



the Beemer Reader

Newsletter of the BMW Riders of Vancouver Island

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FROM THE EDITORS

PARTY!

SATURDAY, AUGUST 10

Come to Stan and Suzanne Jensen's on Saturday for a barbecue party. They have a beautiful house and yard, perfect for a summer get-together - last year's gathering was super. Bring what you want to barbecue and to drink, but salads, condiments, desserts will be provided. Directions to their house are in the Coming Events section on the last page.

Then the next day, Sunday the 11th, is the August breakfast, back at the Princess Mary. And maybe a ride afterwards, the Crow and Gate for lunch for instance. Hey, a BMW RVI weekend!

Our last event, the picnic at French Beach last month, saw some 15 or so bikes turn out on a glorious Sunday afternoon. Grant Madill brought some of his kites along but the wind, or lack thereof, seemed to favour frisbee playing (made up for that later in the week down at Clover Point - man those kites can pull!)

Many thanks to Nigel and Geoff for their interesting articles, and to Brian for his continuing work on the club clothing front. By the way, Geoff has given early notice that he intends to host another New Year's Day bash at his house, which is good news indeed. Makes the coming winter seem more friendly.

Meanwhile, see you in Cashmere!

Love, Sally

PRINCESS MARY RESTAURANT

⊕ 9:30 AM ⊕

January 6	Saturday
February 4	Sunday
March 2	Saturday
April 14	Sunday
May 4	Saturday
June 2	Sunday
July 6	Saturday
August 11	Sunday
September 7	Saturday
October 6	Sunday
November 2	Saturday
December 1	Sunday

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ONE GOOD R90S STORY DESERVES ANOTHER?

by Nigel Beattie



After reading Paul Dewey's story about the "rebirth of an R90S", I thought I might add a short story in the same vein. As many of you know I own "Harry's old bike" (for the benefit of newer members, this is Harry Whitfield who was one of the founding members of our club). Harry owned the 1976 R90S for several years and treated it with the same respect that the previous owner had, hereby ensuring that to this day it has only 22,000 miles on it (yes that is miles, not those newfangled "k" things). It was because of this care that I bought it on the spot from Harry (whom I think may still have a soft spot for the bike). But enough about the bike, this story is about why I wanted this particular make and model versus any other and indeed why many of us make our own particular buying decisions.

The decision to take a trip, my first real bike tour, was made like most decisions are. Two people hanging out, talking about bikes and both people realizing that they have the same week off with nothing to do. So it was decided that we would leave on Friday by way of the ferry to Vancouver and make our way down the Washington and Oregon coasts until we ran out of time and had to come back. Oh I almost forgot, the year is 1977 ("I was so much younger then" as the song goes) and it's late May.

Total planning for this trip involved taking \$200 out of the bank and phoning to see when the ferry left. We did however also have some rather extensive discussions about our respective bikes and the problems that were likely to occur. You see my friend had a 1974 R90S (and still does to this day) and I owned a Honda XL350. Yes folks that is a single cylinder trail bike. Nobody has ever accused me of being the brightest person in the world. After much discussion we decided that I would go as fast as my bike would permit and he would stay in 3rd gear for the whole trip. Yeah right.

So off we went on the appointed day and things went well, due in most part to our painstaking planning I'm sure. I made three or four

gas stops to his one and we had some stops for minor repairs such as wiring my exhaust back on after it blew apart. I also recall a stop along the Oregon coast where I decided that a new pair of boots would be a good replacement for the soaking wet loafers, which had seemed the reasonable thing to wear when we left. My thanks go out to the lady in the almost deserted department store who did not throw out the rather dishevelled and almost drowned motorcycle rider who squished into the boot and sock department of the store with the plaintive request, "give me anything that's dry". I still have those fabulous Red Wing boots which that wonderful sales lady knew were exactly what I needed.

We did make it as far as San Francisco before we had to turn back due to time restraints and it is on the return part of this trip that I realized I needed (not just wanted) an R90S. The weather had improved dramatically and I was having the kind of wondrous time that all of you who have toured will remember from your first trip. We had just gone through a small town in the hot, dry interior of California and were dismayed to learn that a group, herd, pod or whatever of approx. 2000 Harley riders had recently passed the same way. We knew this because there was no more cold or warm beer anywhere within a 200 mile radius. So, resigned to our thirsty fate we continued along until we found a wide spot in the road alongside of a creek. We stopped and sat while we rehydrated ourselves. During this time we began hearing gunshots quite close by. Upon standing we could see down the road a few hundred yards to where a small group of Harley riders had decided to stop, have a few beers and shoot at anything that took their fancy. While this may well be accepted practice in California, it made these two Canadian boys just a tad nervous. So it was decided that we would leave the area before one of the shooters mistook us for something "that took their fancy". It was also at this time that I took

my friend up on his offer to trade bikes for a short while ("life is timing"). As you can see by my regular appearances at the club breakfasts I was not killed and neither was my friend. But I can tell you that I was much more comfortable passing by the shooters at 125 mph than the all-out speed of 68 mph that my friend managed on the XL 350. Needless to say it was also at this point that the decision was made to buy my own R90S. And a mere 16 years later it came to pass. Thanks Harry!

CLUB CLOTHING UPDATE

by Brian Davies

The Club Clothing Company is pleased to announce the fall fashion line-up for the discriminating smartly dressed member! We have bought some more of the forest green sweatshirts at \$28, and the ash short-sleeved T shirts at \$12, both available in large and Xlarge. At the time of writing this (July 15) I also have one medium and one XXlarge of both types. We've also added a burgundy medium weight 50/50 poly/cotton sweatshirt with full-sized three colour crest for \$24, in Xlarge only I'm afraid.

New for the fall is a mock turtleneck long-sleeved T with a 3.5" crest over the heart, for \$18. These are available in forest green in large and Xlarge, natural in Xlarge (1), and ash in large, Xlarge, medium (1) and XXlarge (1) at this time. As can be noted, the medium and large sizes have been in more demand than I had counted on and I'm sorry to those who would like and can't have at this time! I'll try to make it up to those who let me know sometime in the future. Apart from that, the club needs the support from all you Xlarge folk out there! Samples of the colours and styles are available for viewing at the club breakfasts as well as any time (evenings) at 302-805 Cook St., 386-0967. Call beforehand just to make sure I'm not out riding or (hee hee) walking!

There have been two mentions to me of premature fading and/or peeling of the three colour crests. Any other members experiencing problems with the shirts please, please give me the items and we will try to deal with it. I can't do anything unless you allow me to. One thing that seems to work for me is washing the shirts inside out - this radically reduces friction on the crest caused by other clothes and the center hub of the machine. Either my mother told me or I learned it from "hints from Heloise" many moons ago!

Thank you's and kudos to Chris Jones for your suggestions and help, and also to Sally and Al for final selections and motivation, and of course to all the members who help to support our club.

LOOP RIDE, ANYONE?

by Geoff Stevenson

Looking for a pleasant 300-odd kilometre run from Victoria one sunny afternoon soon? Don't mind a little gravel road? If you answered yes to both questions, you might want to consider the loop from the Garden City to Lake Cowichan, south to Port Renfrew (that's the gravel section) and then down the coast on a wonderful piece of pavement through Jordan River, Sooke and back to Victoria.

I tried it the other day with two buddies from Vancouver. Of course, we wouldn't have either in the club, since one rides a 1985 1100 Virago and the other a 1982 Gold Wing, but they're good guys and thoroughly enjoyed a day off the mainland. I'd arranged to meet Don McLeod and Cam Smith in Duncan one recent Sunday. They took the 06:45 ferry from Horse-shoe Bay to Nanaimo and we got together at the White Spot in Duncan for a coffee and cinna-

mon bun. We'd planned to ride to Lake Cowichan and then take a semi-public road to Port Renfrew. Cam thought he vaguely remembered that this road was paved, but a little research in the White Spot suggested his memory was failing him. However, we set off anyway, knowing that the gravel stretch was only about 40 kilometres.

Most of the road was smooth and free of washboarding, and we made reasonable time. A couple of stretches had been repaired after washouts and had thick (and loose) gravel. On these we probably averaged 8 km/h, but we had all day and reached Port Renfrew without any problems, apart from the thick dust.

En route, we stopped to marvel at a giant spruce from the loggers chainsaws. It was 250 feet high and about 35 feet across at the base - a real leviathan of the forest.

If you go, watch the section just north of Port Renfrew. After a section of pavement, you suddenly revert to gravel and have a tight right-hander before a narrow bridge. I was riding at about 70 mph (1972 R75/5s don't calculate speed in kilometres), saw the onrushing gravel just in time and was able to brake for the rough surface, corner and bridge before disaster overtook me. Incidentally, if you don't think that breaking from 70 mph is a big deal, you people with more modern machinery should try it on a 5 series with drum brakes all around!

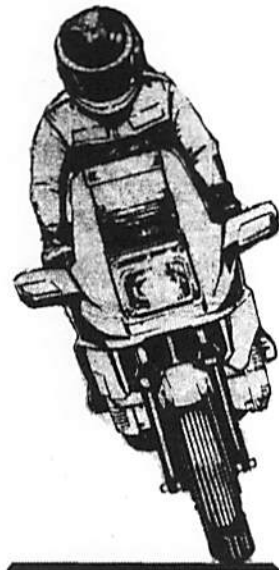
The gravel can also be a bit tricky in the thick forest. With a very flat light (depending on the height of the sun and the gaps in the tall trees) it's not always easy to see the surface very far ahead. But generally, we took it easy on the gravel sections and it was an enjoyable ride.

We rode through Port Renfrew and parked to inspect the tidal pools at Botanical Beach park. I'd been into San Juan Bay (on which Port

Renfrew is located) twice under sail, but never by road, so it was interesting to poke around, not having been ashore in the past.

After we left the park, the highway was all pavement - and a wonderful motorbike road. (My ingredients are simple: smooth surface, long sweeping bends - and no radar traps). The section between Port Renfrew and Jordan River offers some wonderful curves and generally smooth pavement. You can get gasoline in Port Renfrew, although most Beemer tanks will get you back to Victoria without any need to refuel. (The tear-drop tank on a Virago is another matter, holding just over 3 gallons!)

We stopped at the restaurant in Jordan River for a beer and sandwich, watching the sea kayakers and windsurfers framed beneath Washington's Olympic Mountains on the south shore of the Strait of Juan de Fuca. Don and Cam couldn't make the 17:00 ferry from Nanaimo by now, so we rode through Sooke and onto Victoria's Inner Harbour, hoping to see some of the Swiftsure boats. There was only one visible; I suspect the parties were going on in Oak Bay or Royal Victoria Yacht Club around the corner in Haro Strait. So they headed north up Highway 1, a comfortable 110-kilometre ride to Departure Bay and the 19:00 ferry, and I rode home to Brentwood Bay.



KEY TO TIRE DESIGNATION CODES

For those of you who, like me, are a little vague on what all those numbers mean, here's a bit of edification from the 'net.

SPEED RATING

Sustained speed rating is designated by a letter code:

N	93 mph	(150 kmh)
S	112 mph	(180kmh)
H	130 mph	(210 kmh)
V	149 mph	(240 kmh)
Z	149+mph	(240+ kmh)

TIRE SIZE

Wheel diameters are usually in inches, and tire width in millimeters or a letter designation.

TIRE WIDTHS

MM	LETTER	INCHES
80	MH	3.00
90	MJ	3.25
100	ML	3.50
110	MM	4.00
120	MP	4.50
130	MT	5.00
140	MU	5.50
150	MV	6.00

SHOULDER HEIGHTS

The shoulder height is stated as a percentage of the tire width as in the following tire designation: **100/90/V18**. 100 is the tire width in mm; the 90 means the shoulder height is 90 mm or 90 percent of 100. It is a V speed rated or 149 mph, and fits an 18 inch wheel.

D.O.T. NUMBER

The tire also contains a D.O.T. number. The last three digits show the year and week that the tire was manufactured, e.g., a tire stamped 324 means the tire was made in the 32nd week of 1994.

COMING EVENTS

August 10, SATURDAY

Party at Stan and Suzanne's - 1365 Hastings St

BYOB... same as last year - bring your own bike, booze and barbecue food, condiments provided. To get to their house, take a right off the highway onto Helmecken Road, pass through the first light and take a left turn on Holland; go to the end and turn right on Hastings, up a hill, and they are on the right just past the 30 km sign.



AUGUST 11, SUNDAY

Breakfast meeting, Princess Mary Restaurant

SEPTEMBER 7, SATURDAY

Breakfast meeting, Olympic View Golf Club

Last one of the summer, alas, so let's make it a good one.

BUY AND SELL

FOR SALE:

'76 BMW R90/6, 70,900 miles, Luftmeister fairing, electric start, trunk, large tank. Completely reconditioned. \$2000 (no tax).
Phone 246-9575.

Brand new H4 55-60 watt headlight bulbs. I have 4 left which will be offered to members at \$7 each, approximately half the regular price. Need a spare? Doug Hunter - 384-7661, or see him at the next meeting.

WANTED TO BUY:

Extra large summer gloves; Red Gortex Riding Jacket; Touring boots, size 44; Leather pants, 32 waist, 33 leg; Windshield for R100S fairing.
Doug Hunter 384-7661

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