



The Beemer Reader

Newsletter of the BMW Riders of Vancouver Island

BMWMOA # 237

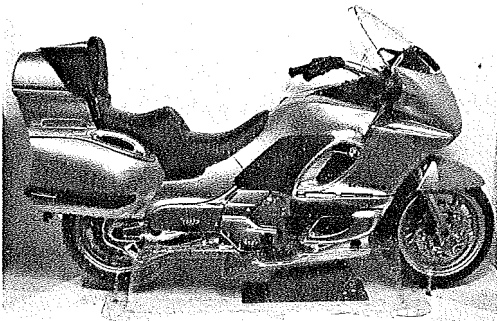
BMWRA #290

Volume 14, Number 03

March, 2004

Draw this month – Last of this series!!

RK1200 LT Beige



Cost \$1 per ticket.

January winner: Barry Salter



A good reason to be prudent!!

Last Notice: Annual Dues \$20

to Peter, the Treasurer, now.

Look for the photos of the **Vancouver Motorcycle Show**, Jan 23-25 at the end of this issue. There wasn't much new to speak of at the show, but some bargains were available to anyone wishing a specific item. BMW had a few police motorcycles in the center ring and surrounded them with the models for 2004.

Honda had some interesting items: Dream 50, several off-road bikes, some four-wheel ATV's, and, of course, the ST1300.

Ducati offered the Monster 620, 800 series.

KTM displayed several 950 Adventure models which look promising considering their price and features.

The show did excite the imagination and the desire to get back on the open road and burn some rubber. I'm looking forward to the BMW Test Ride in late April. (check at SM Cycle in late March for details). Sign up and contribute to their favourite charity. Let's hope the weather is as good as it was last year. Here's your chance to test out the motorcycle of your dreams.

The better weather is soon upon us and we'll be out there. Look for other members and stop and have coffee together and chat.

See you out there...

Chris Jones

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Saturday, March 6, 2004

Meeting is at 9:30 am

At *The Chequered Flag*

A BIRTHDAY STORY by Michael Gye

For my 75th birthday in 2001, my sons got together and bought me a day at Dennis Pegelow's Safety School, an event held at Seattle International Raceway (SIR) now called Pacific Raceway, just outside Kent, WA. The school caters to three groups of riders. 1) Racers in need of track time and coaching. 2) Sport bike riders who want to become racers, and 3) Sport bike riders who want to find their limits in a safe environment, and improve their street riding skills.

On August 4th. my oldest son, Stephen, and I set out on our bikes for Kent WA where we stay the night. A few weeks before, I had put new tires on my 1987 K75 as required by the school. As well, Mike the Bike at Sidney Motorcycle had given the bike a thorough inspection.



At 7:00 am sharp the next day, we present ourselves at the track. It is a most intimidating moment! Around me stand the most impressive array of late model crotch rockets. The riders, mostly in their twenties, are arrayed in racing leathers shod with knee pucks! "Ye Gods," I think, what have I let myself in for? Here I am in my old Joe Rocket wet weather duds, riding my trusty K75 - the only Beemer there! And looking like a hayseed from Saskatchewan! A fellow comes over and hands me a roll of duct tape. "Cover your lights, mirrors and reflectors with this and report for bike inspection over there," he says pointing to a

growing line of bikes already in line. In the inspection, particular attention is paid to tires (must have more than 50% of wear left). Also inspected are the steering, wheels, forks and brake pads. Brake fluid has to be clean, and no oil leaks are allowed anywhere. If you fail the inspection, you lose your deposit and go home.

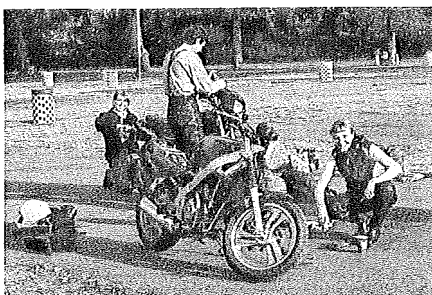
The K75 passes muster but my 2 piece wet gear only just; because it has knee, elbow and shoulder pads, and because I will be in the slow group, I get a reluctant "Well OK," and I'm through. Phew!!

