued his run of bad luck (a Spec Saver moment) when he filled, yes filled, his R100/7 to the brim with diesel. He was really having a bad hair day! The bike's tank was drained into various receptacles for disposal. Carbies etc were also drained, fresh ULP applied and away it went. Good old Air Heads ...can't kill 'em. By the way, the tutu was now not part of the wardrobe.

### 9<sup>th</sup> – 10<sup>th</sup> August. Bush camp to Dalhousie Spring and Mt Dare.

The next morning, it was off to Dalhousie Springs, to check out the ruins and have a dip in the Hot Springs. From Dalhousie to Mt Dare (OCR site)

This part of the ride is where it got interesting to say the least. The road/track into Mt Dare from the south is gruelling, with a lot of grit and determination required. Deep sand and severe (Himalayan!) corrugations (Himalayan!) with stretches of wheel and frame breaking rocky sections.

We encountered more and more riders as we went along. Many had stopped on the track for a breather. This was white knuckle stuff.



### 10<sup>th</sup> – 11<sup>th</sup>. Mt Dare – Rally Central.

Dean had pre-booked cabins for us to stay in which were very comfortable and welcoming. We settled into our digs and like all good rally goers, it was off to the bar. SHOCK HORROR! No cartons of beer for sale, singles only.

Motorcycles varied from 250 trail bikes to the ever popular all purpose Suzuki DR 650, even one with a side car attached, to all manner of homemade side car outfits. BMW's were possibly the marque most represented in any number from new to old.

### 12<sup>th</sup> August – Mt Dare to Curtain Springs.

From Mt Dare to Finke, it was sand, sand and more sand..... Paul, Rohan and Bill had got the hang of The Sand whilst Dean just could not get it together, so with a few more gravity attacks and a fair bit of paddling he managed to battle through. (NOTE TO SELF – Riding through soft

sand on a large adventure bike is not for the faint hearted). The road into Lambert's Centre was so bad it was given a miss after only 500 metres.

### 12<sup>th</sup> August and 13<sup>th</sup>– Curtain Springs.

There were various debates about road conditions on the Ernest Giles Track. A coach driver told us it was a car breaker 3

# OFF CENTRE RALLY

## Continued

days ago when he was on it and the staff at Kings Creek Station told us that 4WD's had been coming in with all sorts of problems to do with the road.

A splash of fuel and bite to eat at Eralunda, then a bee line to Alice Springs. At Alice we booked into cabins at a caravan park just out of town as security for the bikes, and the 'Cruiser and trailer, was foremost in everyone's minds.

### **14th August – Alice Springs to camp spot between Hart's Range and Jervois**

At Alice we wanted to do different activities so after establishing a time and place to regroup, we all did our own thing. However, the puncture gods were not with us that day. Paul sustained a sudden loss of wind in his front tyre. So with a joint effort a new tube in the front wheel we were off but by now it was too late to make it to Jervois before 'Skippy Hour'.

We had yet another of Bill's gastronomic extravaganzas. Thanks Bill, you were amazing and never failed to come up with a magnificent steak and veg.

### **15th August – Camp spot through Jervois to Boulia.**

By now we were well into the notorious Plenty Highway. Good dirt turned into treacherous bull dust. Before the bulldust was red, now white. More gravity attacks were had. Finally we came to the NT/QLD border at Tobermurray where the Plenty meets the Donohue Highway which took us the 250 km to Boulia.

### **16th August – Boulia to Winton.**

Not much to report in regard to road conditions, because we are now back on sealed roads.

### **17th August – 18th Winton to Longreach.**

Everyone wanted to see the Dinosaur Experience. When we arrived at the car park, Rohan surveyed his rear tyre, and decided it was no longer fit for purpose. He called a place in Longreach where there was a tyre and they stayed open for him. It was Saturday afternoon. Great service. The rest of us took in the Dinosaur Exhibits, which is a must at Winton. Rohan set off for Longreach to get his new tyre and book our accommodation.

