

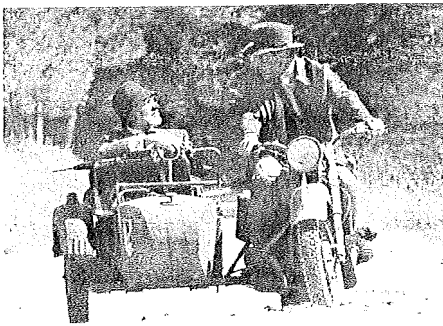


# The Beemer Reader

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

Volume 14, Number 07

July, 2004



Sidecars are always intriguing. Here are a couple on their way to adventure. Notice it really is a BMW

## July is MOA National Rally Month

Let's look to July 16-18, the National Rally in Spokane, WA. Several members are planning to make the trek to this event. I have my reservations and expect to depart on July 15, Thursday. I haven't decided what route I'll take so if there are any suggestions out there, share them, please.

The spring weather has not been great and I can testify the cold and wet has not been local only. On my way to Montreal in late May through early June, I encountered real cold and some showers almost every day. Temperatures hovered just above 0°C most of the way. Snow was piled high by the road and fields were still white. Let's hope July and August are warmer and drier.

Rumour has it that a certain member, Andre, took his motorcycle to Halifax in May just after all the snow fell in the prairies and Hwy 1 was closed between Brandon and Kenora. It is said he covered 2000 K in one go. Are we the craziest bikers, or what??

Our club certainly has its share of long distance riders. Several have entered the MOA long distance contest which began April 10. I hope to see some impressive totals come the fall. I will print the list when it is published in the ON

Hope to see many of you at the Spokane Rally.

Happy motorcycling ...

Chris Jones



Notice the kid in the middle!!

### Contents

Classified Smiles.....p. 2-5  
Roads I Have Ridden .....p. 5  
Tire information.....p. 6-7  
Ads etc. ....p.8

**Saturday, July 3, 2004**  
Meeting is at 9:30 am  
At *The Chequered Flag*

## Finding a smile in the classifieds

By Geoff Stevenson

Ah, the classified ads. What a wonderful source of information. What a great insight into current used motorbike prices (well, sometimes, anyway). And, often as not, what a hoot it can be to peruse them – and smile at the mistakes, puzzles, optimistic sellers – and just plain humor.

Most of us can remember when the daily newspaper was just about the only source for ads. Who can forget, for example, when the food section in Thursday's paper often carried 28 or 30 pages of grocery ads (all in black and white, too)?

But that was a long time ago. As newspaper labor and printing rates rose (often pushed up by successful unions), and newspapers in the 70s and 80s seemed to lose touch with their readers, a series of new competitors appeared.

Often, their ads were free. Frequently you could have a photo of your car or bike with your ad. Frequently in color, too.

But while the newspaper had people reviewing its ads before publication, the new competition often took your ads over the phone (or, increasingly via e-mail) and just published them. If you spoke with a strange accent (or the person deciphering your phone message didn't really know much about, say, Honda fours or BMW twins) the results were often amusing. Sometimes downright hilarious.

So come with us on a trip through some local classifieds. To save the guilty from embarrassment, we won't identify the publication. Let's just say it's based somewhere in Western Canada. To be fair, we should add that lots of these chuckles come from the people composing the ads, not the publication in which they appear.

First, let us deal with the economical (of word, not necessarily of price) advertisers:

**"1975 XS650. Lv msg."**

That's it – although there is an asking price of \$2,500. That sounds a bit rich to me for an old Yamaha twin, but with two sets of numbers and two words (both abbreviated), someone has gotten his (her?) bike into the marketplace.

(A few weeks earlier, there had been an ad for a 1978 Yamaha 650 Special, c/w parts bike, all for \$450. You've got to be fast to snap up the bargains.):

**"1976 Bultaco 350 Alpina, not running. Sat 10 years."**

This seller asks \$400, which might be a good starting point for negotiations. And having once bought a Honda 550 Four that sat ignored for nine years, I know you can sometimes get this sort of project back on the road remarkably cheaply.

