

THE BEEMER

January 2024



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BMW Clubs
Australia



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

MEMBER OF THE BMW CLUBS INTERNATIONAL COUNCIL

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



BMW
MOTORRAD

BMW Motorcycle
Owners Club
(Gold Coast) Inc.



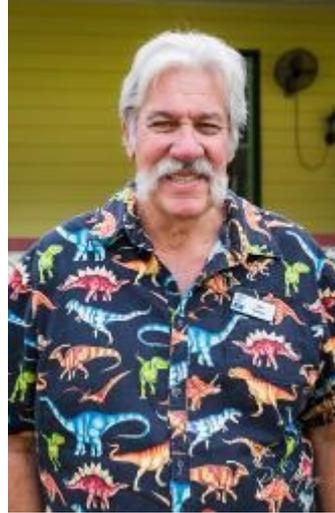
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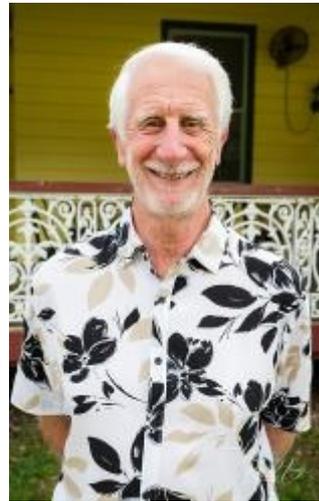
Treasurer
Gordon McLister



Editor
Ken Madsen



Event Co-Ord
Adrian Headon



Club Delegate
John Eacott



Life Members
Lyn Dyne



Life Members
Fred Davies

Ladies Who Lunch

All Ladies associated with the BMW Club are most welcome to attend.

Barbosa Fine Food Deli
The Kitchens, Robina Town Centre
12 Noon Friday 9th February 2024



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Bakery & BS TOUR

You may recall this is the tail end of what we started 2 years ago, but had to leave mid way as we were causing a lot of rain to follow us.

The Rainbow Beach Resort has opened up a special deal for us and I have amended their website address below.

Fun Time!!

Day 1. Gold Coast to Kingaroy. Probable route Murphys Creek with side tour to Spring Bluff, Wellcamp Airport and empty quarantine camp, over Bunya Mountains and stay at Kingaroy.

Day 2. Kingaroy to Rainbow Beach via Goomeri Bakery

There is a great rooftop bar and dining area at the end of the street overlooking the water that I experienced with the GS Safari guys last year <https://www.thedeckrainbowbeach.com.au/>

Day 3. Tranquil Manor at Maleny. Safari and offroad training stay there regularly. Rooms a bit tired, but some have been done up. Great views overlooking Glass House Mountains and they have an onsite bar.

Day 4. Make your way home, some of the great roads include Bald Knob Road, Commissioners Flat Road, then whatever way suits people to get back to their own beds.

Actual Booking Details -

Day 1. (9/2) Roommotels Kingaroy 07 4162 5115 or contact by email (preferred) kingaroy@roommotels.com.au \$149/night, I have put block over 6 rooms under my name, pls contact them directly to reserve in your name

Day 2 (10/2) Rainbow Beach usually have a 2 night minimum on a weekend, for us they will remove that <https://www.rainbowsands.com.au> \$160 for a motel style room and \$210 for a unit. Ask for Mia if you need to talk with them, she was super helpful

There is a great rooftop bar and dining area at the end of the street overlooking the water that I experienced with the GS Safari guys last year <https://www.thedeckrainbowbeach.com.au/>

Day 3 (11/2) Tranquil Manor at Maleny. Safari and offroad training stay there regularly. Rooms a bit tired, but some have been done up. Great views overlooking Glass House Mountains and they have an onsite restaurant and bar.