***Rohan's phone rang, 'It's Bill! Paul's been knocked off his bike by a 'Cruiser ute!. He's OK, the ambulance is here, and police". The driver of the ute had failed to give way and hit Paul centre on and sent him flying. Paul was taken to Longreach Hospital and was the first patient to have a C.A.T. scan in their new scanner which had been installed 2 days before. Lucky old him! Final score KTM 990 – repairable but messy. Paul – broken ribs, cracked cervical vertebrae (no spinal chord damage) and broken bones in one foot. Paul is mending well as you read this.***

### **18th – 20th August. Longreach to cattle station.**

After contacting Marion, Paul's wife, and making sure that Paul was OK we strapped the KTM onto the back-up trailer for the trip back to Hinterland Motorcycles at Nerang and set off for Bill and Cam's family cattle station 'Swan Hill' about an hour south of Blackall where 3 generations live on the property.

### **20th August – Miles to Gold Coast.**

We spent the night at Miles and made it home 19 days and 7,150 km later. A brilliant trip was had by all. Paul's accident was unfortunate but we are sure he'll make a full recovery. We will all share fond memories of a great Central Australian experience that we had together on our motorcycles.

The best riding mates ever! Can't wait for the next OCR IN 2020.

Thank for reading.

**Dean Fatcher.**





# BMW Motorrad National Rally

## Erik's Report



Nicholas (G650GS Sertao) and I (R1200GSA) attended the 2018 National BMW Motorrad Rally in Wallerawang from 29<sup>th</sup> September to 1<sup>st</sup> October. Lyn & Ken Dyne also attended with two of their vintage BMW's.

Nic and I started out from Kingscliff at 07.30 AM on Friday morning in perfect bike riding weather. We had decided that we wanted to avoid the coast motorway and took a route taking us to Kyogle, Casino, Tenterfield, Glenn Innes, Armidale and an overnight stop in Walcha. We arrived mid afternoon at the Walcha Hotel.

Walcha Hotel is very popular with bike riders and there were already a few of them sitting outside their rooms having a coldie. Rooms are cheap and there is a workshop with a bike lift and tools that can be used free of charge if required. Of course Nic I did not need to take advantage of this facility, but some of the many Harley drivers might. After checking in we went out for a beer / cider and ended up at the Walcha Commercial Hotel for dinner. The hotel has a great atmosphere, the service from the young bar maid and the restaurant staff was excellent and the quality of our dinner was well above average for pub food.

When it came time to pay for our dinner I used my newly acquired MasterCard ring just holding my hand over the eftpost machine. The young bar maid was very impressed and we had a lengthy conversation about where she could get one, the cost and so on. Even the fellow behind me came in on the conversation. From then on every time I used it, it started a conversation, and Nic was like: oh, here we go again.

After a filling breakfast at the Royal Walcha Cafe we headed down Thunderbolts Way. The weather was a bit chilly with light rain occasionally that stopped around lunch time and turned into another brilliant riding day. We turned left after a short while and went through Nundle State Forest (35 km gravel road) on to Willow Tree, Scone, Castle Rock, along the Bylong Valley Way to the Black Gold Motel in Wallerawang arriving at 3.00 PM on Saturday afternoon. A great ride on minor roads with lots of bends and occasional large herds of cows taking up the roads.

After registering and receiving our tickets for the Sunday night's dinner and Monday breakfast we hung around chatting to the other people, a lot of them we knew from the delegates meetings and other rallies. The Black Gold Motel was previously a school, but now turned into a very modern motel / conference centre / classy restaurant. All was top notch, a great venue for the rally. That evening we had dinner and at the local pub, a short walk from our Motel.

Sunday morning started with a very nice breakfast at the Black Gold Motel restaurant. After which we saddled up and went out to see the famous painted silos and took some photos at the old Portland Cement works. Next up was the Small Arms Factory in Lithgow. We spent a few hours there as there was so much to see. Apart from the thousands of guns it was interesting to read and see the story behind this once huge factory. I had no idea that they produced parts for so many different products like kitchen mixers, sewing machines and the belts for the German Leopard tank. I remember this tank very well from my time in the Danish army. They also had the old Garand rifle on display which we used when on guard at the royal palace in Copenhagen. The Magnum .44 hand gun was also on display. It was used by one of my favourite actors, Clint Eastwood, in the Dirty Harry movies. I can still recite one of his famous quotes ***"Did he fire six shots or only five? Well to tell you the truth, in all this excitement, I kind of lost track myself. But being that this is a .44 Magnum, the most powerful handgun in the world, and would blow your head clean off, you've got to ask yourself one question: 'Do I feel lucky?' Well do ya, punk?"***

In the afternoon we went up to Katoomba and took a few photos at the Three Sisters before stopping for lunch in Blackheath. There was a lot of traffic on a Sunday afternoon so it took a while to get back to our hotel.

