



# THE BEEMER READER

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## EDITORIAL

The Thanksgiving holiday preempted the first weekend of the month, and that gave the editorial board (Marjie & me) lots of extra time to get the newsletter put together, right? Wrong. Being the world's worst procrastinator, I've waited until the last possible minute so here I sit in a cold basement trying to explain to a faithful readership why the newsletter is late. Again!

Living with an older bike is something of a challenge for me, not being much of a 'wrench'. I had planned to attend the 'Annual Last Chance to Camp and Ride' put on by Valley Riders at their usual site on Skaha Lake south of Penticton, but Gretchen has other ideas and refuses to run. Electrically dead. Like a stone.

Thinking it is indeed time to put her into a well-earned retirement I have been considering other rides, at least to the narrow limit of the household budget. Yesterday when I should have been attending to editorial duties I went to the mainland to look at some of these alternatives. The reality of Island living was once more made clear, as fully ten hours were spent in just getting over there and back.

What can I say about September? Usually it is the golden crown of the riding season but by the month's second half it was evident that winter is inexorably approaching and I wish I had ridden more during the first half of the month when the weather was good.

This October issue features offerings from wells that don't seem to dry up. Geoff and Vince are the usual 'Reliable Sources' without which you would be reduced to reading the mindless chatter of some idiot marooned on a small island in a cold basement beside a dead bike.

Brian

**October 14, 2007 meeting at Chequered Flag Restaurant 9:30am**

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**IN PRAISE OF GREAT ROADS**

By Geoff Stevenson

Riding for 46 years (can it really be that long?) means one has been on a bunch of roads, some straight and fast, some slow and twisty – and everything in between

This makes it dangerous to pronounce that the road you rode the other day is the best you've ever seen. So, we won't do that. But we can say this about that: Washington Highway 129, which becomes Oregon # 3 at the state line, is certainly one of the great tracks in our part of the world.

Son Brad and I rode it the other day – as part of a memorable 325-mile jaunt to lunch in Joseph, OR., and back to Pullman, WA (where we had tickets for the Washington State-Idaho football game that night).

We left Ritzville, where we had met the night before (he rode from Seattle, where he works as a manager for Microsoft, and I came from Invermere, where I'd been visiting a niece and nephew – and their adorable three-year-old, who spent much of the time chasing a puck around his backyard shouting at the top of his lungs: "He shoots, he scores!")

Ritzville, about 60 miles west of Spokane on I90, is one of those all-too-common rural towns around the western world in what seems a state of perpetual (and irreversible) decay.

As Brad observed, these towns prospered for a century, when there were 50 men working the land for every piece of machinery. But with today's farm, it seems, needing just one man and 50 pieces of sophisticated machinery, the towns that used to be the social centre of their district are withering away.

We walked around the town, noting that probably half the buildings on the main street were empty (and almost all were for sale), had a forgettable meal in the only restaurant that seemed open, and turned in for the night in a \$47.95 motel room (a clear indication that tourists are not flocking to Ritzville).

Next morning, Geoff's Auto (and Motorbike) Electric swung into action before we rode anywhere. I had fitted heated grips to Brad's tomato red Honda VFR 800 about 18 months ago and one had failed.

He'd diagnosed the problem as a broken wire to the left-hand grip, so I came prepared, with soldering iron, wire strippers, WD40 – and a can of ladies' hairspray (all will be revealed).

Any shade tree mechanic knows that you get stubborn rubber grips off by shooting some WD40 between the grip and the bar, then twisting and pulling gently until the grip slides off.

With the grip on the ground, stripping the wire and re-soldering it to the heater that wraps around the end of the handlebar took just a few minutes.

Now for the hairspray. The technique is to clean the WD40 off the grip and the bar, then squirt the hairspray inside the grip – and, for good measure, on the bar, and now slide the grip back on quickly before the spray sets up.

(We must have done everything properly, since he reports that the grip is working perfectly. He rides about 22 miles to work from the Green Lake district of Seattle to Redmond, WA., as often as he can and, as any Beemer rider knows, the grips are a big bonus once temperatures drop.)

