

# THE BEEMER

## December 2018

SEE PAGES 11 AND  
12 FOR CHRISTMAS  
LUNCH REPORT  
Ho-Ho!



**Our Christmas Lunch was Fun**



**Some played Golf?**

**See inside for details:-**



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

- ◆ SOME ADVENTURE RIDING, TO THE THUNDER RALLY!
- ◆ REGULAR SUNDAY RIDE'S
- ◆ THE JACARANDA RIDE TO GRAFTON
- ◆ SO SEE INSIDE FOR ALL THE GOSS!



**A very Merry  
Christmas to all you  
Beemer Gals & Guys.  
And a Very Safe &  
Prosperous 2019.**



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

MEMBER OF THE BMW CLUBS INTERNATIONAL COUNCIL





BMW Motorrad



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# PRESIDENT'S REPORT NOV 2018

David Huddy

## *The End is Nigh!!*

Our Christmas Party went well. The venue was a good find, providing an excellent lunch and facilities. Thanks go especially to Jill for organising it, also to Greyden, John & Julie and Ian and Rose, who thankfully took on the raffle management. There was a good turn out with 37 members present. The putting competition went extremely well with some well-deserved prizes handed out by our golfing expert Ian. The event raised \$143 from the raffle and \$150 from the auction of BMW jackets, so we have \$293 to donate to charity.

We have hit a stumbling block with the Wild Apricot project, as our bank, Suncorp, will not issue us with a credit card or debit card, which is the payment method used by other BMW clubs. Our options are to change our bank or possibly set up a PayPal account for the club, but first we have to get the email addresses for club officers in place and Nic is working on this in conjunction with Martin. The web site is therefore a work in progress but will be resolved one way or another as we badly need a new site.

I have written up the Grafton ride elsewhere in this report and suggest anyone interested in going next year get on and book accommodation now. I won't be going next year as I'm planning to head south to Canberra for Floriade over the October long week-end, which could be a week-long ride.

There is still some good riding to come before the end of the year and don't forget the Binna Burra ride on Saturday 8 December. I will need some idea of numbers in order to make a booking, so if you are planning to join the ride please drop me an email.

This is the last newsletter for the year and possibly the last for some time, since we will not have an editor after this month. My thanks to John Simpson for keeping it alive since Mick left for cooler climes. John has done an excellent job.

This year has been busy with lots of good rides and social events. The committee and other volunteers have done an excellent job to keep the club alive and ticking over.4  
On behalf of the committee I extend to you, your family and friends a very Happy Christmas and a better than ever 2019.

Keep on keeping on,  
David



BMW's First Bike



## BMWCOCGC CLUB NEWS

### MONTHLY BREAKFAST AT THE VIEW CAFÉ 4th NOVEMBER

As 6 of our Members were in Grafton at the Jacaranda Festival, our President included, we did not have a meeting. Also missing were Steve & Pat Bryant who were enjoying a weekend away at a peaceful retreat, Rohan Bainbridge who was at the Thunder Rally and Nic Mercieca who was enjoying family time in Sydney.

But those who stayed at home did not miss out. The following people enjoyed the usually tasty breakfast, great company and hospitality along with two total strangers John McKeon roped in from the car park and who are now potential new members. Barry and Marissa Lane **both** ride BMW's...**yes**, possibly another female rider.

**Those at breakfast were: Dan & Glenys Willmott, Simon Turnbull, John Vassallo, Iwan Evans, Wally & Anna Janczewski, Marion & Martin Bell, John Eacott, John & Gayle Vanzino, Ivan Peres, Lyn Dyne, John Simpson, Greg Kee, Jim Papandreas, Erik & Robyn Lorentzen, John McKeon, Ian Proctor, Greyden & Jill Tapp and Visitors Barry & Marissa Lane. (25)**

Following breakfast John McKeon led a group of 8 bikes, 10 riders, to Tyalgum for a cuppa then on to Mullumbimby.

See overleaf.



# YOUR BMW CLUB NEWS

## 4th NOVEMBER BREAKFAST RIDE REPORT



I just want to thank John McKeon for a great Sunday ride to the Middle Pub at Mullumbimby.

We had 8 bikes and 2 pillion for the journey, which is usually an easy number to manage.

The temperature was rising slowly but it was ok while we were moving.

Lunch was consumed, legs stretched and we were on our way back, where John led us through some great forest roads near Tumbulgum

And we somehow popped out the back of Bilambil and back on the M1. Great work John.