I have blocked 6 Glass House view rooms under my name. <https://tranquillpark.com.au/> 07 5494 2544 \$210/night. These rooms are down a number of steps, covered bike parking is outside each room, but there are a number of steps back up to the bar, or you could take one of 2 or 3 rooms up at reception area. The restaurant doesn't operate on a Sunday night, but there is a taxi service or I do recall Safari getting pizza delivered somehow pls contact them directly to reserve in your name



Club Calendar 2023

- 4 Feb** **8.00am Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 9 Feb** **12noon Ladies Lunch–** Barbosa Fine Food Deli, The Kitchens Robina Town Square.
- 9– 12 Feb Bakery & BS Tour**
- 18 Feb** **8.00am Club Ride** See Facebook for ride details
- 3 Mar** **8.00am Breakfast meeting**, View Cafe Hinze Dam.
Followed by a ride of 250k approx.
- 17 Mar** **8.00am Club Ride** See Facebook for ride details

The club normally has two organised rides each month: on the 1st and 3rd Sundays. The rides on the 3rd Sunday of the month may change according to the ride destination. Changes from the above will be notified to members via email.



President's Message

Welcome back to our first newsletter in 2024, I trust everyone enjoyed the break over Christmas and new year.

Hopefully all of our members and families were able to relax and unwind regardless of the weather.

We did have a new year breakfast at Hinze dam which was well attended. Ken Madsen has a tour event round 2 starting on February 9th heading north, Details published here and by email to members.

I plan to head south for the Karuah river rally and catch up with Rohan and Dean there. It's a byo everything rally now so I'll see how that goes. Also a pre breakfast ride posted on Facebook for 4/2/24 leaving from Iron & Resin at 6.30 am to Hinze Dam for breakfast at 8.00 am for any early birds interested.

Looking forward to seeing you all then.

Steve Bryant #318



BMWMOCGC Club Financials

Treasurer Report for January 30th 2024.

The ATO requires all clubs (regardless of their setup) to

1. Have an ABN
2. Have an ATO presence (TFN, login ability)
3. Perform a Self Assessment on Taxation. I have completed steps 1 and 2, will do step 3 soon.

The club will not have to pay taxation but is required to do a self assessment each year, file this with the ATO.

YTD Financial Statement				
Suncorp				
Opening Balance July 1st 2023	6,726.88			
Current Closing Balance	4,678.40			
Bank Movement from July 1st to now	-2,048.48			
<i>Movement created by -</i>				
Membership Fees	1,020.00			
AGM Lunch	180.00			
Square	-3.99			
Christmas Lunch	-384.75			
Have a Feed donation money	280.00	(includes \$30 from Carla and Carl)		
Donation to The Sactuary & Have-A-Feed - \$295 each	-590.00			
Other	114.31			
Clubs Australia	191.00			
Insurance	-1,075.05			
Pay for AGM	-1,780.00			
	-2,048.48			
Heritage		5,526.03		

Suncorp

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[000294631](#)

\$4,678.40

Heritage

Twelve Month Term Account (2 to sign)

\$5,526.03

Editor's Message

I think an audit needs to be done to see if 2023 actually was 365 days, it seemed to go very quickly. Once again I have been absent from the club and can only report on what I have seen of the events posted online and from talking to people. This is what happens when you squeeze in a 2 week off road trip plus work, you get out of the meeting and club rides routine.

This has meant that I did very few rides over the Christmas break.

On a positive note, I have been able to secure a good deal for accommodation at the Rainbow Sands resort at Rainbow Beach for the 10th February as part of our 9-12/2 Bakery & BS Tour, details have been added to the club Facebook page. They have updated their web address so visit <https://www.rainbowsandsresort.com.au> to make a booking or refer to the Facebook post I did 22/12

I am still to get my head around what version of 1300 I have ordered, I know it's the blue red and white colour scheme which I think is called trophy, that then determines what comes standard or what you can add to it. I am of course putting on as much off road protection as possible together with the height lowering system when below 15kmh. This may mean that down the track the bike would be more suitable to a shorter rider like Kirsty. The other colour schemes are then allocated other specs that are for them. I could not have the bigger offroad suspension as it is incompatible with the height lowering.

Off course delivery time is a guess, somewhere between late January and April, with the GS Safari starting 28/4 from the Blue Mountains, it would be nice to have it along.

Since writing this, I was fortunate to get a test drive on Qld's first 1300 GS, whilst this was great, it has now caused time to slow as I eagerly await the arrival of my bike.

I look forward to catching up with a few of you who are doing the Bakery Tour, it promises to be a great ride and I have even done a route map so I know when I make a mistake.