That evening we attended the Grand Rally dinner at the Black Gold Motel. It was a very enjoyable evening with great food and a very interesting presentation by Miles Davis about his participation as a marshal at the GS Trophy competition in Mongolia. His partner Julia is a fantastic rider and was one of three riders on team Ausamerica. After the competition ended Miles stayed in Mongolia and was leading three official BMW GS tours following in the footsteps of the GS Trophy rally. So after spending almost three months in Mongolia there were a lot of stories to tell. Unfortunately, neither Nic nor I had any luck in the raffle. Both the first (BMW G310GS) and second prize (Large BMW bag) went to riders in the ACT.

After breakfast on Monday morning it was time to get back home. Nic's parents live only 30 minutes ride from the motel and it was his Dad's birthday so he was going to stay there overnight and ride back on Tuesday. I took the scenic route home via the Bells Line of Road and the Putty Road. I had often seen these roads mentioned in bike magazines but never ridden them, so now was the chance. The weather was nice and crisp in the morning (3 degree C.) and never above 12 degree C. until I reached Glenn Innes, my stop for the night. Tuesday morning the same way back via Tenterfield and Kyogle.

A fantastic long weekend in good company. Total km's travelled: 2148 km.



# BMW Motorrad National Rally

## Lyn's Report

**Wallerawang NSW** was the venue for the BMW Clubs Australia National Motorrad Rally 2018 held on Saturday 29th September to Monday 1st October.

When mentioning the town to anyone the response was usually met with 'where is it?' A small township with a population of 1,902 situated in the Central Tablelands of NSW and approximately 14 k's from Lithgow. It is also located on the main Western Railway Line and near the Great Western Highway.

Coal mining seems to be the major industry in the area. Back in 1957 a power station was built but closed in 2014 and these days is gradually being dismantled.

There was a choice of accommodation with the majority of participants staying at the Rally Base Venue, Black Gold Motel, a very spacious and modern establishment with a variety of options. Others stayed at the local hotel (there are two, side by side) in town (being a small group of shops which supply the basic necessities) whilst some camped at Lake Wallace which apparently is a popular destination for Sydneysiders on weekends.

It was a touch of nostalgia for Ken as a lad when he used to ride out that way from Sydney on his BSA with a rifle over his shoulder on the occasions when he and his mates would go on camping weekends to shoot rabbits.

We had arrived in the early afternoon on the Friday to be greeted with two thunder storms, virtually one after the other which appeared from the west. For the remainder of our time during the long weekend the weather was picture perfect although rather chilly at daylight around -2° and a -5° early on Tuesday morning.

Although no rides were organised, we were issued with locality maps for both road and off-road destinations so everyone could do whatever they desired. There were plenty of choices: a visit to the Zig Zag Brewery at Lithgow, Lithgow Small Arms Factory Museum, Portland to see the artistically painted silos and buildings or a ride to the historic shale oil mining town of Newnes and Glow Worm Tunnel which was an abandoned rail tunnel. There was also a goat farm visited with goat cheeses on sale.

The main rally event was the dinner on the Sunday night where the guest speaker Miles Davis accompanied by his wife having both returned from the BMW GS Trophy event in Mongolia, showed us some of the action on the big screen. The raffle was then drawn for the G310GS with money raised being donated to the Prostate Cancer Foundation.

On the Sunday some of the townsfolk turned out to see a very old steam engine pulling a number of carriages full of passengers which was running from Bathurst to Wallerawang and return.

The weekend was an opportunity to catch up with friends and acquaintances some of whom we had not seen since the rally at Lake Cargelligo in 2014.



**A Beautiful 1932 R12, Owned by Trevor Deans on display at the Rally**

We had taken two of our historic bikes, the R60US and R90S. Our International Delegate, Trevor Dean brought along his immaculate 1939 R12. All told there were 85 in attendance on various BMW models plus a couple of Hondas. Bob Williams of the BMW Drivers Club New South Wales was also in attendance plus Bailey Gifford of S.A. Vice-Chair Motorcycles. And not forgetting Garry Sme, President, BMW Motorcycle Club ACT and Chairman of BMWCA who with his members put on an excellent event.