All was going well until we hit the M1 parking lot under the Stewarts Rd bridge where it just stopped.

I turned off and went back through Trees Rd, and I'm sure most others found a better way home also.



**Once again, a great day out.**

**John Vassallo**

## COOL COVER REVIEW

### Steve Bryant's Comments

I received a request to review Cool Covers, (a seat cover made for motorcycle seats) I supplied details of my bikes for a correct sample to be sent for the R1200RT. To my surprise they sent one for the RT as well as one for the R1200GS. I have only seen one of these covers before on Paul and Gayleen's Triumph and they spoke highly of it.

Last Friday I took a run down to Karangi NSW and fitted The Rt with its Cool Cover for this run of around 700Ks. First im-



pressions were a mesh cover which fitted neatly over the seat fastened by Velcro straps North-South and East-West. Sitting on the cover which is about

10mm thick I felt little or no movement but I could slide easily. In fact I had to raise the front of my seat to stop sliding forward to the tank. When underway a breeze can be felt



between the seat and backside (bring on summer).

To be fair, I have used an Air hawk for 10 years and I love my comfort, so a tough act to follow for the Cool Cover. I travelled 300Ks before stopping and felt good in the seat, I like to stand whenever possible in (50-60k zones) to stretch my back and knees, I also use highway pegs when touring so my backside takes its share of body weight on my bike. Unable to find accommodation and a meal in one place on Orara Way I travelled another 100Ks to Ulmarra, north of Grafton.

The next morning there was some light dew on the seat but the cover mesh does not collapse – so no wet backside. Over on the ferry and back on Summerland Way was literally a breeze. A fuel stop at Casino then home. Saturday became warmer than Friday and indications were good. Summer will tell how much difference this Cool Cover will make.

So when home again my wrists and knees were sore, but no numb bum. Comparing to my Air hawk maybe not as comfortable, not far off it though. Not sitting on a wet seat and the definite breeze at seat level both bonuses.

I still have to try the GS Cool Cover in slower, dustier and probably hotter day ride conditions over the next two Sundays and will follow up afterwards. Thanks for the opportunity.

**Steve Bryant**



**Got some interesting letters (emails) this month. One from Rohan about his favourite pudding, see below, and one from Mike Skidmore on a great motel in Grafton see page 14. Plus one from Steve which is a review of a seat cover see page 4 for more.**

**Below is a picture which helps to explain our Passion. What do you lot think???**

Last month Rohan waxed lyrical about the famous, (infamous) Off Centre Rally (Off cake rally) and the wonderful legend of the pudding,. Well he sent this email about an update for the pudding, so here it is together with the photo to prove that it exists and has now joined up with the Thunder Rally!  
**Hi John, please see the attached.**

**The Off Centre Rally (Off Cake Rally) has been going for 40 odd years and the Thunder Rally has been going for 37 years.**

