



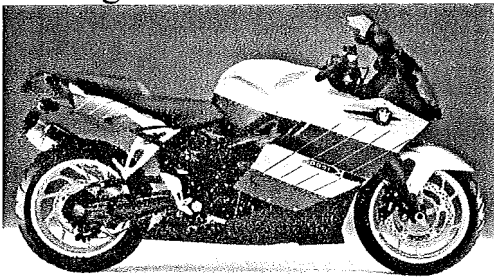
The Beemer Reader

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

Volume 14, Number 11

November, 2004

The new K1200 RS
It's as good as it looks!!



K1200 R
This successor to the K12 line
will be a rage.



November

For many of us, this is the time of the year to contemplate putting our bikes "up" for the winter. Recall past issues in which you will find articles about the proper procedure to store the vehicle so minimal hard will ensue. If you can't find them, come to the meeting with questions and ask around. There will always be someone who can help. After all, that is one of the reasons we meet.

At this time we reflect back on the season and reminisce about the routes and trips taken. Now would be a good time to itemize all the places and destinations you didn't get to see and write them in a list for next year. In that way you will have a defined schedule for next season, and you can study maps, draw out routes, plan times and dates, and organize partners for those trips. Be prepared!!

Looking back on the riding season always makes me want to relive it. That is way I have begun to document each trip with photos and maps. This year I put together several "albums." Now I can glance at them at my leisure and remember them. I recommend this to everyone.

I am still looking for articles for future newsletters. If you have been somewhere interesting and would like to share it with the rest of us, please send me something (photos too always welcome).

Happy motorcycling ...

Chris Jones

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Saturday, November 6, 2004

Meeting is at 9:30 am

At The Chequered Flag

A slow (but scenic) ride to Seattle

By Geoff Stevenson

Most of us going to Seattle just head for I5 and keep a steady 120 km/h, or so ...

As a fairly regular visitor to Washington's biggest city, I've taken that route more than a few times. But on my last trip I decided to try something quite different – island hopping and a minimum of freeway riding.

It turned out to be a refreshing change of both pace and scenery. Be warned, though: You'll need a lot more time. Providing there's no hold-up at the border, I can be at son Brad's apartment in suburban Seattle in well under 2 1/2 hours from Tsawwassen. The island-hopping route took me almost six hours, although this included perhaps an hour for lunch in Coupeville.

I got off I5 in southern Bellingham and rode south on the Chuckanut Parkway, Highway 11. Although narrow in places, this offers dozens of tight corners. An oyster house (didn't catch the name as I rode by) looked like a good spot for lunch or breakfast, just before you drop down onto the flat land between Burlington and Anacortes.

Look for the signs to Highway 20 West off the Chuckanut. This will take you over a high bridge that spans the Swinomish Channel and onto Fidalgo Island. Instead of turning into Anacortes (although this could easily be a side trip), head south on 20 towards the Deception Pass bridge.

There are viewpoints on both sides of the bridge – and excellent vantage points for photos. The bridge links Fidalgo and Whidbey Islands and was finished in 1935 as one of FDR's New Deal projects. Water under the bridge can run at close to 8 knots; sailors know it as a place to study their tide and current tables carefully before trying to transit the pass.

Whidbey Island is the longest island in America (a court recently ruled that Long Island is actually a peninsula). Of course, those of us living on Vancouver Island are hardly impressed ...

If you head south on Whidbey in good weather, you'll have some great scenery. I had emerald green hayfields in the foreground and the snow-capped Olympics in the southwest background. To the east, you may be able to see the snowy Cascades. Farther south, you'll spot Mount Rainier in good conditions.

You'll ride past the entrance to the Whidbey Island Naval Air Station, with 8,000 personnel. The public is welcome at the CPO Club, from where you can watch planes taking off and landing. The area offers excellent flying weather and the location is away from commercial flying routes.

If you stay in the area, be prepared to listen to pilots burning hydrocarbons late at night - and starting again early next morning.

Oak Harbor, pop. 20,000, is the commercial centre of the island, with an economy heavily dependent on the base. It features a harvest festival on the 2nd weekend in October.

A few miles farther south, Coupeville on Penn Cove was founded in 1860 and today features a number of lovingly-preserved wooden buildings and a selection of Victorian B&B's, which looked comfortable – and expensive.



I had lunch in Toby's Tavern, which has an old wooden four-oared rowing shell strung from the ceiling and an excellent selection of Washington and Oregon draft beer. (I consoled myself with an iced tea, although typical American iced tea always seems to need a large infusion of sugar).

The northern half of the island seems more laid back, with espresso bars and taverns offering draft beer (including Guinness in several). In the south, it seemed to me, the espresso bars were replaced by Property for Sale signs – and there seemed to be a realtor's office at every intersection. Presumably this reflects the influence of Seattle, now only 30-odd miles away.