After registration, the riders are split into two groups: "A" group - experienced racers and wanna be racers. "B" group - for sport bike riders and the old fart on the K75

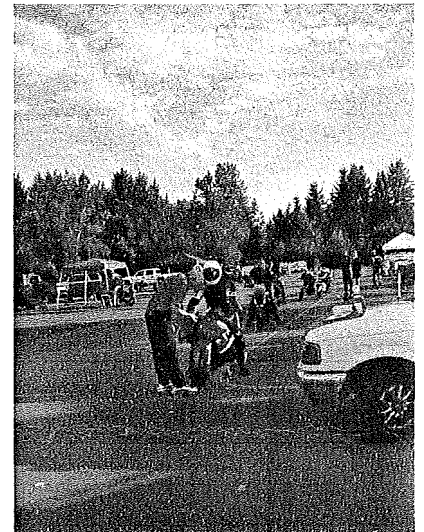
There are many instructors. "B" group is divided into 3 sections, each section has its own instructor. My section gets Denis Pegelow, the boss.

Group "A" go on the track for the first 30 minutes while Denis Pegelow gives the entire "B" group their first classroom session. The day progresses with each group having a turn on the track while the other has a classroom session. There is close supervision on track, and instructors follow individual students and then criticize their riding, making recommendations for improving their technique. Denis tells the class to forget FAST and to work on SMOOTH. He promises that if we follow this edict SMOOTH will turn into FAST by itself. Since then, I just think SMOOOOOOOTH...it seems to pay off.

Classroom sessions cover everything from finding the best line, counter steering, braking, identifying fear induced habits that destabilize a bike (Track Rules), to learning how to break them.



Instruction on track is very good. The track is well marked for us new boys (and 2 girls). Upright orange cones indicate the correct corner entries. Horizontal cones pointing inwards mark the apex of each corner (where you must put your bike). During the first few laps on track, the instructor leads the four of us around the track showing us the proper lines through the corners and familiarizing us with the course.

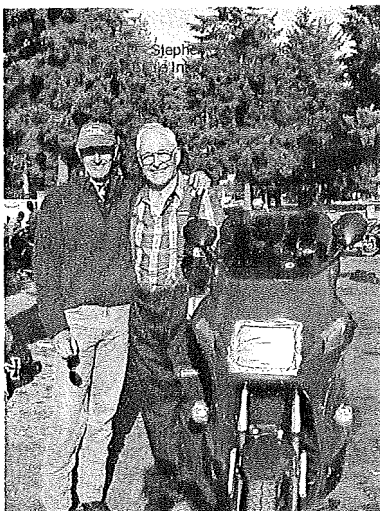


Next, each of us takes a turn at leading with the instructor in #2 spot to observe and correct errors. During the morning those that need more track supervision spent time with the instructor. The rest of us are turned loose. Track discipline demands that no one over take on a curve until past the apex. Instructors ride around watching for any dangerous riding. Safety is a big issue and handled well. There are 2 ambulances, one stationed on each side of the track.

The track itself is treed and beautiful, with wide grass verges on each side between track and trees. There is every kind of corner from a 200-degree fast sweeper with a reverse camber exit, to two tight consecutive diminishing radius turns on a steep downhill pitch! Free riding is fabulous and exciting. On the straight, sport bikes scream by me a few feet away like angry hornets but traveling at 130 to 140 mph while my poor old Red Baron was struggling to reach 100 mph. I'M SCARED! My heart is pumping by the time I reach the fast right hand curve which precedes the big 200 degree sweeper. The apex on the latter is so far around I think I have passed the red horizontal cone without seeing it, so I cut quickly to the inside and find to my horror that I've cut over too early and I'm going too fast...here comes the apex and the bike is desperately trying to go to the outside because of the reverse camber... I hit two nasty bumps in quick succession and the fear factor increases suddenly...I'M HEADING FOR THE GRASS!. I remember "Stay on the gas!" and counter steer some more OH MY GOD! I make it to the exit with only inches between my wheels and the grass. I recover, heading onto a fast uphill section, then start steeply downhill, braking hard for the slow entry into the "Switchback"...careful now... if I miss the apex on the first turn, I'll screw up the next two very tight turns... Take it easy...and I'm through. I accelerate hard up the hill toward the "Esses".