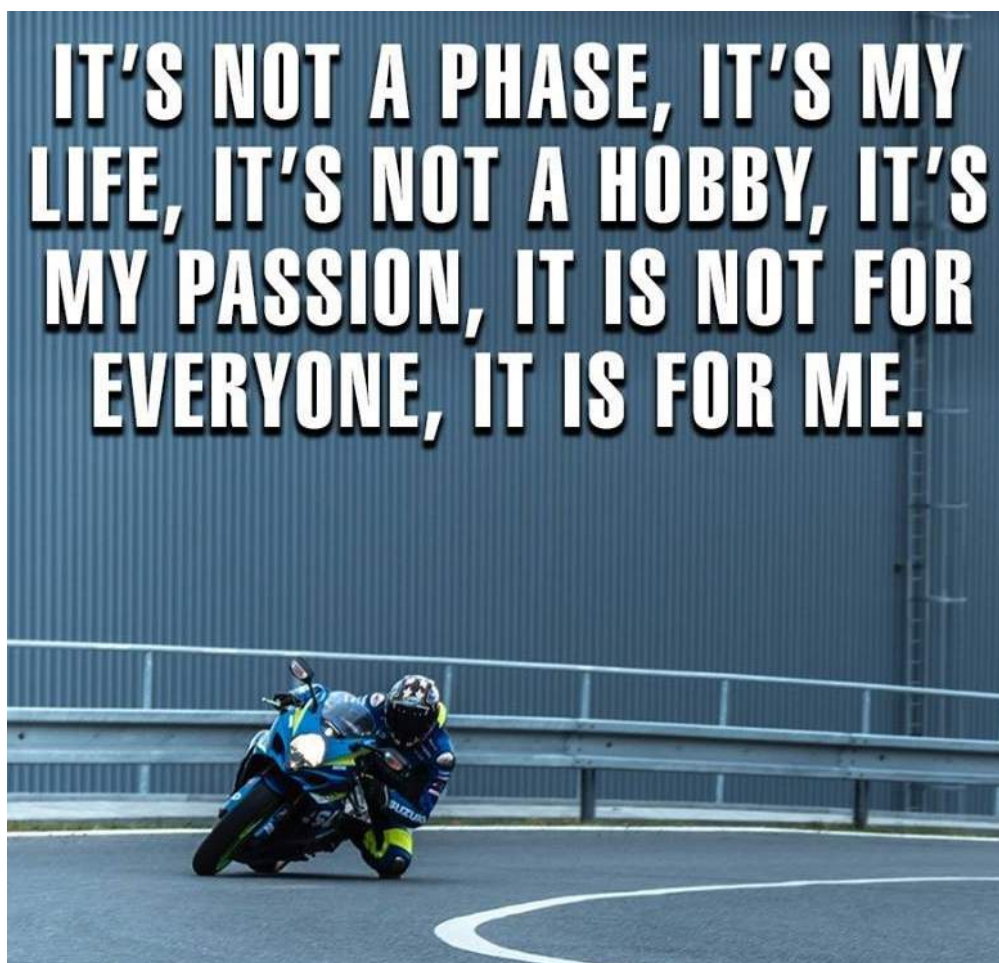
*Ne'er the twain had met. Till now.*

*A lot of the blokes there had heard about it but had never seen it.*

*The journey continues for the cake....where will it end up next??*

*Regards,*

**Rohan Bainbridge**



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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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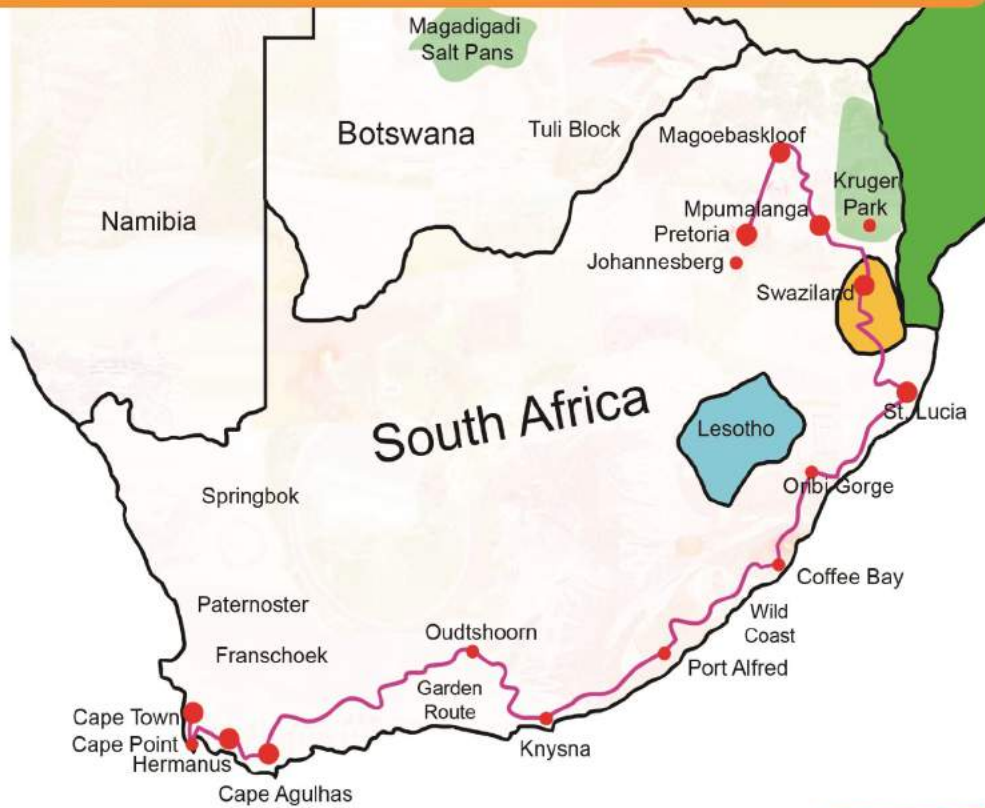
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**Life Members**  
Ken Dyne &  
Lyn Dyne

## EDITORS CHATTER

Hi all, by the time you receive this our Christmas Lunch will have been behind us and that is well covered by Jill on pages 11 & 12 so please enjoy this. Now no doubt we are all gearing up for Christmas 2018 and I hope that it is a wonderful time for you and yours.