Most attendees left for home on the Monday after breakfast but because of the long weekend traffic we chose to leave early on Tuesday. In 11 hrs 25 min we were back home at the G.C.

A big thank you to all who made this event happen. The next National Motorrad Rally will be held in 2020.

**Lyn 009**



**Lyn's very desirable R90 US on display at the rally**



**A 1932 R12, Lyn's R60 US and her R90S on display at the Rally**





# RIDE PROTOCOLS

Dave Huddy

We have had a recent incident where riders were left behind after a rest stop, resulting in them missing out on the best parts of the ride and having to find their own way home. This has happened before and Gordon and I have discussed the situation and, with assistance from John Simpson, who has been through the experience with other clubs, at last Sunday's breakfast, we introduced a new ride sheet for riders to sign up at the start of each ride.

People participate in rides for a variety of reasons, with fellowship ranking highly on the list. Safety and the comfort of knowing that others are there to help in case of emergency would also be important. Interesting routes are desirable but are necessarily secondary to the other factors. It therefore behooves us, as a club, to ensure that things go smoothly. I'm not one for lots of rules and regulations, but since the club organizes rides, invites members to participate, then manages the event by appointing a ride leader, who chooses the route and a TEC if required, the club must accept some responsibility for what happens on the ride and for the safety of participants, which means setting some rules. On the ride, this comes down to the leader and TEC. If there is a TEC, that is the most important position and no ride should start off or continue until both are happy that the group is complete.

Safety comes down to behaviour on the road and this is well covered by our guideline, but we do need to ensure that if there is ever an emergency, or if a rider is missing the ride **MUST STOP** until the matter is resolved. If necessary, one or two riders go back. It would also help if more members purchased comms and the mobile nos. of both the leader and TEC should be known to riders.

The new form, adapted for our use by John S. from Ulysses, can be passed around before a ride and checked by the leader/TEC before departure. Although we have most of this data on our membership list, that is difficult to access on a ride, it's not available to everyone and detail may vary. The form will also assist in the event of an insurance claim or an enquiry from the police.



Forms will need to be collected after each ride but that's easily done by scan to the ride co-ordinator or me. Later we may be able to preprint a form with details of regular riders.

Ride leaders have to set an example, so please, before taking off, line up the participants and check with the TEC, if there is one, that all are ready to go. We might set a requirement for a TEC when there are 5 or more riders, but for the time being that's up to the leader.

An explanation of the form is noted below and a blank form is attached overleaf. If are leading a ride, please print one off and take it with you.

Carry on riding.

David

	<p><b>BMWOC GOLD COAST</b></p> <p><b>DAY RIDE SHEET</b></p>	
Date _____	Destination _____	
Ride Leader _____		
Tail End Charlie (TEC) _____		
Next week's Ride Leader _____	THIS RIDES REPORT WRITER IS _____	

	Your Name	Rego No	Your Phone No	R/worthy 3 <sup>rd</sup> Party Insurance  ✓	ICE Phone No and Contact Name
1					
2	<div style="border: 2px solid black; background-color: yellow; padding: 5px;"> <p><i>In the event of you becoming lost, breaking down, having a health issue without being noticed Emergency Services can be notified of your details</i></p> </div>				
3					
4					
5					
6					
7					
8					
9					
10					

*In the event that you sustain injury or have a health issue your emergency contact can be notified.*

*If you become separated from the group TEC can try to contact you by phone to ascertain what has happened.*

**General Note:-** Many clubs utilise Ride Day Sheets. They are designed to provide essential information in the case of misadventure. I have been riding for many years. In that time there have been a few deaths associated with rides or soon after the rider had left a ride. Fellow members experience a lot of stress in the case of an incident. Having this information to hand can help resolve issues more efficiently.



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



# BMWOC GOLD COAST DAY RIDE SHEET

Date \_\_\_\_\_ Destination \_\_\_\_\_

Ride Leader \_\_\_\_\_

Tail End Charlie (TEC) \_\_\_\_\_

Next week's Ride Leader \_\_\_\_\_

THIS RIDES REPORT WRITER IS \_\_\_\_\_

	Your Name	Rego No	Your Phone No	R/worthy 3 <sup>rd</sup> Party Insurance ✓	ICE Phone No and Contact Name
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					



# RIDE PROTOCOLS

Dave Huddy

## 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.

Lyn Dyne

## BMW Group grows global sales in first three quarters of 2018

In the first three-quarters of the year, the BMW Group grew its worldwide sales by 1.3% (1,834,810 units).

