



The Beemer Reader

Newsletter of the BMW Riders of Vancouver Island
BMWMOA # 237 BMWRA #290

Volume 14, Number 06

June 6, 2004

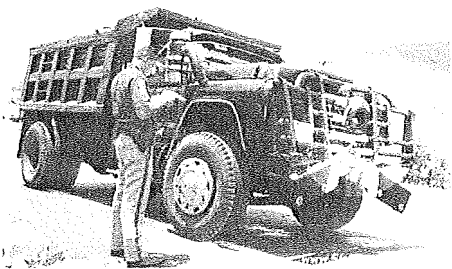
Clipper's Observation – A Sub-Law

The other line moves faster.
Example: You are signing up at an event. There is a long table with several lines. All seem to be of equal length. Yet, the one you pick will take twice as long as any other. Especially, if your event (or number) is one of the first up.

* The Law of Joining Forces

There are two kinds of people on a racetrack: those who crash and those who cause crashes.

Note: The ones who cause crashes are invariably the ones who almost never crash themselves. This also applies to motorists.



Ouch !!!

June: the month to ride

Kelly's SM Cycle held the annual BMW Test Ride on April 24, 2004. Many people showed up to try the bikes. Barry Salter and I tried the new R1200GS. This year the ride was longer both in time and distance. Look for the photo composite page. Thanks BMW.

Several of you have been to Auburn for the 49er rally. Others are making your own plans to burn up some rubber. Vince Martorino is providing us with some destination suggestions and I hope you are taking notes.

While you are reading this, I am on the highways wending my way home from Montreal. I love the East and the roads, plus I have family there so accommodations are free. I will be back for the July meeting.

Consider attending the MOA National Rally in Spokane this year. It's not far and the camping will be spectacular. Registration can be made at the last minute at the gate. Attend some of the lectures, browse the sellers stands for bargains, and meet 6000+ other BMW riders!

Get out there and explore the highways – it's the reason we all have motorcycles.

Happy motorcycling ...

Chris Jones

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Sunday, June 6, 2004

Meeting is at 9:30 am

At The Chequered Flag

Riding to Renfrew

By Geoff Stevenson

For those of you who haven't ridden to Port Renfrew for a while, we have good news and bad news.

First the encouraging stuff: It remains one of the great rides in our immediate backyard. Several sections of the road between Jordan River and Port Renfrew itself have been re-paved and at least one new bridge has been built.

The downside: A lot of those bumps remain and a number of the corners close to Renfrew are as tricky as ever, with frequent potholes, a selection of one-way bridges (with wooden decks) and challenging cambers (or should that be non-cambers?)

Chris Jones and I made the trip the other day. Neither of us had been on the road for a couple of years and we had a wonderful time.

My last memory of Hwy 14 had been of all the bumps, but this time around things were much smoother, although I did bottom the rear suspension of my ST1100 on one particularly deep pothole that I didn't see in time.

Depending on where you live in Greater Victoria, the trip is around 110km. With a stop or two to admire the view (or have a coffee), count on a couple of hours, although diehards who are prepared to press on and exercise their right wrists, will do it in well under that, although this NOT a road on which to admire the view while riding!

There are at least a couple of restaurants/cafes in Port Renfrew. We enjoyed a \$3.95 cup of chili at one and thought that good value.

(Many of you will know that you can press on from Port Renfrew and complete a loop to Cowichan Lake, although this involves perhaps 30km of gravel. I did this

years ago and the surface was fine, but tackling this in a heavy street bike is not for everyone. Be especially cautious if there's been much rain: The gravel section can get muddy quickly).

Chris and I had dry pavement almost all the way and light traffic. There was the usual selection of slow RVs heading north, but these "pachyderms of the pavement" were mostly on their side of the road for a change and didn't trouble us.

Coming home, with the pavement dry, we pressed on a little and made good time. You could ride this road VERY quickly in places and there are a number of tempting sweepers on the smoother sections.

We felt the most inviting section was the first 20km north of Jordan River (where you can stop for a snack or to watch the surfers if the weather is suitable).

After this stretch, which has a fair amount of new pavement, the road bobs and weaves, and there are more bumps and a collection of one-way bridges. Closer to Port Renfrew the road smooths out again, but you have to endure about 15km of poor pavement first.

If you're short of time, consider going just to Jordan River, roughly 70km from downtown Victoria. This stretch offers some good riding, but there tends to be more traffic than farther north, with the popular French Beach Park en route.

I often think we take for granted all the wonderful riding available around Victoria. While many of us chafe at the dullness of much of the new Island highway (and secretly long to spend more time riding in the Interior), the truth is we have lots of excellent riding on our doorstep. The Renfrew road is just one example.

Roads I Have Ridden By Vince Martorino

Winthrop

One of my favorite destinations is the little town of Winthrop.

I've been on Hwy 20 many times, which goes over the North Cascade Mountains. Starting at the town of Sedro Woolley, elevation 55 feet. This is a summer road which first travels up the Skagit River Valley, with very few cars usually.

It passes several small towns before it starts up to the mountain passes. Rainy Pass, elevation 4,860 feet, then to Washington Pass, elevation 5,437 feet. Twice I have been over this road to see snow in the ditches.

There is a great lookout here with a few walking trails. From here, it's downhill, which shows a major change in weather and terrain.