This is the last edition for 2018 and the next Newsletter will be for the February 2019 breakfast meeting scheduled for the 3rd February 2019. For this meeting John and Julie are planning one of their wonderful "Magical Mystery Tours" as advertised on page 10.

In compiling this edition it has been **blindingly obvious** that more members are getting involved in producing Beemer Newsletter input and that is wonderful. It is also more apparent that our ladies are getting active with their organising of the secret Santa at the Christmas Lunch and the regular monthly lunch get togethers for the ladies to complain about us guys and our bikes.

Involvement of members in the club is critical to the health of our club and it is obvious, to me at least, that the club is very healthy going forward into 2019.

We have had two articles from members giving reviews on good accommodation and the performance of a seat cover for our bikes. This type of input is just **GOLD** for a club as it shares the good and bad views on service and new products so please keep up the momentum in 2019.



As you know this is the last Beemer that I shall be editing and I now hand over to the new editor and wish him or her every success going forward and if I can be of any assistance all is needed is to ask.

So both Cheryl and I (Mr and Mrs Old Fart) wish all members and everyone we know a wonderful Christmas and hope you get all the peace and joy you would wish yourselves for 2019 and beyond.

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





# CLUB CALENDAR

November 2018

Mon	Tue	Wed	Thu	Fri	Sat	Sun
31					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

- December 2nd Sunday Club meeting & Breakfast at Heinze Dam – then a run 180 - 250 k's. By David
- December 8th Saturday Binna Burra Pizza & Pasta
- December 16th Sunday John M's Magical Mystery Tour
- January 6th Sunday After Hinze Dam breakfast & club meeting—Jacobs Well Loop—Gordon & Jenny
- December 21st Friday Ladies Lunch at Saiko Teppanyaki, Upstairs at the Kitchens, Robina Town Ctr 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.**

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
January	20th	Sunday	Steve's Magical Mystery Tour
February	3rd	Sunday	After Hinze Dam breakfast & club meeting John & Julie's Magical Mystery Tour.



# LADIES EVENTS

Jill Tapp

# Ladies who Lunch



**Jill Tapp advises the December Lunch Venue is at Saiko Teppanyaki Upstairs At The Kitchens, Robina Town Centre, December 21st at 11.30am or whenever you can get there Ladies please bring a \$10 Secret Santa gift to exchange (steal?)**

# BMW CLUB SOCIAL EVENT'S

## Our 2018 Christmas lunch



37 Members sat down to a very tasty 2 course Christmas Lunch at Tallai Country Golf Club on 11 November 2018. 40 Members planned to attend but Barb Huddy was recovering from surgery and Ken Dyne was in hospital so Lyn also couldn't attend. We hope it was a short stay for Ken and he's now home and up and about again.

Prior to lunch many Members took part in a fun putting 'competition'. No one knew exactly what the competition consisted of but Ian was standing green-side, clipboard in hand and the results were announced after the main course. 'Trophies' were handed out to those who fitted the criteria. There were lots of happy winners and there was laughter when Cherie offered to swap prizes with Dan, not realising the partially concealed bottle Dan had won contained sweets....not the expected wine. Dan will probably get more wear out of the PGA cap than Cherie. The Club thanks Perry of Tallai Country Golf Club who donated caps, stubby holders and a soccer ball.



### THE RESULTS OF THIS WORLD CLASS EVENT WERE AS FOLLOWS.

- 1 *Best dressed male* - Adrian
- 2 *Nearest the pin* - John McKeon
- 3 *Encouragement award* - Barry
- 4 *Most stylish dressed female* - Cherie
- 5 *Tiger woods corporate award* - Dan
- 6 *Longest putt* - Robin
- 7 *Left handed putt of the day* - Martina
- 8 *Most improved putting tech* - John Vassallo
- 9 *Beginners luck* - Gayle



The two jackets donated by BMW under the PESP

scheme were 'auctioned'. Only one bid was received on each item so John M and Adrian will now be sporting very stylish attire during breaks on winter rides.