The entry into the esses is totally blind but the approach is fast. I see the upright cone indicating the entry, but the road has disappeared into a large dip in the terrain. I must throw the bike over hard to enter the corner - but how hard? And how fast? As I counter steer hard at the horizontal cone, I see the road again, but with hardly any time to correct for a proper line to the second apex... If I can just get it right I will be in line for the 3rd apex and not lose precious speed before the uphill approach to the final big sweeper. At the far end of the sweeper, the school has installed a chicane called the "Bus Stop" to slow the traffic to 25 mph at the entrance to the straightaway. This is to limit the top speeds on the straight.

Despite all the safety precautions, two guys get too ambitious and crash in the first hour. They are removed by one of the two ambulances. One rider returns later to ride some more. The other does not. His Ducati Monster is left at the spot where it decided to head for the trees after throwing him off.



As the day progresses and I learn the track I find a sweet rhythm. By the end of the day, I am riding the course smoothly but at a good pace, hitting all the correct entry points and apices on the nose. What joy! I'm flying around like GP racer I think until an instructor screams by going about 50 mph faster than me. He swoops through the turn ahead like a leaping ballet dancer. So smoothly, so fast, so perfectly, and then he's gone. God, that was humbling!

At last I see the marshals at the Bus Stop waving their chequered flags indicating that our day is over. Tired but happy, I look at my trip odometer - I have covered 101 miles on the track.

In the paddock, Steve helps me take the duct tape off the bike prior to riding home. The heat from the headlamp has fried the tape onto the glass making it difficult to remove I should have removed the bulb! Two Honda CBR 600 riders walk over and shake me by the hand. They say they can't believe how

fast my K75 was through the corners. I thank them and make a note to go out and buy a bigger hat tomorrow. The next day, Steve and I ride home. I tell my sons "That was the best day of my life!"



What did I bring back?

1. now practice "THINK SMOOTH and forget FAST". It works for me.

I don't ride any slower, but I don't scare myself as often.

2. My riding habits are better

If you want to find your limits, the track is the safest place to do it. I can't wait to get back there.

If any of you want to go to one of these events, here are the schedules for Pacific Raceway in 2004. Please let me know if you plan to go. I prefer to go with others both for the company and for reasons of safety.

MIKE SULLIVAN ROAD RACING SCHOOL on:
June 3, July 29, and August 25. Class fee US \$300

CLASS MOTOR CYCLE SCHOOL on: September 2,
and September 3. Class fee US \$345

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Tech tip

By Geoff Stevenson

Eagle-eyed readers of the BMW Reader will remember a tech tip a few months ago about removing handlebar grips (use a shot of compressed air or a squirt of WD-40 before pulling them off).

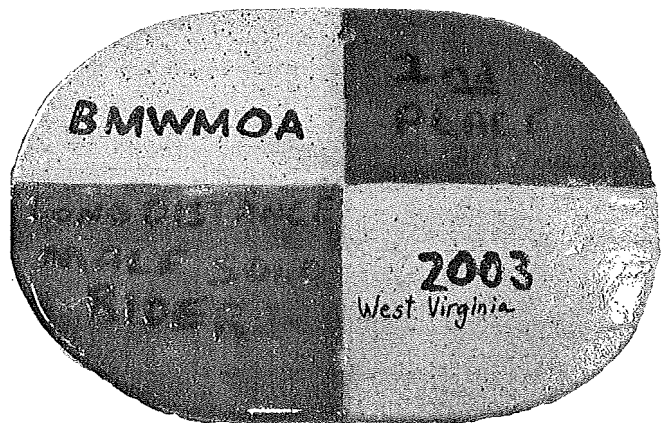
But how to get them (or new replacements) back on?