There are two ferry services off the island south and west of Coupeville. Ride west and you'll be in Keystone, with regular service to Port Townsend. Head south to Clinton and there's a 15-minute crossing (\$3.30 for rider and bike!) to Mukilteo on the mainland.

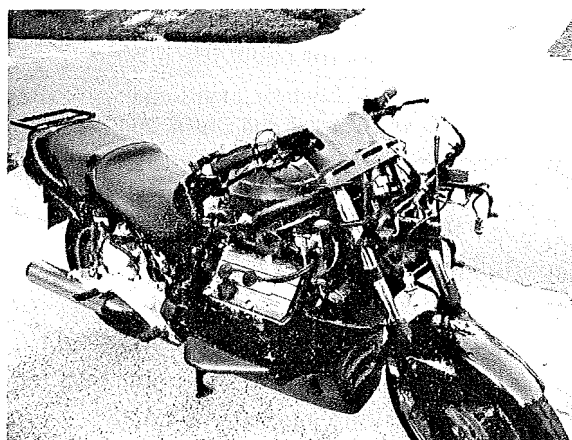
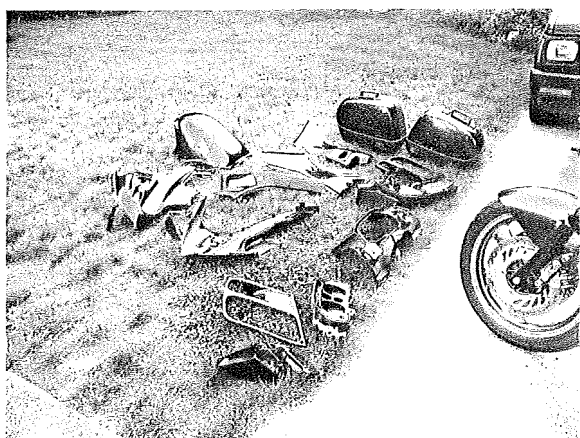
This brings you close to the Boeing factory; a five-minute detour would offer a tour of the plant. Last time I was there, we saw an informative video and had a 10-minute tour of one of the assembly lines.

Whether or not you stop at the plant, all roads now lead to I5 and you can be in Seattle in half an hour or so.

If you're in a hurry, this detour is NOT for you. But if you operate on Retirement Time like many club members, this just may be a delightful change of pace when next you head for the Evergreen State's Big Apple.

☺

This is what happens when you have to replace a headlight bulb (two in this case) on a 1998 Honda ST1100.



Roads I Have Ridden by Vince Martorino

Road to Yaak

This summer I spent some time in NW Montana. On this road we started at the Libby Dam. This is where Hwy 37 leaves Hwy 2 at Libby. We chose to ride up the left side of the Lake, a lesser used road. We passed no cars either coming or going. The road follows the lake with great up and down curves for about 50 km as seen in the accompanying picture. After you pass a new bridge which joins to the newer hwy on the other side of the lake the road turns into the Mt. Hwy 508 to the town of Yaak. This road was very isolated with curves that allowed you to read your trailer plate as you went around some of the turns. It went up and over the mountain at the top we

stopped for a picture. With bikes on one side of the other road, camera on automatic to get a picture of me and my cousin with the vista at about 6,000 feet. But what should appear but a car, the only car we saw. We flagged him to a stop while the camera did its thing then waved him passed. The road was good. Saw 3 moose and 2 deer. Next stop, Yaak with 2 gas stations with bars attached and a general store. From here the road follows the Yaak River to Hwy 2.



Short Takes by Barry Salter

So your not feeling good about the way your bike runs right now, maybe its missed a couple of times—was that a new sound, you wonder—or perhaps some little feeling of vibration—or worse still, is the surging getting worse!

I guess we've all had those moments, but I discovered last Saturday one way to remedy the feeling . . . ride a different bike, in this case someone else's. The bike was similar to one I'd learned on at the course in Pitt Meadows so most of the controls were somewhat familiar. It was an early 90's Suzuki 400, which I'd been asked to move from James Bay to Broadmead. (I was apparently the only one this person knew who had a valid m/c license.) The bike hadn't been ridden for about 5 months, but I was assured that it had been recently serviced and tuned at a local shop. Checked the air in both tires and pumped them up. Oil good—tried to remember what the anachronym was for checking a bike. TCLOCK wasn't it? (Tires, Controls, Lights and Accessories, Oils and Fluids, Chassis and Chain, and Kickstand) Of course we all do this every time we ride.