Of course, if it was stored outside, it might be more project than most of us could handle. And one might want to check on the supply of Bultaco parts before tackling this one:

**"1979 XT 500, no papers, runs good, decent shape, quiet, fast."**

No price is suggested for this beauty, which I know to be a Yamaha single, built as what we call today dual-sport – in other words, with off-road potential, but street-legal, with headlight and turn signals.

When I call, it's been sold, so I never learn more. I should have asked the selling price, but forgot. It's surprising how often people will tell you what it sold for – although there's probably no way to know whether they're telling the truth or embellishing it:

**“1977 Harley-Davidson 250c.c. 2-stroke Enduro. Runs great, spare motor and trans.”**

The asking price here is \$1,500. If you won't buy a Harley WITHOUT a spare motor and gearbox (even if this isn't a real Milwaukee Harley), it might be worth pursuing.

Some sellers must cringe when they see their ads.

Here, for example, are two '94 Kawasaki KLR650s listed on the same page. One is asking \$3,300 (and the seller's in Kelowna). The other one, asking \$500 less, is here in Victoria.

Of course, you'd have to see 'em both to compare, but the Kelowna owner might have a long wait, assuming the bikes are comparable in condition.

There are nuggets buried in most classifieds, too. Consider:

**“1985 Yamaha FJ1100, 6,600 kms, great shape.”**

This seller's asking \$2,000. Since a lot of mechanics think these big Yamahas are just about as good as a K bike of the same era, this might be a deal. Then again, perhaps there was a typo. Perhaps the mileage was 66,000. Or the asking price \$3,000. You just never know in the wonderful world of unexpurgated classifieds:

**“Motorcycle trailer hitch for BMW 1000 cc. Twin cylinder.”**

He's asking \$100. If it's professionally welded and ready to bolt on and ride away, that looks like a good price to me.

The clothing/accessories section is often good for a smile or three, too.

**“Wanted motorcycle gas tank, reasonable price paid for gd tank. Paint not important.”**

No indication of what bike this gas tank might be going on. Of course, perhaps this guy can weld and will modify any tank to fit, Hope he drains the gas first.:

**“Helmets, 2, 1 full-face, 1 summer.”**

The price is \$offers, a common asking price in the classified. And it would be nice to know what size the helmets are – and how often they've been worn. But this is certainly a start, although you wonder how many people would respond to such a vague ad.

There's a powerful human element to some adds. You often wonder how many bikes are being sold because someone else in the family has decreed that they must go. For example:

**“1987 Honda XL650R, great cond., new chain, sprockets, rear tire, dry stored 4 yrs, lost interest.”**

Some advertisers are more blunt. Lots claim to be having babies (not always clear whether that's he or she). The odd one comes right to the point: "She says it's gotta go!" (These ads nearly always have an exclamation point.)

We have flowery writing, too:

**"1976 Honda CB500T, low miles, completely stock except for the silencers, this model is the final version of Honda's magnificent & innovative DOHC twin cyl powerplant.:"**

Heck, this guy should chuck his day job and go to work for Honda's public relations department.

Perhaps they should add a mystery section.

**"Wanted: reasonably priced harley."**

That's it – not even a capital H, for Heaven's sake. What would Willie G. think?

But seriously, what is reasonably-priced? (Is there even such a thing as a reasonably-priced Harley these days?)

Did he want to spend \$5,000. Or \$10,000? More? Much more? Guess we'll never know without a long-distance call.

In the unlikely event you were looking for a dune buggy, a recent issue might have been your lucky one. But an accurate comparison seemed pretty difficult after reading the ads as they were published.

**"VW dune buggy, 600 dual port, c/w 5 point harness, window nets, two seats ..."** trumpets the first ad. Asking price is \$1,900 o.b.o. Might this be a 1600 (as in c.c.) dual port, not 600?

The second seller is more matter of fact. "VW dune buggy, not running, must see ...." It's only \$375. But does it have a broken crankshaft? Bent frame? Who knows?

Perhaps there should be a special section for the optimists:

**"Chopper, Honda 750 powered, hard school, lots of recent customizing ..."**

This guy wants \$7,500. Now I don't know much about the chopper market, but it's hard to imagine it's worth anything like that much.

Heck, you could buy a pretty nice Beemer for that price - even if the price of many airheads has just about doubled in the past few years – which is something else you can learn from the classifieds. Or five two-stroke Harleys – with spare motor and transmission.