Cherie lucked out in the Ladies Secret Santa too. This exchange of gifts was a lot of fun and it was difficult to tell if one particular participant was laughing or crying. Each person had the option of 'stealing' a previously opened gift. Most ladies preferred the surprise of unwrapping a gift but Julie chose to 'steal' the gift Cherie had opened. Julie then had to use every trick in the book to retain the gift....and she did just that. Good luck In December Julie when the ladies have decided to do the same at their Friday lunch on the 21 December at Saiko Teppanyaki, The Kitchens, Robina. Every Club Lady is most welcome to join in at 11.30am.

The usual raffle was also held, prizes being PESP goods, some purchased items and also items donated by Steve and Jim. The raffle ticket takings will be added to by the Club and the recipient charity decided on at the next breakfast meeting.

Formalities done and dusted a few stayed on and chatted, the stragglers heading home at about 6pm.

**On the next page please find a collage of photos of this wonderful event.**

# BMW CLUB SOCIAL EVENT'S

## Our 2018 Christmas lunch continued



*The food was great!*



*Plotting Golf strategy?? I Don't think so!*



*I need chain lube for my Beemer??*



*The girls enjoyed themselves and Rose sold the raffle tickets, C'mon you lot "Dig Deep"*



*What a lovely setting for our Lunch?*



# Grafton Jacaranda Festival 2-4 Nov 2018

## David's Report

An excellent week-end ride. Missed by many - enjoyed by a few. Gordon & Jenny, Troy Power, Mike Skidmore and David H. made a leisurely ride south via Summerland Highway, turning off to Lawrence, then the short ferry ride to Mclean for lunch. Saturday was a trip to Yamba to experience the unexpected. A walk on the beach, rock climbing and a hike to the end of the breakwater. (note: riding boots are not good for rock climbing!)



*Classic cars*



*Taking a breather at Moon River Cafe on the way home.*



Saturday was the tops. A very long parade with all the local community groups supplying floats and no less than 4 pipe bands. The classic vehicles included 7 Austin Healey 3000s and one excellent restored R80RT. That night's fireworks display on the river was outstanding, far better than anyone expected. Our return was via Summerland Highway, then Clarence Valley Way. A final stop at Rathdowney for a cold drink, when the temperature had hit 35°, and home.

# JACARANDA RIDE TO GRAFTON

## Paradise found in Grafton—Mike Skidmore

### *Paradise Found in Grafton.*

On the recent very enjoyable Jacaranda ride to Grafton I randomly chose to stay at a B & B just 20 minutes out of Grafton. I had been quoted \$130 – 140 for a standard room with no breakfast at motels in the centre of town and was happy to be quoted \$140 incl breakfast at the **Clarence River B & B**. What a pleasant surprise I got when I drove down the manicured 300 metre long driveway to be confronted by an extremely impressive lodge. Being a warm 38 degrees outside it was such a treat to be greeted by the wonderful host Terry into the airconditioned main reception. My room was to say the least, jaw dropping as it had a massive hand built timber bed with a choice of 6 different pillows. At the end of the room was a large spa bath set into a huge slab of highly varnished wood. The ensuite was equally impressive. I also appreciated the basket of complimentary nibbles and cold juices in the fridge. After settling in I was welcomed with an ice cold beer and a plate of cheese and biscuits. I started to realise I was really going to enjoy staying here. Sleep that night was blissful as the bed was just so comfortable and the surrounds were deafeningly quiet. Breakfast the next morning was a real delight as it was served on the veranda surrounded by the wallabies and kangaroos as well as the local bird life. The view was across the manicured lawn down to the Clarence River and across to a farm on the opposite bank dotted by very considerate quiet cows. Breakfast started with freshly brewed coffee, tea or orange juice squeezed straight from their orchard on-site followed by fresh fruit. Home made muesli with yoghurt followed by eggs from the chooks on site plus bacon, tomatoes and toast. Washed down by even more fresh juice.



It was a struggle to leave this haven to mount my trusty Beemer and enjoy the 36 degree day waiting for me outside. We had a very enjoyable half day ride to Yamba. Gordon being Gordon ( God Bless him) encouraged us all to walk across the soft sand and then out to the end of the breakwater even if we were still wearing our not too well-ventilated bike gear. I'm sure the scantily clad beach goers had a quiet chuckle.

Back to Grafton to see the amazing vintage car show in the main street and then visit some interesting historic buildings. What a great job everyone had done on their cars.