14,500 electrified vehicles delivered in September. Since the launch of the pioneering BMW i3 in 2013, a total of more than 313,000 BMW Group electrified vehicles have now been delivered to customers.

**BMW Motorrad** sales remain at around the same very high level as last year. In total, 126,793 customers have taken delivery of a new motorcycle or maxi-scooter in the first three quarters of the year.

In September, 14,124 (+0.2%) units were sold worldwide.

### F 750 GS

#### Engine -

Water-cooled, single-cylinder 4-stroke engine, four valves per cylinder, two overhead camshafts, dry sump lubrication'

Bore/Stroke: 84mm x 72mm

Capacity: 853cc

Rated output: 57 kW (77hp) at 7,500 rpm OE output reduction to 35 kW (48hp) at 6,500 rpm

Max torque: 83 Nm at 6,000 rpm OE output reduction: 63 Nm at 4,500rpm

Compression ratio: 12.7 : 1

Mixture control: Electronic injection

Emission control: Closed-loop 3-way catalytic converter, emission standard EU-4

#### Chassis/Brakes -

Frame: Bridge-type frame, steel shell construction

Front wheel location/suspension: Telescopic fork, Ø 41mm

Rear wheel location/suspension: Cast aluminium dual swing arm, central spring strut, spring pre-load hydraulically adjustable, rebound damping adjustable

Suspension travel, front/rear: 151mm / 177mm (OE: suspension lowering kit 131mm / 157mm)

Wheelbase: 1,559 mm

Castor: 104.5 mm

Steering head angle: 63°

Wheels: Cast aluminium wheels

Rim, front: 2.50 x 19"

Rim, rear: 4.25 x 17"

Tyre front: 110/80 R 19

Tyre rear: 150/70 R 17

Brake front: Dual disc brake, floating brake discs, Ø 305 mm, double-piston floating caliper

Brake rear: Single disc brake, Ø 265 mm, single-piston floating caliper

ABS: BMW Motorrad ABS 9disengageable)

#### Dimensions/Weights -

Seat height: 815 mm (OE suspension lowering kit: 770mm, OE low seat:

790mm, OE comfort seat: 830mm)

Usable tank volume: 15 l - Reserve: approx. 3.5 l

Length: 2,255 mm - Height: (excl. mirrors): 1,225 mm

Width (incl mirrors): 922 mm

Nundle. Contact: [president@docnsw.org.au](mailto:president@docnsw.org.au) / 0412 366 781

**4th November** - Moto GP Sepang Malaysia

**18th November** - Moto GP Valencia, Spain

## 2019

**8-10 February** - 42nd Karuah River Rally by *BMW Touring Club NSW*.

**17-19th May** - Pelikan Rally by *BMW Owners Club of South Australia* at Camp Kedron on the banks of Lake Bonney, 4.7 km from Barmera and 221 km N/E of Adelaide.

## Orange Traffic Lights

Queensland motorists need to remember that it is the law to slow down if you're approaching an intersection showing an 'orange traffic light'.

In 2017, drivers were fined more than \$600,000 on Queensland roads for passing through an orange light, with more than 5300 drivers fined from 2015-2017. 437 motorists in Brisbane were caught in 2017, followed by the southern region with 341 and Gold Coast/Logan with 311.

Failing to stop for an orange light or arrow carries the same penalty as running a red light - a \$391 fine and 3 demerit points per offence.

## Bathurst circuit

The tender to design a new permanent circuit at Bathurst has been awarded to UK company Apex Circuit Design. A spokesman for the Mount Panorama Second Track group has said that the second circuit is set to make way for motorcycles to again race in Bathurst which has been dubbed the original home of the Australian Motorcycle Grand Prix.

The track will be located to the south of the existing iconic track which hosts the Bathurst 1000 each year.

For the project (known as Velocity Park), \$25 million has been provided, \$15 million from the NSW Government and \$10 million from the Federal Government.