I shouldn't be so flippant. And, having bought several bikes from recent classified ads (including two from this publication), I know perfectly well that, among the smiles in any listing of ads, are some great buys.

I once bought a 1980 R100RT from a lawyer who had a garage full of exotic Porsches. The bike was exactly as described and fairly priced. Better still, although I had to ride it home with

a plastic Volkswagen gas cap (which strangled the fuel system regularly and had to be unscrewed in a hurry to allow the bike to continue running), a new, locking BMW cap arrived in the mail a couple of weeks later – just as he had promised. (It had the right key, too).

The odd advertiser comes right to the point:

**“1967 Triumph TR6/C. Rare ..... Sell or trade for good air head BMW.”**

I'd guess that's a man who has learned all the challenges of those old Britbikes – and now wants something he can ride, instead of fix.

My experience is that people often, shall we say, gild the lily when it comes to describing what they're selling. (And in some cases, they simply don't know, which means you have to ask a series of penetrating questions if you're to find out much about the item in question.)

Of course, their idea of mint and yours may be quite different. I've found it useful to ask: “So tell me, on a scale of one to ten, where ten is perfect, how would you rate your bike?”

This doesn't guarantee success, but it does force the average seller to think hard. And when he or she mumbles something about “oh, five or six, I guess,” you've probably learned everything you want to know.

Unless you are really looking for that cheap winter project. In which case, you'd better grab the phone and call about the 2-stroke Harley with spare motor and transmission.

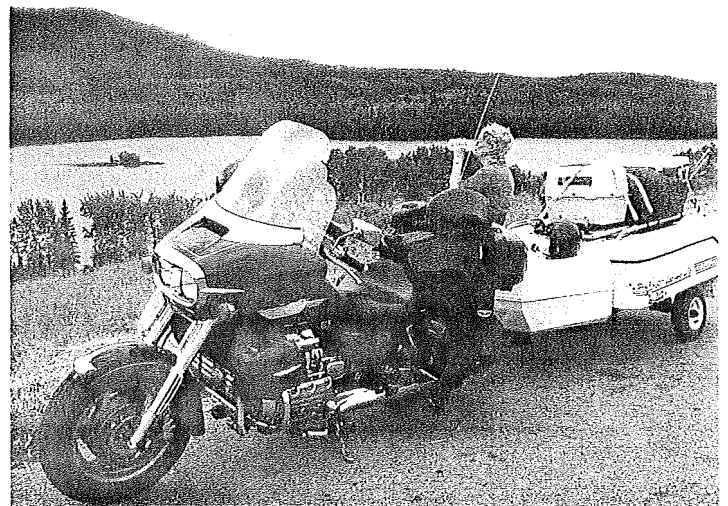
---

### Roads I Have Ridden - Lillooet

This road, although not so long, is like riding 3 different areas. (73 miles)

This road is from Hat Creek, which is just a little north of Cashe Creeke, the start of Hwy 99 to Lillooet. Starting out you first see scattered farms in a narrow valley with a road that rolls and turns as it follows Hat Creek. Further on, you enter into a tight canyon with cliffs on one side of the road and 3 narrow lakes on the other. One of the lakes is a turquoise in colour and very clear. These lakes are the Turquoise, Crown & Pavilion. Slowly the trees disappear to dry arid landscape until you top scenic Fraser River Canyon. Now the road drops onto the side of the canyon on its way to Lillooet. More great scenery and curves with little traffic. From here, there are two options, the Fraser Canyon, Hwy 12 to Lytton with more turns and great scenery (36 miles) or the Duffy Lake road to Pemberton.

I remember going into a store when we got to Lillooet and said to the clerk, “It sure is nice and cool in here.” The reply was “Are you kidding it's 85°F in here!” I thought it was warm out: now I knew it was hot out.  
Vince



**Article One**

This article is the first of a four part series that looks at tires and the importance of tire pressure on motorcycle safety and performance.

**Tire Problems Need Drastic Solutions**

Every year, thousands of accidents are caused by under-inflated and neglected tires. Whether it's poor handling from a low tire or a serious accident resulting from a sudden blowout, we have all either experienced personally or have had friends who have suffered the consequences of a tire related problem.