Dean Humphrey from the parts counter at Action Motorcycles has a simple solution: Use a can of hair spray. After fitting new grips to my H* & \$a ST1100 the other day, I can report that his solution works wonderfully well.

Spray the exposed handlebar (or throttle drum on the other side), then slide the grip on. You want to work quickly - do just one at a time - so you're sliding the grip over wet spray before it starts to dry. I had the best results by getting the spray on both the bar and the inside of the new grip.

There was no hair spray in the Stevenson household when I needed it, but the neighborhood drug store provided a small can for \$3.99. It was money well spent. (And there's plenty left if you want to borrow the can).

There's an interesting side-benefit, too: For a few hours, you'll have the sweetest-smelling bike in town!



**Congratulations to Chris Jones, winner of 2nd place
At the BMW MOA National Rally in Charleston,
WVA 2003**

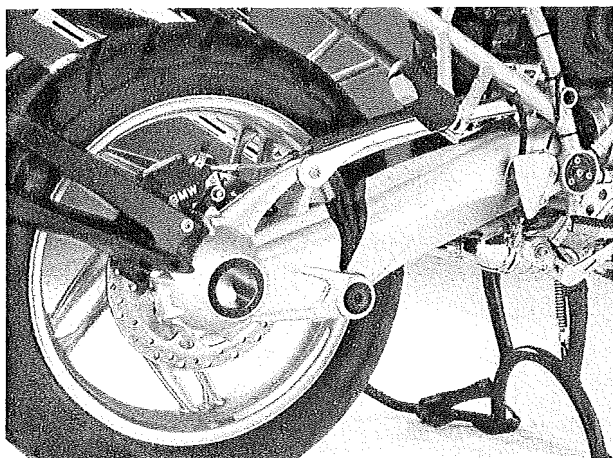
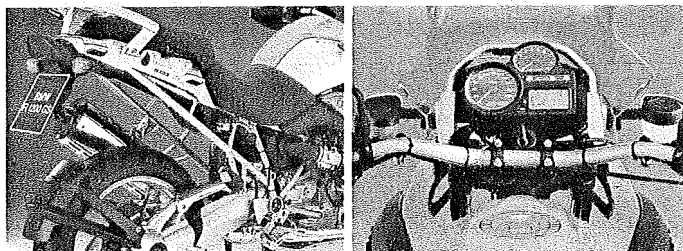
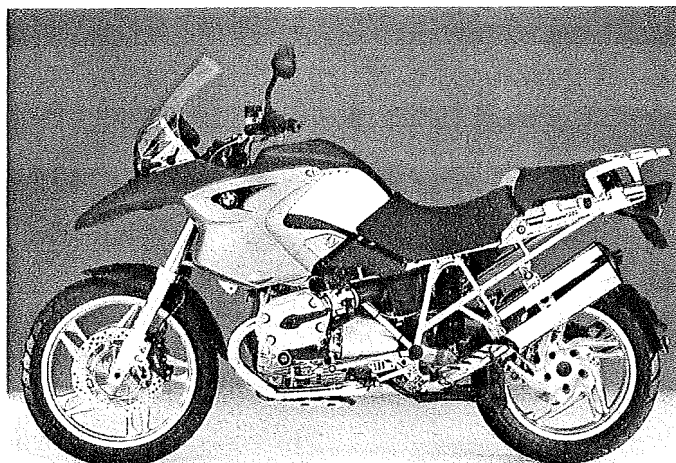
Buy, Sell, or Trade

For Sale: 1974 R90S- silver smoke in colour. Has been completely disassembled for a frame off restoration including engine. Frame and swingarm have been stiffened and powder coated. Bike needs re-assembly. Asking \$2500.00 R75/5 frame with drive shaft, final drive good condition. \$300. Graham Sanh- 250-248-6934 or sanhshine@shaw.ca

Free: LAST CALL for back issues of the Beemer Reader.
See Chris Jones 592-4311

Notice: Any ads placed in the newsletter will run for two issues unless otherwise requested.