I escaped back to the sanctuary of my accommodation only to be welcomed by air conditioning and a cold drink. Its moments like this when you wonder if you have maybe died and gone to heaven. I'm sure even St Peter couldn't up stage hosts Greg, Terry and Christine's hospitality.

Must admit that on the second night I sent my apologies to the rest of the crew as the sanctuary of the B & B was too strong and so I stayed in to enjoy a sumptuous home cooked dinner for just \$20 rinsed down by more cold drinks. The company of hosts and other guests was entertaining and enjoyable. Greg the owner is also a wildlife carer and handed around 4 month old Wallaby joeys for everyone to feed.

Parting company with my hosts the next day after breakfast was not easy but the crew were waiting back in town to commence our hot but interesting journey home.

I would have no reservations in recommending the Clarence River B & B in Seelands to any friends or family as it was a highlight of the weekend. Hope some of the Beemer riders get to enjoy the superb accommodation and hospitality I was lucky enough to experience for the weekend.

## 18TH NOV SHAWS BAY HOTEL

### Sunday Ride Report—David Huddy

The previous evening had seen a wild storm with heavy rain and lightening to illuminate the sky. On Sunday we woke to more heavy clouds with threats of rain but dry. The forecast was mixed with 'chance morning of showers 60%'. (Which means what exactly?) As William Shakespeare would have put it. **"To go or not to go, that is the questions?"** Well, as ride leader and ever optimistic, I went. Some rain on the way to Hinze, but on arrival, it was dry with breaks in the cloud. I was soon joined by Gordon and Jenny, John V and Ken Madsen, recovered from this severe bruising.



Those who stayed abed, missed a good day. Over the range there was lots of debris to be avoided, most heavily on the southern slopes, so staying in the wheel tracks of cars was prudent and slow and steady the key to survival. Our coffee stop was Uki, as planned. On arrival we saw clouds descending on Mt Warning and threatening rain. Would it or wouldn't it? Ken pulled out his mobile phone and announced that the rain would arrive in one minute and last for 23 minutes. It did! That was thanks to an app.

'Rain Parrot' (\$3.99) somehow it works out where you are and what the rain is doing. Awesome.

So we enjoyed coffee for 23 minutes. After that the rain held off. A few short very light showers and an ideal temperature for riding. Not too hot and not too cold! The wet trees provided a magnificent riding environment, the creeks and rivers all had water but no causeways were covered.

From Uki, across to Burringbar. Mullumbimby ("Mullum" to the locals) was crowded with street markets, then on to Bangalow and Shaw's Bay for lunch. Our return trip was up the highway to Clothiers Creek Road and over Tomewin, dodging more debris on the way.

**Around 350km for the day with a good lunch in the gardens at Shaw's.**

# 37TH THUNDER RALLY

## Rohan's Reflection's

**The 37<sup>th</sup> annual Thunder Rally  
2nd to the 4th November this  
year, organised by the Ducati  
Owner's Club of NSW.**

Destination, Sheba Dams, Nundle.  
Near Tamworth.

Participants from the BMWMOCCG  
were Darren Alchin, Dean Fatcher, Bill  
(Non member) and Rohan Bainbridge.  
Rohan rode his RnineT and the others  
were perched upon their 1200 GS  
(A)'s.

### Day one

Thursday. First stop was Woodenbong  
where Darren had organised a stop at a  
B'n'B for a coffee. Our host Dean was

an interesting man having copped cerebral palsy in his early 20's. This has not held him back from becoming a saddler, a farmer, running a B'n'B and teaching others to drive Clydesdale horses. A true inspiration and a damn good bloke.

Next stop was Grafton to have a nosey at the Jacarandas. We took the Clarence Way which included some lengthy sections of well graded dirt road with few potholes. The surface of which would be best described as pea gravel. Good fun, a bit dusty so we spread out to let it settle. 80 km/h seemed to suit best. I hope I wasn't slowing the other lads down. The Jacarandas did not disappoint at Grafton. They were in full bloom. What a spectacular sight.

Last stop for the day was the Urunga pub. Fortunately Dean had booked ahead for some rooms there as I had been winging it knowing that we all had camping gear. We took the route through Nymboida, another great set of Twisties, to Dorrigo and then down the Waterfall Way, through Bellingen to Urunga.