Most riders are well aware of the recent Ford Explorer/Firestone situation that caused hundreds of deaths and resulted in the recall of thousands of vehicles and tires. But not many people are aware of the root cause of these accidents. Under-inflated tires.

This tragic incident prompted the US government to create legislation requiring low pressure warning systems on all new passenger cars, vans and light trucks. In fact, the legislation is expected to expand to include commercial trucks, buses, recreational vehicles, and importantly, motorcycles. Other countries around the world are looking at similar legislation.

**How often do you check your tires?**

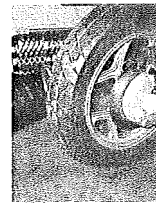
Proper tire pressure is critical for both rider safety and motorcycle performance. As maintenance studies and any mechanic will confirm, almost 50% of all motorcycle tires are under-inflated, often to dangerous levels. Yes, that's right, almost 50%. It's almost a certainty that right now, at least one of your tires is under-inflated, possibly dangerously underinflated.

How often do you check your tires? Once a week... once a month... or just before a big ride? Or are you like most riders and wait until your bike start to handle strangely? If you're not checking your tires pretty well every time you get on the bike, it's just not enough.

I've spoken with mechanics who talk about customers



Here's a happy customer with an old tire replaced with a new. A special thanks to **Bill Wallace** for all his efforts!!



bringing in their bikes for a servicing because the handling is bad, only to find one or both tires are severely under-inflated. Believe me, they love these customers because all they do is inflate the tires and charge big money for the service.

**But I can tell by looking!**

A very dangerous practice is to judge tire pressure by visually gauging the tire's sidewall deflection (how flat the tire looks). However, with the stiff sidewalls of today's tires, you just can't tell by looking. For example, the rear tire of touring bike is likely to appear fully inflated with only 20 PSI (1.4 bar) of tire pressure versus the required 38 PSI (2.2 bar). 20 PSI falls into the "dangerously underinflated" category!

**Why check while it's cold?**

Because recommended tire pressures are always given as cold inflation values, it is always necessary to check tire pressures when the tires are cold. The pressure inside a tire naturally increases as temperature increases so checking a tire when its cold is the only way to get an accurate reading that you can compare to the recommended inflation pressure.

Motorcycle tires heat up quickly so even a short ride to the service station can heat the tires enough to give an improper cold inflation reading. It's always best to check the tires before you ride and to note each tire's pressure and how many psi or bars the tire is under-inflated. When you get to the service station, add the corresponding amount air pressure to the tires.

Consult the owner's manual or the placard for your particular model's recommended cold inflation pressure settings.

John Bolegoh is SmarTire's Technical Services Manager with over 25 years experience in the tire industry. To contact John with a question, email [tiretips@smartire.com](mailto:tiretips@smartire.com) <<mailto:tiretips@smartire.com>>. SmarTire offers the world's first active tire pressure monitoring system for motorcycles. [www.smartire.com](http://www.smartire.com)

## 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](mailto: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:** 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](mailto:rmgravel@uvic.ca)

**For Sale:** 1974 BMW R90s, Smoke Grey in good mostly  
original condition with 85,000 miles. Mod's limited to -  
Dual Plug heads with high output coils, Bilstein rear  
shocks, Works Performance fork springs, fork brace. Bike  
has been properly maintained through the years and was  
treated to new pistons, valves, guides & seats a few years  
ago along with a mild port & polish. Includes all original  
equipment and a good assortment of new spares. With the  
Owners Manual and original factory service school  
handout material from 1974. Asking \$5,500 for it all.  
Peter Grant (250) 727-8030

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

### Calendar of Events

## 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

### Newsletter Editor

Chris Jones

3229 Service Street

Victoria, BC V8P 4M8

250-592-4311

[cdljones@shaw.ca](mailto:cdljones@shaw.ca)

### Mailing & Clothing

Brian Davies

905 Parkheights Rd

Sooke, BC V0S 1N0

250-642-7047

[bmwrvi@bri@yahoo.co.uk](mailto:bmwrvi@bri@yahoo.co.uk)

### Treasurer

Peter Juergensen

#6-310 Goldstream Ave.

Victoria, BC V9B 2W3

250-478-3244

[motonanny@telus.net](mailto:motonanny@telus.net)

### Website

[www3.telus.net/bmwrvi](http://www3.telus.net/bmwrvi)