New R1200GS



Calendar of Events

Sat. March 6, 2004

Sun. April 4, 2004
Sat. May 1, 2004
Sun. June 6, 2004
Sat. July 3, 2004
Sun. August 8, 2004
Sat. September 11, 2004
Sun. October 3, 2004
Sat. November 6, 2004
Sun. December 5, 2004

Meeting at 9:30 am
The Chequered Flag

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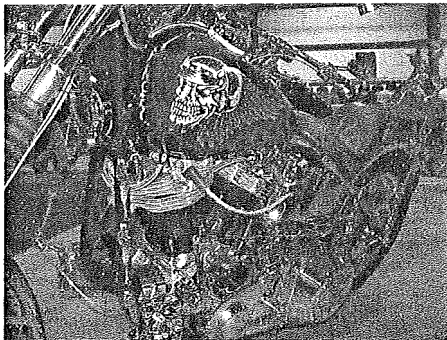
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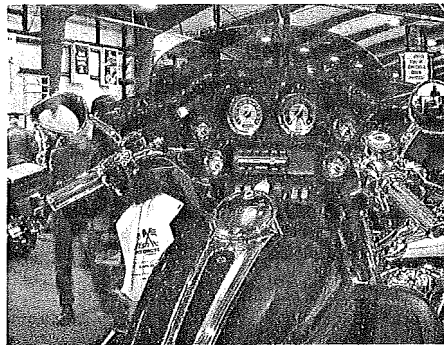
website:

www3.telus.net/bmwrvi

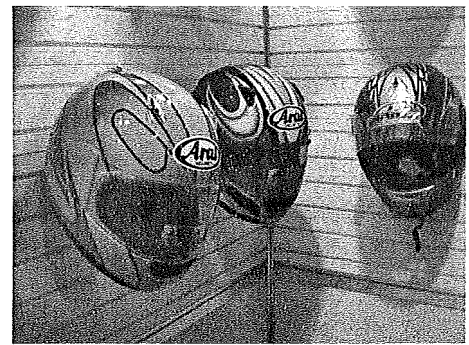
Vancouver Motorcycle Show January 23-25, 2004



tank art



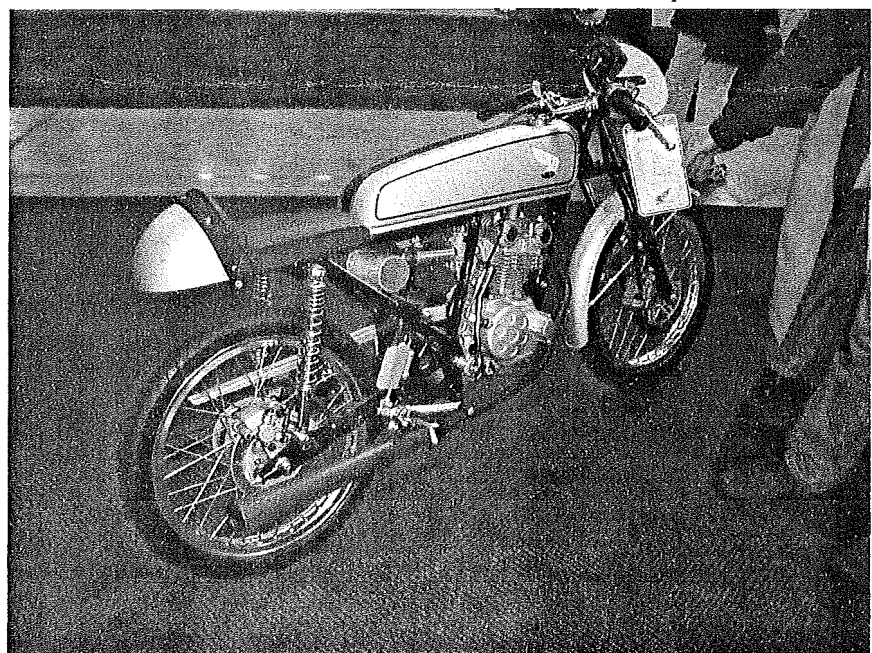
Harley dashboard



helmets for sale at reduced prices!!