BMW Owners Club
of South Australia



BMW Owners Club
of South Australia



National BMW Rally
Nuriootpa, Barossa Valley,
South Australia
10th – 11th April 2024

BMWOCSA P.O. Box 193, North Adelaide, South Australia

Pres: Bailey Gifford 0403 249497

Sec :Chester Cavanagh 0409 931284

Rally Delegate: Colin South 0429 579246



<https://www.australia.com/en/places/adelaide-and-surrounds/guide-to-the-barossa-valley.html>

The BMWOCSA is hosting the National BMW Rally from the Big 4 Tourist Park in the township of Nuriootpa in the heart of the famous wine district of Barossa Valley and some great motorbike riding country.

Autumn is the best motorcycling weather in South Australia and arguably the best time for travelling around the southern states for BMW Riders.

The weather in April is generally sunny days with temperatures between 7 and 26 degrees with only small chance of slight rain showers 4 days in the month.

The roads in the area offer magnificent routes including some off /dirt road adventures for those inclined. Offering easy access to some of the better motorbike riding country in Australia especially with the Adelaide Hills, Clare Valley and Flinders Ranges in close proximity.

For accommodation within the Tourist Park we recommend that you secure your accommodation early as Cabin options within the Tourist Park will be limited and you may miss out. They do of course have other camping options available.

Two Rhinos & a KTM

What started as a 7+ days ride where he could tag along on BMW Tour (other makes can attend a Tour, but not a Safari and Don rides a KTM) developed into a 15 day adventure that included my son Cameron for part of it. Not sure if the extra time got fully conveyed to Don's wife, but in fairness we were very busy prepping, so some things may have been overlooked

This was a team effort, I used previous ride info for the planning and Don use his Dodge Ram to tow the heavy Safari trailer to Canberra, what a very comfortable ride



Don's little Ram, if there had been 4 of us, he would have needed to buy the bigger version.

Some of you have met Don on the Malany ride (last year), he is an accomplished dirt bike rider, but road riding and touring is new to him. He rang me one day to ask about adventure bike riding and what bikes to look at, of course BMW was going to be on the list and I offered him a ride of mine. A few days later he rang with an almost sheepish tone in his voice.....Ken, I went with the KTM, he then went on to justify (which was not necessary, after all we can all make mistakes), that he had always ridden KTM, he had orange and the clincher, he had the tools and knew how to fix KTM's. Without thinking I just blurted out that was ok, but we don't fix our BMW's, if something goes wrong on Safari, that's Safari's issue.

Getting three big adventure bikes to fit onto a trailer then become the next issue, the Gold Coast based Safari trailer was not being used at the time and they kindly offered me that. Its only when you have to load these brutes of a machine that you realise how high up the deck is and what a steep angle the short loading ramp creates. We dropped the trailer with the 2 BMW's on board over to Don and he then put his KTM on the next day.

He did comment that every time he tried to get the front wheel between the back of the 2 BMW's, the KTM would stall or it would go off course, so much for the saying that opposites attract, in this case it was like the 2 BMW were ganging up on the KTM

This ride report was originally written from the back seat of the Dodge Ram pulling a bike trailer and 3 adventure bikes on the way back from Windsor in the Hawkesbury River area. Some months ago BMW Safari announced a GS Tour from Canberra to Healesville, a GS Tour allows non BMW's along, so Don was able to attend with his KTM. It made sense to get the bikes to Canberra and leave the car, trailer and 3rd bike (needed for my cunning return trip) there, whilst Don and I spent the next 5 days riding with the Safari crew and 24 other riders as we did as much dirt as possible before finishing up in Healesville.



BMW Safari conditions are often arduous

The first day out of Canberra offered perfect conditions and route. Brett (Bretto) A Fellow BMW Safari tragic with a lot of local knowledge had spent a lot of time planning our routes and his efforts were greatly appreciated. Corryong was our first night and some of the riders went to see the grave of Jack Riley AKA The Man from Snowy River.