### Day two

Friday. We took the **Boredom Way (M1)** to Port Macquarie to prepare for the Oxley Hwy. The Twisties at the Oxley Hwy have had the speed limit reduced to 80km/h which is still sufficient to have a ball. And a ball we had. Naturally we stopped at the Gingers Creek Café for refreshments before continuing to Walcha. We took a left down Thunderbolt's Way before turning right towards Nundle. A few k's down that road was a left turn down a dirt road. This was also well graded but the gravel was about the size of Cherry Tomatoes apart from one downhill section when we were riding over Walnuts. No braking allowed unless you want to do the downhill laying on your side. We all made it bright side up and set up camp for the next two nights.

### Day three

Saturday. Bill has carried the **"Big Sister, Self Saucing, Pudding"** from Mt. Dare in South Australia where he had procured it from during the auction at the Off Centre Rally. It was time to auction it off to the next carrier. This was done at the time of the presentations and he did a fine job as auctioneer. Apparently, for the 37 years that the Thunder Rally has been run, the pudding has never been there. There is a first for everything!

### Day four

Sunday. Rohan had played up like a \$20 lawn mower the night before so I was very slow to get up. Bill had some issues at home that needed tending too. Darren headed for Tenterfield for the night and Dean was just about to head to Tenterfield, for the night, telling some nearby motorcyclists to let me know where he was going so I could catch up later. Fortunately I emerged just as he was kitted up and ready to go and waited around for me to pack up and get rolling. We headed north to Nemingah and took a right turn to Ogunbil which took us through some lovely road to Walcha. What do you do at Walcha on a Motorbike? The Oxley Hwy of course. That lead us back to the Boredom Way to Urunga to stay at the pub once again.

### Day five

Dean and I travelled up The Boredom Way to Coff's then took the Orara Way to Grafton. Nice bit of road through Coramba. From Grafton to Casino via the Summerland then McNaughtons Gap Rd to Bentley Rd. With a right then a left turn towards Cawongla, to Kyogle Rd. Beer at Uki then Mur'bah to take the Numinbah road home. Great journey, great blokes to travel with.

**Rohan Bainbridge, Member #305**



## Lyn Dyne

### F 850 GS

#### Engine -

Water-cooled, 4-stroke in-line two-cylinder engine, four valves per cylinder, two overhead camshafts, dry sump lubrication!

Bore/Stroke: 84mm x 77mm

Capacity: 853cc

Rated output: 70 kW (95hp) at 8,250 rpm OE output reduction to 35 kW (48hp) at 6,500 rpm

Max torque: 92 Nm at 6,250 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 Upside-down Telescopic fork, Ø 43mm

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

Suspension travel, front/rear: 204mm / 219mm (OE: suspension lowering kit 184mm / 199mm)

Wheelbase: 1,593 mm

Castor: 126 mm

Steering head angle: 62°

Wheels: Cross spoke wheels

Rim, front: 2.15 x 21"

Rim, rear: 4.25 x 17"

Tyre front: 90/90 21

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 (disengageable)

#### Dimensions/Weights -

Seat height: 860 mm (OE suspension lowering kit: 815mm, OE low seat:

835mm, OE comfort seat: 875mm, OE rallye seat 890mm)

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

Length: 2,305 mm - Height: (excl. mirrors): 1,356 mm

Width (incl mirrors): 922 mm

Unladen weight, road ready, fully fuelled): 229 kg

Permitted total weight: 445kg

Payload (with standard equipment): 216 kg

Two Riding Modes (Rain and Road)

Cruise Control

Heated Grips

Colours: Racing Red Metallic

Price: TBA

VARIANTS: F 850 GS Rallye, F 850 GS Rallye X, F 850 GS Tour

At the world's most prestigious Historic bike race on September 16, former World Superbike champion Troy Corser won the annual Goodwood Revival riding a 1929 supercharged BMW side-valve Boxer twin - with far more horsepower (75 bhp) - more than could be expected from its rigid-frame pressed-steel chassis with leaf-spring trailing link front suspension and hand-shift three-speed gearbox.

Troy's teammate Herbert Schwab is the son of the man who built the bike for BMW Motorrad - the pair defeating the better-handling Manx Nortons and Triumphs.

#### Other Matters:

##### Moto GP

At the Australian Moto GP at Phillip Is held on 27/28th October, Marc Márquez wore Mick Doohan's replica AlpineStars gloves and boots. Both have won 5 titles all with Repsol and all with Honda.

##### Australia Crowned 2018 ISDE World Trophy Champions

Upon the close of the FIM International Six Day Enduro on November 18th, Australia's World Trophy Team claimed the 2018 world title ahead of USA with Italy placed third.