Off road wear



Honda "Dream 50" at only \$7,600!

British Columbia
BCCOM
Coalition of Motorcyclists

**Do you know who got
ICBC to agree to the
implementation of
transferable plates for
motorcycles in BC?**

Coming to you in January 2005!

**The BC Coalition of
Motorcyclists, that's who!**

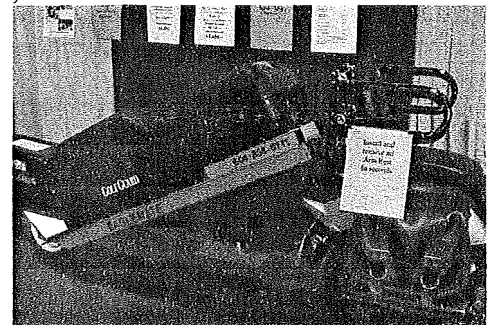
**The Coalition deserves your
support and we need it
to continue working for your
freedom to ride!**

British Columbia
BCCOM
Coalition of Motorcyclists

new insurance for 2005



Geoff, Chris, & Jack at show

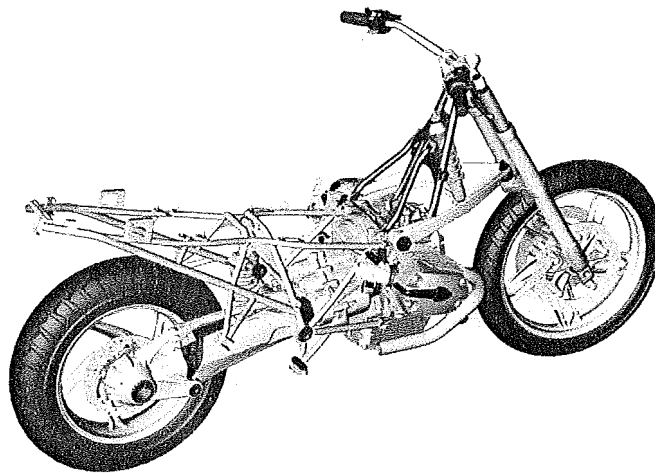
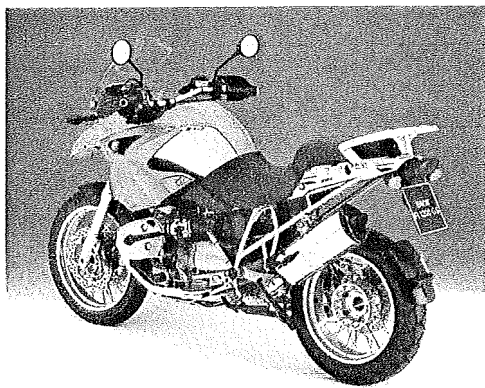
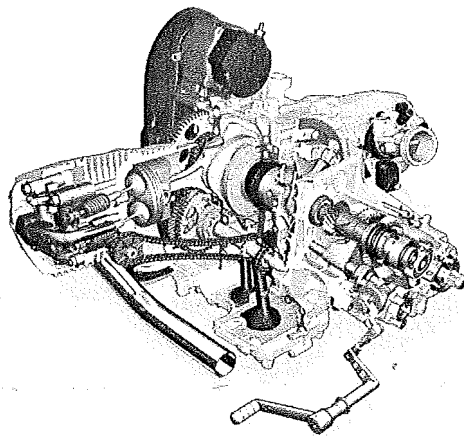


a golf cart caddy for the bike

The show provided the usual insights into the new models, available accessories, and innovative products. Although much like it has been in the past, it made a great trip destination albeit motorcycle-less. I hope you all got a chance to visit the show.

The New R1200 GS

For information go to: http://www.motorcycledaily.com/15january04_bmw_r1200gs.htm



These may not be GS's but it does look like these guys should be on one...don't you think??