Craig Bernard AKA Barnyard, our sweep rider and I on the road into “The Man from Snowy Rivers last workplace

Don got quickly into the typical Safari routine although on a Tour, corner marker riders are used instead of lead riders putting up arrows ahead of us. This meant luggage to the truck, breakfast and then be ready to ride at agreed time. At the end of the day, fill the tank, arrive at next lodging and have your name ticked off before collecting luggage from truck and then getting a room, quick shower and change of clothes before finding others at the local watering hole , rider briefing at 6 and then dinner.....repeat for next 4 days.



The once mighty Snowy River looking northish

By Tuesday the weather forecast was looking like rain, we got halfway through the gravel of Barry Way before the heavens opened up. We had lightening , thunder and heavy rain, at about that point I did start to think the weather gods didn't like the idea of a KTM along on a BMW ride or it may have been the Ducati that also came along. That's night had us in Bright for 2 days. Also staying in Bright and test driving the new R1300 was Charlie Boorman (from the longway down series with Euan McGregor)



Charlie had an extra grin after he found out that he was riding the 1300 that I was supposed to be able to sit on in Brisbane before it went to the press, he got it before they could let me on.

Bright is the hometown of Miles Davis, a long-term BMW ride ambassador. He took us on a few of his favourite tracks.

Leaving for Mansfield, the next overnight lodgings, had us doing Goldie Spur and the SEC access track that runs under neath the high voltage transmission lines.

Whilst Mansfield is not far from Bright, Bretto made sure that we zig zagged through some stunning area and saw a lot of hops being grown, this might explain why there are so many boutique breweries in the area.

On the final day into Healesville, Bretto didn't give us an easy "hospital pass", he took us through the back blocks around Merton and Yea, and we provided amusement to the local koala. The rains that started Tuesday had continued all around us, but we seemed to dodge most of it, but came across a number of trees that had fallen blocking the roads. Fortunately, the support Ute and trailer have a chainsaw on board for just these problems and we undertook a number of road opening civic duties.



The RACV resort at Healesville is often used by Safari and is always very comfortable for the last night celebrations. It was also here that the dates and locations for next years 30 year GS Safari were revealed. Luera in the Blue mountains to Sanctuary Cove, starting Sunday night 28/4

Why lift the gear when you can push it, the night before Cameron had joined us



My cunning return trip plan revealed.

It was here that my son, Cameron, joined us. He had flown into Canberra the day before and collected the 3rd bike (my 1200 GSA) to accompany Don and I back toward Canberra over the next 6 days.

What could possibly go wrong with us 3 being left unsupervised!

The return route that I had planned included a ride up Mt Stirling to visit Craigs Hut as seen in the movie, Man from Snowy River. Cameron loves the movie and we had tried to get there on 2 previous rides but the Chinese Bat Flu and bad weather thwarted our previous attempts.



Third time lucky – Craigs Hut



This time we made it and the beers at MT Buller where we stayed that night tasted even better.



Cameron and Don walked to the top of Mt Buller – I am not that silly to waste the energy so early in the ride week

The next day I had planned to do the reverse of Goldie Spur before arriving into Bright, well I took one wrong direction and ended up in some very remote areas that whilst close to Bright, did not have roads that we could find to get us there. This meant reversing our track until we hit the corner and went the right way. This cost us over 3 hours and we were very glad to roll into Bright, vowing when in doubt go back instead of thinking we could find a way across. If you have ever seen the movie “Deliverance” then you may recall the comment about being able to hear Banjos, we were certainly in the back country and with no communications (except PLB for emergencies).



Yes we did get under and past 2 of these, only to spend nearly 3 hours working out we could not get across the range and then having to double back.

After a slower start due to the need to do a load of washing, we decided to show Cameron the Clear Spot lookout that Miles had shown us on the tour. We also decided to ride up a steep track that one of the Safari gun riders did to show us what they can do. Don and Cameron made easy work of it, I didn't give it enough herbs on the throttle and basically came to a stop 1/3rd of the way up. All under control until I stuffed up the turn around and the bike rolled and landed on the handle bars.



Not the way to park a bike

All good once Don and Cameron helped me get the bike up, we left for Myrtleford so Don could replace his rear tyre....yes he had worn out a new tyre on the Tour, so after 1800kms on went another tyre and we headed up to Falls Creek to Attunga Ski Lodge for the night. Great place and village vibe.