Now, ready to ride, we headed south on Highway 261, crossed the Snake River at Lyons Ferry and pulled up at Huwe's Café (I didn't ask about the spelling) at Starbuck for breakfast. (No, I don't know if the town is connected to the coffee).

Fortified by a generous helping of ham, eggs, home fries and toast, washed down with coffee/orange juice, we left in search of Highway 129.

Brad's Washington Destination Highways guide (written by two Vancouverites, Brian Bosworth and Michael Sanders) had touted the delights of the road and we found the recommendation fully justified.

From Starbuck (not much there except Huwe's Café and certainly no Starbuck's in sight), we rode east on Highway 12 to Clarkston and then turned south on 129.

What a piece of pavement!

I can't recall a better combination of demanding, 20mph switchbacks, corners posted at 30-40mph with a drop-off of hundreds of feet, and some seriously fast sweepers.

From Clarkson you climb sharply (great curves on this section, too) to reach the high prairie above the Snake River Valley. As you approach the Idaho state line the road drops sharply, then climbs and drops again, before finally climbing prior to the descent into Enterprise, OR.

You cross the Grande Ronde River en route, but mostly you're riding in the wilderness. There is no gas between the Clarkston area and Enterprise.

The last 30-odd miles north of Enterprise are seriously fast and a real blast after the technical work on the switchbacks. I made no attempt to count the switchbacks, but I'm guessing there are a dozen, perhaps 20. There are a few bumps in the mountain sections, but pavement quality otherwise is excellent.

Enterprise doesn't seem to have much going for it, so we rode another 6 miles south to Joseph, where I'd been a few years before.

This is a delightful little town – and apparently thriving. There's been a large foundry here for about 20 years and there are several life-size bronzes in the main street.

There was a brew pub (proudly boasting the biggest selection of micro-brews in Eastern Oregon – whatever that meant), lots of shopping for our womenfolk and several restaurants.

Nearby, a tramway climbs up the Wallowa Mountains to the top of Mount Howard at 8,150 feet (we are keeping the tram for another trip). Joseph is also an excellent jumping-off spot for Hell's Canyon, which many of you will know is almost twice the depth of the Grand Canyon. The canyon (remember Evel Knievel?) is about 50 miles away.

It was remarkable riding. So good in fact, that, after lunch, we turned around and rode the whole thing again, en route to Pullman.

If you haven't ridden this fabulous highway, consider putting it on your list for next summer.

Highway 261 is worth searching out, too. Perfect pavement, lots of interesting corners, and no traffic when we rode it.

Other excellent roads in the general area worth exploring:

Highway 194 west of Pullman.....Highway 127 around Dodge.

Highway 12 just west of Clarkson (this is a fantastic hill).

More of Highway 12 in the Dayton area.

Highway 821, the Yakima Canyon Road between Yakima and Ellensburg.



**ROADS I HAVE RIDDEN – Alaska A Good Start** by Vince Martrino

Day 1 To Alaska on a bike was a thought that was with me for the last 2 years, from the time my cousin first mentioned it. Well this was the year. With the odometer at 73,400, I left home on June 15, 2007 to meet my cousin Paul in Prince George the next day, at a friend's house. From Victoria, BC, I got the 1:00 PM ferry with a light rain. Good, because the weather will only get better from here.

Once away from Vancouver you head up the Fraser Canyon with some of the most spectacular scenery, including about 7 tunnels hung on the side of the mountains, as well as, train tracks just above the river. At this time of the year the river crashes its way to the ocean. Once out of the canyon, the land becomes more arid. The road still has plenty of twist and turns and the views become more expansive.

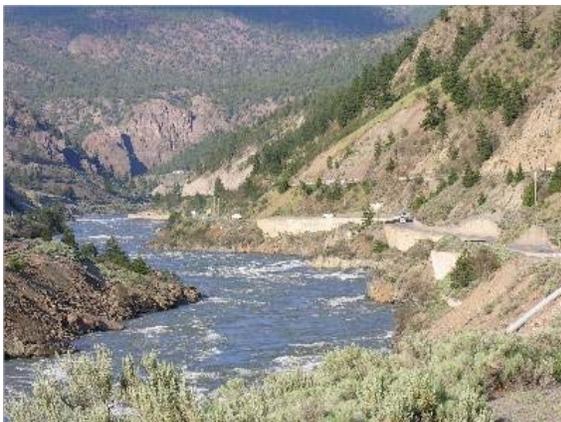
Now at the corner of Cache Creek, you go east to see the rest of Canada or North to Alaska. This is where I spent the first night.