## Island Classic

The Grand Prix Circuit at Phillip Island will be the scene for the historic motorcycle meet on the Australia Day long weekend, 25-27 January 2019. Featuring a century of motorcycles, the International Island Classic will see an expected 500 historic bikes and 300 riders in 56 races over three days. The headline event, the International Challenge will see teams from Australia, USA and New Zealand taking part. The UK team is unable to commit to a 2019 UK squad due to budget restrictions but also the new Australian legislation banning aviation fuel (Avgas) in motorsport from January 2019. (The UK squad has always run aviation fuel and is unwilling to modify engines for the Australian government mandated, super unleaded fuel).

See: [islandclassic.com.au](http://islandclassic.com.au)



## UPCOMING EVENTS

**26-28 October** - Round 17 - Phillip Island GP

**2-4 November**

37th Thunder Rally by Ducati Club NSW at Sheba Dam



# GENERAL ODDS & ENDS

## Reprints

### CLOCKED ON ORANGE

RUNNING AMBER LIGHTS  
HAS COST QUEENSLAND  
DRIVERS DEARLY.

STORY NATHAN TORPEY  
PHOTO GETTY IMAGES

**M**OTORISTS ACROSS QUEENSLAND have discovered the harsh consequences of illegally passing through an orange traffic light.

Failing to stop for an orange traffic light or arrow carries the same penalty as running a red light, with drivers fined \$391 and three demerit points per offence.

Last year, more than \$600,000 in fines were paid out from motorists running

orange traffic lights with more than 5300 drivers caught driving through orange light from 2015-2017.

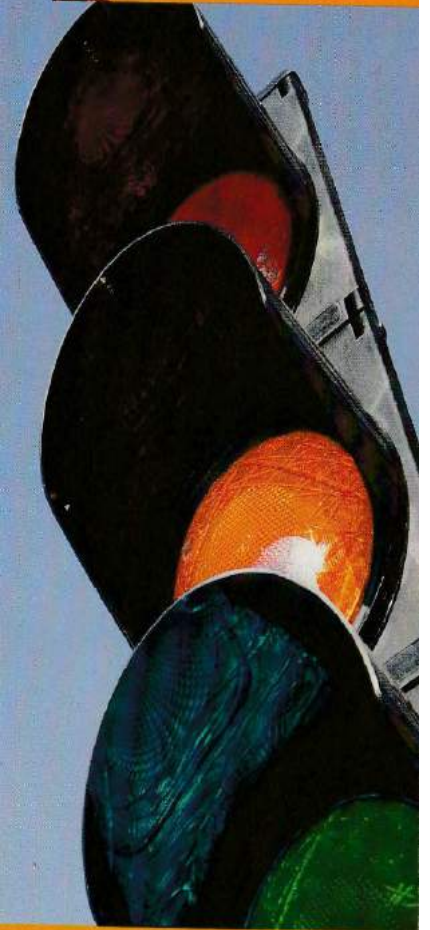
Motorists in Brisbane were the worst offenders in 2017 with 437 caught, followed by the southern region with 349 and the Gold Coast/Logan area with 311.

RACQ Manager Motoring Advice Joel Tucker said if drivers have time to hit the accelerator so they can speed up and get over the stop line before the light goes red, they most likely have time to slow down, stop and be safe.

"Motorists need to remember that it is the law to slow down and stop if safe to do so when you're approaching an intersection showing orange traffic lights," he said.

"Where drivers often come unstuck is that they panic and haven't judged their distance from the intersection when the light changes.

"That indecision can cause them to break the law, because they speed up when they should be slowing down." ■



PARKING FEES AND DRIVING FINES

**This article was just spotted in the RACQ magazine. We were unaware that you could be booked for passing a traffic light on Amber. Apparently you can and this has been confirmed by our "in house" tame copper, it is also referenced in Lyn's input so please**

**BE AWARE**



*"All right. Now, this time you be the speeder and I'll be the cop."*

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





# FOR SALE

## BMW R65 (10R-010322)

Built: March 1985

Odometer: 44507 KMs.



2 Small Dents on upper Right side of Petrol Tank.



Comes with After-Market Panniers (only 3 years old).

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To make an appointment view the Bike.

BMW Motorcycle Owners Club  
(Gold Coast) Inc.



## CONTEMPLATING SALE DUE TO HEALTH ISSUES.

Just 21,000km

2014 1330 RTS Spyder.

Many , many extras.

Talk to Martin 0407 399 264 if you are interested..