Having won the Title back in 2015, this year they were the fastest team.

The Australian Junior World Trophy Team were placed fifth.

##### Husky Steals the Show

At Bonham's Alabama auction held in October, the 1970 Husqvarna 400 Cross owned by the late actor Steve McQueen and ridden by him in the movie On Any Sunday fetched Aust\$325,937.

#### UPCOMING EVENTS

##### 2019

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

##### 14-17 March

The 2019 QBE International Festival of Speed will be held at Sydney Motor Sport Park featuring all the major historic racing categories including Veteran, Vintage, Classic, Post Classic, Forgotten Era and New Era racing.

##### 7 - 12th April

**BMW Motorrad 2019 GS Safari** taking place in NSW from Windsor to Coffs Harbour.

Support:

Medical

Luggage vehicle

Sweep vehicle/Technical support

On-Bike technical support

Tyre Support

BMW Safari Management Crew

Optional 2-day pre-Safari BMW Off-Road Training

info@bmwsafari.com

**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.

www.bmwocsa.org.au

##### 7-17th September

Postie Bike Challenge will be a 3500 km trip on a Postie Bike across the Australian Outback from Brisbane to Adelaide via the Birdsville Track.  
www.posstiebikechallenge.org

#### BMW's Latest Models

R1250 GS, R1250 GSA & R1250 RT - BMW has improved boxer engine performance with BMW ShiftCam Technology, increased power across the entire engine power band, with reduced emissions and fuel consumption.

#### Goodwood Revival



# 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

	<h2 style="margin: 0;">BMWOC GOLD COAST</h2> <h3 style="margin: 0;">DAY RIDE SHEET</h3>	
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 you 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 3rd Party Insurance ✓	ICE Phone No and Contact Name
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					



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



# 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.

# FOR SALE

## BMW R65 (10R-010322)

Built: March 1985

Odometer: 44507 KMs.



2 Small  
Dents  
upper  
Right  
side of  
Petrol  
Tank.



Comes

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

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ISSUES.**

Just 21,000km

2014 1330 RTS Spyder.

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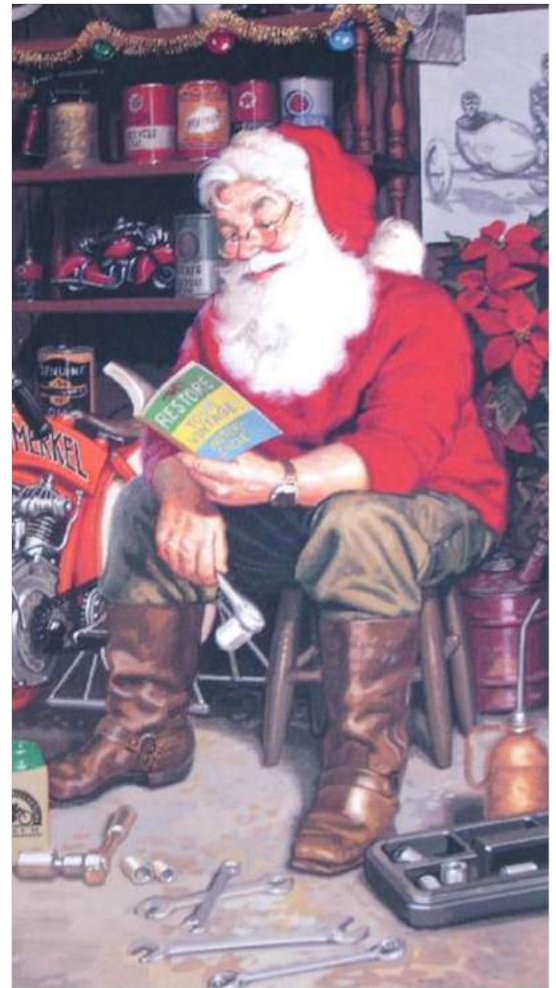
Talk to Martin 0407 399 264 if you are  
interested..

# FOR SALE



# BMW CLUB

*Why not ask Santa for one of these?*



## ADVERTISERS



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A JUMP START DESIGNED FOR MOTORCY-

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# ADVERTISERS

## Club Merchandise



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

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

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

Men's: Sky-Blue with white trim or White with Sky-Blue trim

Ladies: White with a pale blue trim

**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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07 5534 3444



**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:

# 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.



### 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



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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Nic Mercieca

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(C) = Committee Member

For more information about our club:

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