Finally satisfied that everything seemed OK so I tried the starter. The bike turned over slowly but then lit right up—note the tach and fuel guage did not work. Engine burbling and starving out; best let it warm up for a few minutes (carb—no fuel injection here) and then rode to the Chevron to top up the fuel. Kinda hard to get the cap off the fuel tank, but finally managed. Fill it up with regular and then set off for Broadmead. Bike has a 6 speed transmission complete with gear indicator, warning lights but nether the speedo or tach worked so I was judging speed by traffic around me. The stop at Hillside traffic light was a bit of a shock—felt like I had no brakes!! Oh, I did—its just there's only one disc on the front and a drum on the rear, so stops were long and unsure. Half way up Blanchard, engine a bit buzzy but I'm just keeping up with traffic and suddenly I have a speedo—woops almost 70 kph—better back off a bit. Leaving the light at Saanich Road was a bit dicey—the clutch cable was sticking a bit and made finding first a bit tricky after the bike warmed up.

On to the highway and the engine—not the smoothest got me up to 90 kph but lots of vibration—and even in 6th the engine seemed to be just screaming. Rolling on the throttle was easy. . . it just didn't do very much.

That afternoon I took the RT for a spin—boy what a difference—controls worked smoothly, brakes strong and smooth—and the engine—powerful and liquid smooth. Yep riding something else gives one a whole new perspective. ☺

NEW COMPANY IS CANADIAN SOURCE FOR VINTAGE BMW MOTORCYCLE PARTS

Milford, Ontario, October 4, 2004 -- There's good news for vintage BMW motorcycle enthusiasts across Canada. Paying a premium, dealing with customs and currency exchange rates in order to import parts from Europe and the USA is now a thing of the past.

Errol and Sean Weaver, a father and son team of "Beemer" enthusiasts has established Bench Mark Works Canada as a source for pre-1970 BMW motorcycle parts and restoration services.

"We've been BMW riders for more than 20 years," said Sean, "and we've owned, repaired and restored vintage Beemers since 1989. From day one, our conversations with other vintage BMW motorcycle owners have revolved around the lack of a convenient source of parts in Canada. We decided it was time to do something for enthusiasts who are keeping these beautiful old machines on the road," he added.

Bench Mark Works Canada will stock and distribute parts from Milford, south of Belleville, Ontario, and handle restoration work in Toronto. The new company is affiliated with Bench Mark Works of Sturgis, Mississippi, the largest vintage BMW motorcycle parts dealer in the United States.

The company's web site (benchmarkworkscanada.com) features a catalogue of more than 2,000 items. Internet ordering is encouraged. Telephone contact and ordering is possible by calling 613-476-0494.

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Contact: Errol Weaver
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Box 131, Milford, ON K0K 2P0

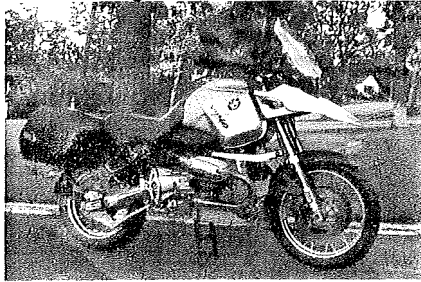
Buy, Sell, or Trade

For Sale: 1985 BMW K100RT. Burgundy.
New tires, battery, front discs, oil/water pump,
later RT windshield, Corbin seat. 66,000km. \$5,400.
Geoff Stevenson, 652-9127.

For Sale 1996 R1100GS 60 K. Black, ABS, RID,
BMW cases, Givi E45 Topbox, Aeroflow, engine
protection bars (Zweckdesign), BMW tankbag,
barbacks, Kissan Tailblazer and Signal Minder,
Haynes manual and more. This bike is in excellent
condition, asking \$11,000 contact Pierre Laliberté at
721-9936 (home) or 516-5101 (cell)

For Sale: Corbin seat for R1150R, excellent
condition, \$250.- Horst at 727-6110 or
hwunger@yahoo.com

For Sale: 2000 R1150GS silver, never crashed, never
dropped. Includes two sets of tires, stock and GIVI
windscreens, system hard bags. \$12,000 obo
No name given, 250- 885-0056



For Sale: 1982 Suzuki GS650G. 7,800 original miles.
One owner. \$3,500 or best offer. Backrest & luggage
rack, soft bags & tank bag. Showroom condition.
Stephen Desilva at sdesilva@shaw.ca
1-250-746-0754

For Sale: Tires for a GS. See Barry Salter
or call 1-250-658-1843.

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

**Here's a happy couple out for a
day's ride!!**



Calendar of Events

Sat. November 6, 2004

Sun. December 5, 2004

**Meeting at 9:30 am
The Chequered Flag**

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