The biggest surprise for me was the first time I rode in to Winthrop. The spirit of the Old West lives/ Here are false store fronts, wooden sidewalks and old fashion street lights reminiscent of the 1890's.

Pop. 300. Elevation 1,765 feet.

Tech tip By Geoff Stevenson

A headlight protector may sound like an expensive purchase at roughly \$50 to \$100 depending on your bike

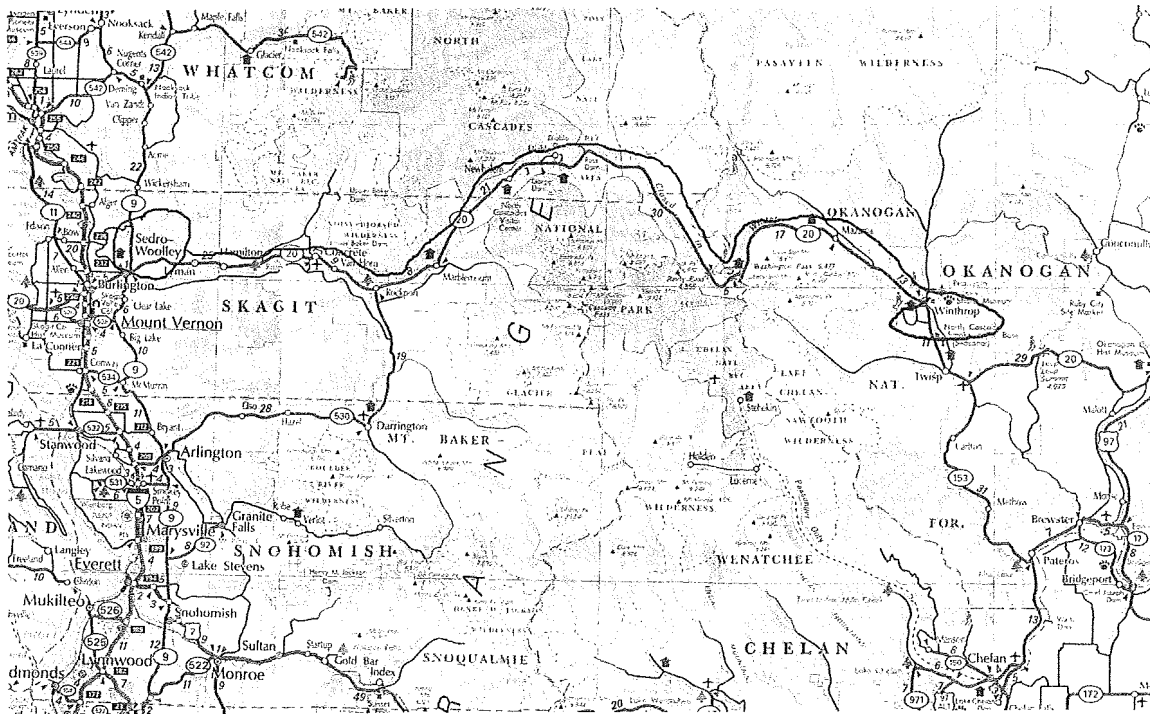
But think again: It may save you hundreds. Maybe more.

Modern motorbikes have wonderful headlights (especially for those of old enough to have ridden Britbikes of the 60s with their anemic Lucas generators and minimal-output bulbs). But, like so many modern improvements, this bright light comes at a price.

It's easy to spend several hundred bucks on the headlight assembly for a modern bike. Then, depending on how it fitted into the fairing on a touring bike, shop labor can easily be another few hundred dollars. If you own a particularly complicated bike, you may not have much change from a thousand bucks if you have to have a mechanic repair a broken headlight for you.

The clear plastic covers sold to protect headlights don't seem to have any real effect on light output. But they certainly cushion the blow (and your wallet) if you hit something that would otherwise have broken the glass.

A number of web sites offer headlight protectors for a wide variety of models. However, your local dealer can almost certainly get one for you, no matter what you ride.



Buy, Sell, or Trade

For Sale: Leather jacket grey medium \$75
Leather jacket black child's size \$50
"held" gloves, size 8, worn twice \$100
Chris Jones, 592-4311 or cdljones@shaw.ca

For Sale: 2002 BMW R1150RT Excellent Condition,
No damage, Blue, 13,250 Km EVO brakes with full ABS,
6spd, heated grips, BMW hard saddle bags with top case,
& professionally installed Pioneer Premier DEH-P440
AM/FM/CD/XM ready sound system with remote.
Asking \$19,000 Dan Duchesne 478-6086

For Sale: 1980 R100T, with Hepco-Becker luggage,
Reynolds rear rack, original BMW windshield and fog
lights, and engine guards. 68,000 kms. Lots of recent new
parts, service, restoring and cleaning. Engine and driveline
oils just renewed, and output splines lubed 400 kms ago.
All old parts kept, including original shocks. Also have
extra "bean can" (points). The bike is a solid, no-issues
airhead. The bike will qualify for a BC "collector" plate in
a year. I am asking \$4500. Bike is in Port McNeill, BC
Picture at <http://www3.telus.net/langplum/BMW1.jpg>
Alan Langrish, (250) 956-3494

For Sale: First Gear Hypextex pants, size 36. As new
(worn twice), 2 years old. Black, completely waterproof.
Asking \$65.00. Rich Gravel 250 658 3874
or rmgravel@uvic.ca

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

Calendar of Events

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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