The locals told us that the road up to the comms tower was the highest public road in Australia, of course we had to do it before heading off to Anglers Rest via MT Hotham. We even had a chance to check on Dinner Plains before lobbing into The Blue Duck Inn at Anglers Rest. This is an off the grid pub and some rustic accommodation. Recent rains had wiped out the approaches to the bridge, its now open and is only 30km from Falls Creek if I had wanted to cut out the sight seeing of the previous day.





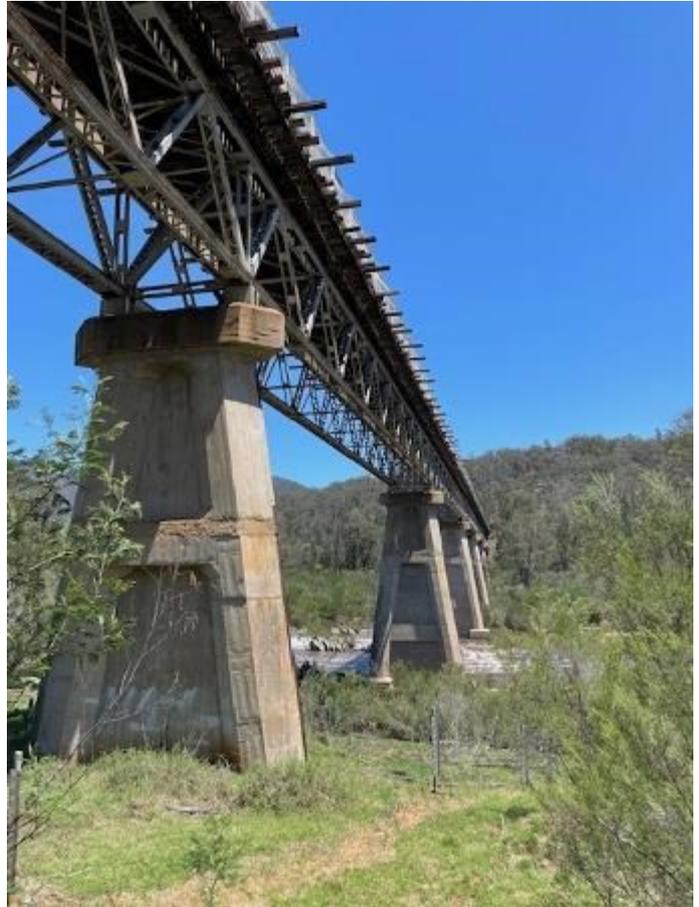
Cameron and Don went for a swim



Jindabyne was our next night, but not before seeing McKillops Bridge over the Snowy River and then along the gravel back up the Barry Way.



McKillops Bridge. In the mid 1930's the undammed Snowy River knocked the about to be opened bridge deck off the concrete pillars, they built the road deck up another 6 metres.



The rain that started the week before never let up until the creek at Suggan Buggan eroded the approaches to the bridge and we were the first across the bridge that opened 10 minutes before got there. The road closed signs at both ends of the Barry Way meant we had no traffic on what was a pretty quick ride up to Jindabyne for the night





Back into Canberra to reload all the bikes for a quick drive up to Windsor.



We needed to get to Windsor the next night so I could meet up with the BMW Safari crew for a ride on the Friday. After getting back to the Ram and trailer, we loaded the bikes on and headed off to Windsor where I met up with other BMW riders for a day ride on the Friday.

Of course, that had to be one of the hottest days for the year as we rode through the heat and dust around the Lower McDonald's and Wollemi before recovering at the Wiseman's ferry pub as we sought refuge from the 43 degree heat outside.



After some 3433km of riding, Don and I were happy that Cameron was also in the car to share the driving on the way home on Saturday. We each took 2 hour turns and filled the Ram every 4 hours

Don will be taking advantage of the BMW ride experience to see if he can own a 900 or 1300, that's just the cost of being able to do a BMW Safari

Ride Stats

3433 Km

5692 turns

7413 gear changes

8059 front brakes

62kmh average speed

The amount of ribbing Don got for being on a KTM, very minimal, after all he was out doing what we all love, instead of talking about it. We also share a common bond, KTM = Keep Throwing Money, BMW = Bring My Wallet, on that we could all agree.