# FOR SALE





# BMW CLUB NEWS

## 21st OCTOBER (Trafalgar Day) RIDE REPORT

The third week of October ride was on the 21st, which, I am sure that you all know, is **TRAFALGAR DAY** which is the most important day in the calendar of **HMS Victory, the oldest commissioned warship in the world**. Each year on 21st October a ceremony is held on board Victory marking the anniversary of the Battle of Trafalgar, a battle which defined the Age of Sail and which sealed British dominion of the seas for a hundred years.

However we of the **BMWOCGC** celebrated with a magic ride led by Adrian and Cherie, thanks for such a pleasant day. John Vassallo posted this ride report so please enjoy.

"We had a great ride yesterday organised by Adrian and Cherie. It started off at Hinze Dam after a re-fuel for the riders with a nice breakfast (as usual)

After a leg stretch at Mooball, some of the riders went their own way as they had other obligations to deal with, While myself and Julie met the gang at Mooball and continued on with the ride, and with Only one U turn later, we arrived at the Farm at Byron Bay. (Guess who was leading at the time.)

What a nice place. Lunch was consumed, we all had a walk around to check out the farm animals, and scenery.

Back on our steeds, and we casually made it home before the heavens opened up.

Another great BMW outing.

Thanks again to Adrian and Cherie for arranging this, and Gordon for getting us there.

***Well done, you lot and thanks".***

**John Vassallo**



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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

**AS CAN BE SEEN THE CLUB HAS LAUNCHED A NEW CLUB CAP. IT IS IN STYLES AS SHOWN HERE AND IS NOW ON SALE**

**Contact David Huddy 0424738276**

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





# 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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Secretary: Jill Tapp  
Phone: (02) 6672 1708  
Mobile: 0412 761 443 Email: jilliantapp@gmail.com

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.

### FEES

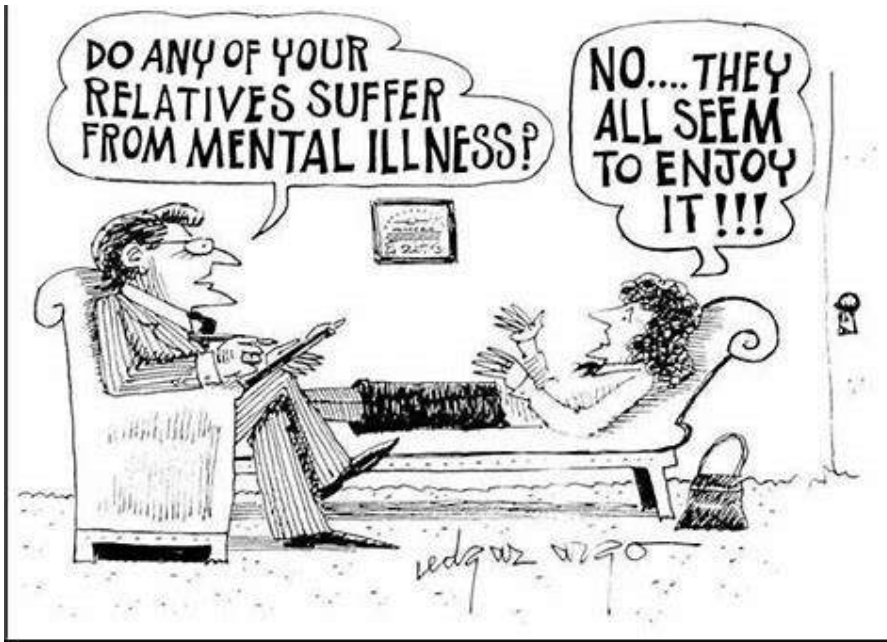
\$50 Joining fee, \$40 Annual renewal  
BMW Motorcycle Owners Club (Gold Coast) Inc.  
Suncorp Bank: BSB 484799 AC: 000294631 REF: Please use your name

### COMMITTEE USE ONLY

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



# FUNNIES



Mick was visiting Paddy who had two dogs. He asked Paddy what the dogs names were. Paddy said one is Rolex and the other is Timex. "Whoever thought of giving dogs names like that?" says Mick. " Hello" says Paddy. "They're watch dogs."

I PUT SOME WHISKEY  
IN MY COFFEE BECAUSE  
IT'S IRELAND  
SOMEWHERE

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:

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

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**BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC**