



the Beemer Reader

Newsletter of the BMW Riders of Vancouver Island

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DECEMBER, 1996

MERRY CHRISTMAS!

We have two events coming up to enliven the holiday season. The first, on December 7, is an evening devoted to our favourite topic to drool over - motorcycling in Europe - complete with slide show and riding/camping gear on hand. The folks at Apex Motorcycle have kindly lent us their space, and Ross King will be coming up from Seattle to join Michael Ziegler in putting it on - see page two for more info.

The second event is the second New Year's Day bash at Geoff and Anita Stevenson's, after the annual Island Beach gathering at noon. Last year's party was well attended and lots of fun, so add this to your plans if you can. Might be a little more difficult to ride this year, if November was any indication!

I also need to call your attention to Nigel's article on the second page. After two years of faithfully doing the production work of this newsletter, he is looking to pass on the mantle. So look into your heart of hearts and make a New Year's Resolution to serve the club this year! And help me in offering Nigel a very big Thank You for all his efforts.

Thanks also to Richard Doucet for another great article, this time on last year's Butt Buster 600.

Happy Holidays Everybody!

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

● IN THIS ISSUE ●

Wanted: Production Manager	
by Nigel Beattie	2
Motorcycling in Europe	2
Butt Buster 600	
by Richard Doucet	3
New Year's Party	
by Geoff Stevenson	6
For Sale	6



WANTED: PRODUCTION MANAGER

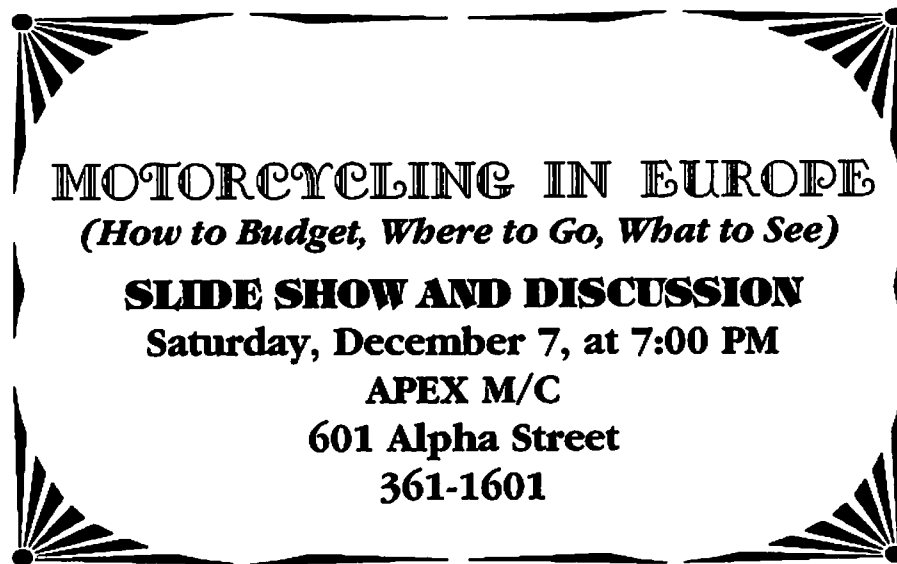
by Nigel Beattie

Cool title, eh! Yes, all this could be yours and more. No money, but a great title, adoration from the multitudes and the kind of happiness that comes from knowing you have made a difference in today's society.

But seriously folks, if you would like to take over the work of copying and mailing this newsletter (with the continuing partnership of the lovely and talented Sally) I would like to hand the reins to you. I have now been doing the production work for two years, after taking over from Chris Jones (or as Al says, Jonesy) who

also put two years of his time into the newsletter, and I think it is right that another member of the club put in their time. I am a great believer in the old adage "you only get out what you put in" and I have thoroughly enjoyed my two years as Production Manager.

So if you think you've got the right stuff, give Sally or myself a call (or see either of us at the breakfast) and we will mold you in my image. Sally will continue to be the quintessential editoress and has promised to "whip" the new person into shape. (I don't know about you but that sends a little chill of excitement up my spine.)



Space is limited, so sign up now (no charge). Please call Mike or Bill at the above number.

Ross King, whom you might remember from the article he wrote last June on the Elefantentreffen - Germany's midwinter rally - will be here to share his extensive experience in European motorcycle travelling, along with Michael Ziegler. In addition to slides and photos, they will have all the camping and riding gear that they used for your perusal.

Ross was up a couple of months ago showing his pictures and slides at Michael's home, and I found the presentation most interesting - I highly recommend that you attend. -Sally

BUTT BUSTER 600

BY RICHARD DOUCET

It sounded ominous. And like a lot of fun. 600 miles of mud, dust, and enough stories to last all year. For once the advertising was true - the Butt Buster 600 (9th) was all of the above and more. The fun and camaraderie were not mentioned. This event is organized every year by the gang at Bike Rider in Burnaby, BC. Months before the day of reckoning, Jan Venes and Mary Atherton go roaming around the backroads of southwestern BC, mapping out a route that would challenge any type of rider, from the recreational rider to the experienced enduro rider. The course is set up so that an experienced rider on a BMW GS model can complete the course without calling out Search and Rescue. I had purchased a '90 BMW Paris-Dakar that spring and was anxious (and maybe a bit stupid) to put the claims of the manufacturer and the guys at Bike Rider to the test. I had already made a couple of off-road excursions in and around central BC and on the island. These trips were on logging roads and gave me a good idea of what I could and should not do with my Bavarian Bermmiester.

The Butt Buster takes place on logging roads and BC Forestry service roads. The Forestry Service roads were mainly 4-wheel-drive type and were perfect for the types of riders and bikes taking

part in the rally. I was the only rider with a big twin. The other riders were smart enough to ride big (and small) 4-stroke singles, from a Kawasaki KDL 250 to a KTM 400. Predominant among the group were Honda XLS, Suzuki DR's and Kawasaki KLRs, all 600's and 650's. The age group ranged from about 24 to 70 years of age. I was going to find out it wasn't the young guys I had to keep up with!

The first day began bright (dark actually) and early Saturday morning for a 6:30 start at the Bike Rider shop in Burnaby. The skies were just beginning to lighten when we left in groups of 2, 3 or more on the first leg of our ride. This is a timed rally and not a race, so it is not the fastest or biggest bike and rider who will win. Then why am I in this thing! We headed north on the Sea-to-Sky Highway towards Whistler and Pemberton. The sun was out within the first half hour, but wasn't giving up much heat. A few riders had heated grips, yours truly included. This little invention came in very handy those first 100 or so kilometers. The Sea-to-Sky is a great





road, on any type of bike, so we all had a great time carving up the turns and playing tag along the way.

The first check point appeared at the Mt. Currie Reservation. A few of us heavy handed and less experienced riders (me) were about 10 minutes early. We were given a 5-minute window on either side of the optimum time to zero the check. If you are early or late you receive penalty points per minute, and after 30 minutes you are out of the game. You also roll six dice to get bonus points, so if you are early or late you can make up your loss with a good roll of the dice. Why didn't I spend more time in Vegas! It was at this stage in the rally that we were about to get our first dose of off-roading. The Lillooet 4x4 road was in good shape and offered some incredible riding and views. It was now beginning to warm up and everyone was enjoying the riding. You had to keep your eyes on where you were going and not on the views. About 1000 meters down on our right was the emerald green glow of Anderson Lake, while on

our left was a 3-meter high rock face.

The next section was the most challenging. Upon leaving Seton Portage we followed the Mission Mountain road to the turn-off for Gold-bridge. One of the lads overcooked a corner on the Gold-bridge Main, trying to see what it would be like to

be in the Airbourne. My riding partner, Jerry Reuter (XL 650L) and I arrived at the scene in time to lend a hand hauling the bike back onto the road. We followed this gravel road for approximately 30 kms, then turned off onto our first Forestry Service road, to Marshall Lake. This road slowly deteriorated to a good trail, with lots of water crossings and mudholes, just to keep you from enjoying the scenery too much. The scenery was incredible throughout the ride, with the Coast Mountains all around us, lakes around every corner and not another soul on the road. We stopped briefly in a shaded lakeside Forestry campground, quenching our thirst and grabbing a quick snack. In the next section, I lost traction on a gnarly, washed-out hill and stalled. Jumping off the bike, I tried pushing (do I hear the word hernia!) and feathering the throttle to get some momentum going. I almost made it before Mother Nature and her son, Gravity, said "hold on". Over I went, on the downhill side of course. As I watched my gas slowly leaking out, I was wondering just how I was going to get a sky crane helicopter to help me lift my motorcy-

cle. Most of the other riders had gone on ahead, so there was no one around to lend a hand. I am a stubborn sort of person though, so somehow I eventually managed to lift it back up and try the procedure all over again. Luckily for my back, it worked this time. I even managed to enjoy the rest of that section.

Arriving in Lillooet, we stopped for gas and a quick snack of what the local gas bar was selling. There are no lunch stops on this ride. Power-Bars and Gatorade were the diner's delight, until we arrived at our overnight stop later that day. Just after Lillooet we hit our third checkpoint at the turn-off for Mclean Lake Road. This section was also Forest Service road, taking us through some community pastures full of cattle. I thought I saw one look at me with love in its eyes. Luckily the Beemer didn't decide to break down at that moment.

How I managed to live in BC the last five years and not try these roads I'll never know. Maps are available to anyone from the Forest Service in Victoria and show almost 95% of all the off roads in the province. The Mclean Lake Road brought us to HWY 1 just outside Cache Creek and about 10 kms from our overnight stop in Ashcroft. It was a tired and dirty bunch that pulled into the Ashcroft River Inn at around 5:30 p.m. that first day. After a shower and hot meal, we gathered around the tavern for a well-earned glass of ale. The tales of the day's ride were shared and then we wearily climbed into our lumpy beds. Not that we noticed.

Day 2 of the rally began with a rising sun and sore muscles. Everyone had a good gut-filling breakfast, then did a quick check of their bikes before hitting the road again. Gas stops are arranged about every 200 kms. Some riders carried extra in spare containers. On leaving Ashcroft we rode about 30 kms east on HWY 8 before turning off onto Sunshine Valley Rd. This

road led us up over the Zakwaski Mountain via Jack Swartz and Uzlius Creek Forest Service Roads. The route was marked with red, white and blue ribbons, but if you didn't keep a sharp eye out it was possible to lose your way. For this reason, all riders had to carry a tire repair kit, first aid kit and space blanket. There was also a chase truck that followed the route in case anyone needed assistance. If your bike breaks, you are responsible for retrieving it. Once or twice on this year's rally a few riders got lost, but managed to figure things out and get back on track.

Uzlius Creek Road brought us back to Hwy 1 and Boston Bar. From here we headed off west again, through North Bend and onto the Harrison East Forest Service Road. Our last obstacle would be taking this road over the Coast Mountains back to Harrison Lake. Traffic became an obstacle also at this time, as this is a more user-friendly road. It was now midday and the temperature was in the high teens. Dust was now a problem too, especially when being stuck behind 4-wheel traffic. The road climbed the contours of the slopes, taking us higher into the mountains. In the distance, the glaciers in Garibaldi Provincial Park shone in the afternoon sun, the surrounding snow-capped peaks dwarfing us as we travelled. Rounding one bend, we came upon a cable logging operation in full swing. The crew were great - they stopped the operation, letting us around their equipment before getting back to work. Later on they even moved the derrick so the chase truck could get by. At this stage in the ride the elevation started to slowly descend into the Harrison Lake watershed. Traffic and dust became even more of an obstacle. Checkpoint #5 was just outside the town of Harrison. Everyone was getting their second wind knowing that the finish was near. Cruising through Harrison we were a motley looking bunch compared to the cruising crowd on their Harleys and touring rigs. From here to the final

checkpoint was a leisurely ride through the Fraser Valley to Derby Regional Park in Langley. The lads from Bike Rider were waiting with cold drinks and hot food when we pulled into the parking lot. After a good stretch and a good feed, the points were tabulated and prizes handed out to the top 10 riders. Yours truly came in 7th. My reward was a big can of chain lube! Just what I needed for my Beemer!

FOR SALE

Luftmeister 4-into-1 exhaust system. Fits K100. Black chrome. Looks and sound good. Call Richard Doucet - 652-5041.

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NEW YEARS PARTY

Even if you can't make it to Island View Beach for the club's annual New Year's Day get-together, you can still spend an hour or two with fellow club members - and in comfort, too!

Geoff and Anita Stevenson (with able assistance from son Brad) invite you to their place in Brentwood Bay for chilli and something hot to drink after the beach rendezvous. They're at **6942 Bayside Place**.

The easiest way to come is to get onto Wallace Drive, either from the north or south, and turn down Hagan (about a quarter-mile south of the new Bayside middle school and a quarter-mile north of the Port Royal Estate condo development). Take the second left, which is Josephine, and the next left and you're on Bayside. (Don't be put off by the No Exit signs; both Josephine and Bayside are dead-end streets.) Geoff's house is the second on the right. There's a blue Chevy camper van parked in the driveway, room for a few bikes on the driveway, but lots of room on the street. (If you get lost, call 652-9127 for help.)

Last year hungry (and probably cold!) members devoured all the chilli in short order. Geoff promises there will be ample reserves this year.

If you can't make it, be warned: there won't be another New Year's party there until 1999, since Geoff and Brad plan to leave next May for New Zealand by sailboat, returning to North America in August, 1998.