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.

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BMW MATTERS

BMWMOCGC Newsletters - Members can look up previous electronic Club Newsletters from *February 2016 onwards* at the State Library site at:
<https://nla.gov.au/nla.obj-3079126033>
(Under legislation publishers have an obligation to lodge their works with certain national, state & territories libraries).

CLUB NAME BADGES

Available to all financial members. They will be available for collection from the VP at each Club Breakfast Meeting at the View Cafe, Hinze Dam on the 1st Sunday of each month from 8am.

EVENTS/RALLIES:

2024

10th February

**Espresso Twenty5 - All bikes & clubs welcome at
1 Boatworks Drive, Coomera Q. from 7 am.
Contact Rod Moorcroft 0411 127 017**

10/11th February - 47th Karuah River Rally at Frying Pan Creek campground in the Chichester State Forest approx. 31k out of Dungog by the *BMW Touring Club of New South Wales*.
(Note: If Forestry NSW withdraws the permit due to weather or fire risks, the rally will be diverted to the Dungog Showground.

In the 46 years history of the rally, this has only happened once in 2017 when 47 C temperatures elevated the fire danger to the extreme category).

10/11th April

**National BMW Rally at Nuriootpa, Barossa Valley,
South Australia**
by *BMW Owners Club of South Australia*

To register:

<https://bmwocsa.org.au/events>

To book accommodation:

BIG 4 Barossa Tourist Park, Penrice Street, Nuriootpa
(08) 8562 1404

The Vine Inn, 14-22 Murray Street, Nuriootpa
(08) 8562 2133

(Mention you are with the BMW Rally)

Rally Delegate: Colin South 0429 579 246

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Pinch Bolts from Gordon

To remove the front wheel (for a new tyre), they need to loosen two pinch bolts in the tele-lever arms

If you have a 8+ yo BMW I suggest you replace the pinch bolts, use an anti seize product on the thread.

The bolts are steel and screw into alloy – this always leads to corrosion and the bolts will seize, snap off, just like ours just did in Tassie this week.

I am a little disappointed by the GC Tyre service I use.

From Peter –

Yes it is a common problem when tyre fitters aren't mechanics and don't do proper maintenance. I prefer to use a high solids molly grease as it helps prevent wear on the alloy thread when tightening.

Also to polish the threads that go into alloy with a motorised wire brush.

Cautions.

The torque specifications will be for a dry bolt so a lubricated bolt will tighten more.

Care needs to be taken to avoid getting any type of lubricant/antiseize on brake discs.

If the bolt is replaced with a stainless one the fatigue life of the bolt is likely to be less but should still be replaced often.

Do not pressure clean near front wheel bearings and seals which should be checked every tyre change.

BMW front axles are very refined to minimise weight and apart from the 800 have been very reliable.

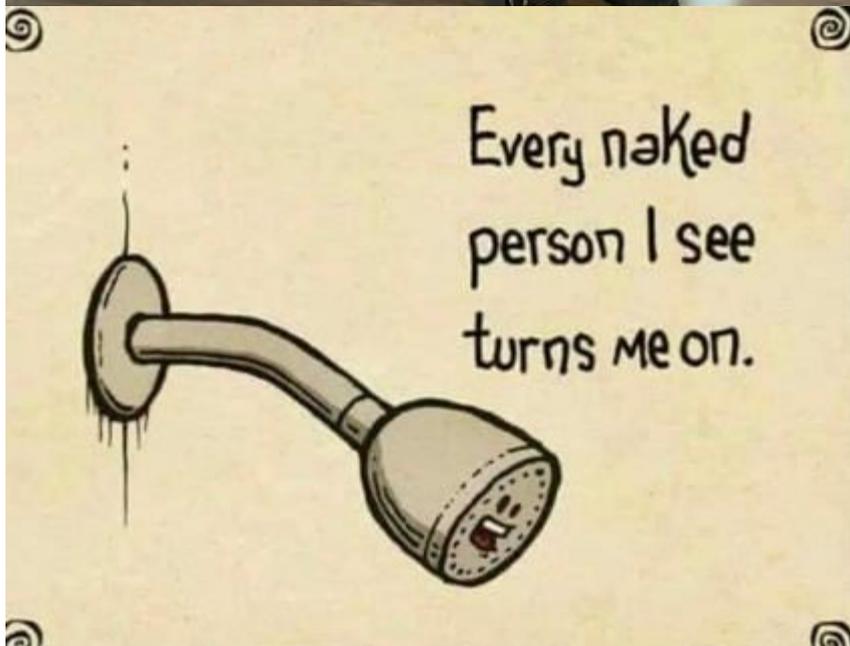
However things like corrosion, high impact, high kms etc increase the risk of failure with any component.



NEW MEMBERSHIP APPLICATION FORM		 BMW MOTORRAD BMW Motorcycle Owners Club (Gold Coast) Inc. 
BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC 14 Longview Court NERANG QLD 4211 Secretary: John Vanzino Mobile: 0414 988 619 Email: secretary@bmwmogc.org.au		
APPLICANT INFORMATION		
First Name:	Surname:	Class of Membership (see below):
Family member's first name:	Family member's surname:	Relationship to member:
Current Address:		
City:	State:	Post Code:
BH:	AH:	Mobile:
Email:	Motorcycle Type:	Occupation (optional)
I would like my name and contact number to appear on the Membership Grapevine List:		YES / NO
EMERGENCY CONTACT		
Name:		Phone:
Name:		Phone:
SIGNATURES		
I hereby agree to abide by the terms of the constitution of the BMW Motorcycle Owner's Club (Gold Coast) Inc.		
Signature of applicant:		Date:
Signature of family member (if joint membership):		Date:

NEW MEMBERSHIP APPLICATION FORM		 
BMW MOTORCYCLE OWNERS CLUB (GOLD COAST) INC 14 Longview Court NERANG QLD 4211 Secretary: John Vanzino Mobile: 0414 988 619 Email: secretary@bmwmogc.org.au		
CLASSES OF MEMBERSHIP		
Ordinary Member:		
This class of membership is available to an applicant who is an owner of a BMW Motorcycle. They enjoy all the benefits of the Association and are eligible to vote on any matter and are eligible for election to the Management Committee.		
Associate Member:		
This class of membership is available to an applicant who is not an owner of a BMW Motorcycle. They enjoy all the benefits of the Association but are not eligible to vote on any matter and are not eligible for election to the Management Committee.		
Family Member:		
This class of membership is available to bone fide immediate family members of an ordinary or associate member. Such members enjoy the benefits of the Association but are not eligible to vote on any matter and are not eligible for election to the Management Committee. Only one family member is permitted for each ordinary or associate member.		
DISCLAIMER		
The BMW Motorcycle Owners Club (Gold Coast) Inc. is a social club of individuals voluntarily participating in social rides and social activities of their own free accord, and carries no liability or responsibility for the individual actions of any member of the club. By joining the club each member acknowledges that: motorcycle related activities are dangerous and that accidents causing death, bodily injury, disability, and property damage can and do, happen; that they have adequate motorcycle insurance cover as required by law; and that they are entirely responsible for their own actions and behavior whilst riding a motorcycle within the club.		
NOTE		
The BMWOC(GC) Inc. carries public liability insurance in the amount of \$20M.		
FEEES		
\$50 Joining fee, \$40 Annual Renewal BMW Motorcycle Owners Club (Gold Coast) Inc. Suncorp Bank: BSB 484799 ACC 000294631 REF: Please use your name		
COMMITTEE USE ONLY		
Proposed By:	Signature:	Date:
Seconded By:	Signature:	Date:
Membership No.	Notes:	

JOKES & CONTACTS



The views expressed herein are those of the writer or contributors and not necessarily reflect on official Club policy. Contributions should be addressed to the secretary at the email shown on this page. All other correspondence should be addressed to:

The Secretary

**14 Longview Court
Nerang, QLD 4211**

Member of the International Council of BMW Clubs

Contact Us

President (C)

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E: secretary@bmwmocgc.org.au

Treasurer ©

Gordon McLister
E: treasurer@bmwmocgc.org.au

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For more information about our club
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