Day 2 From Cache Creek being into the interior of the province between mountain ranges the road gets to have more sweeping turns while running from small valley to small valley with lots of farms. Next is the Clinton area, which is more of a plateau area to 100 Mile House. Known for a lot of cross country skiing. A lot of pine forest with pine beetles which is as harmful as it can be. The pine forests show much beauty in their deaths. At Quesnel there is a turn off to the once gold mining town of Barkerville now mostly for tourists. I have been up this road, but not today. Then on to Prince George.

Day 3 Sees us leaving Prince George for Fort St. John and the Alcan Hwy (Alaska Canada Hwy). The road at first has a lot of flat areas and a bit of farming. Still no road in BC is very straight or flat. As you approach the next range of mountains, the roads get more sweepy and roly. We now start following along beside the Pine River and large valley with scattered farming. Next, we stop at Bijoux Falls right beside the road just before we head up the side of a mountain to Pine Pass. We take a side trip to the Bennett Dam where we see 5 deer and this road then off to the growing fast town of Fort St. John the start of the Oil patch.

From here we head north to Fort Nelson and the start of roads I have never been on before. This area becomes big country with wide open spaces. It reminded me of areas in Utah except with trees. There are hardly any people here, just the odd farm and dwarf spruce trees mixed with tall white birch trees.

We saw 2 moose along here and stayed in Fort Nelson a 1 road town. Odometer now reading 75,245 (1800 Km so far).



more photos on page 5



Photos by Vince Martorino



## THE MYSTERY TOUR!

By Ina Homer

Well, it's a mystery that only 4 people showed up! The day was beautiful and sunny. We ended up going to Saltaire. John and I had never been there, and so Chris led us through the lovely country roads to the pub. After a nice leisurely lunch, and relaxing a while, we were on the way home again. It was a great day.



Photos by Ina Homer



## AGM

Hi All,

I have booked the SVI Rangers Hall (3498 Luxton Rd) for Sunday 28 October for the AGM. Details, map and agenda to follow. I will check out the facilities next week.

Rgds KK

This is all the information we have at press time. Ed

*Why Men are Rarely Published in Dear Abby*  
Dear Abby,

*submitted by Chris Jones*

*I've never written to you before, but I really need your advice on what could be a crucial decision. I've suspected for some time now that my wife has been cheating on me. The usual signs... phone rings but if I answer, the caller hangs up. My wife has been going out with the girls a lot recently although when I ask their names she always says, "Just some friends from work, you don't know them." I stay awake to look out for her taxi coming home, but she always walks down the drive. Anyway, I have never approached the subject with my wife. I think deep down I just didn't want to know the truth, but last night she went out again and I decided to really check on her. I decided I was going to park my Harley Davidson motorcycle next to the garage and then hide behind it so I could get a good view of the whole street when she came home. It was at that moment, crouching behind my Harley, that I noticed that the valve covers on my engine seemed to be leaking a little oil. Is this something I can fix myself or should I take it back to the dealer?*

### BMW RVI Club Ride Schedule 2007/08

Date	Event	Location	Type	Organizer
Oct 14 Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Oct 21 Sunday	Monthly Ride	09:30 Tim's @ Millstream	Road	Klaus Kreye
Oct 28 Sunday	AGM	SVI Rangers Hall	Meeting	Klaus Kreye
Nov 3 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Dec Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Jan 1, 2008 Tuesday	TROC	TBD	Event	Bob Leitch
Jan 5 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Feb 2 Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Feb 17 Saturday	Cabin Fever Potluck	TBD	Event	<b>Volunteer needed</b>
Mar 1 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
April 6 Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye

Ride/Event updates are sent out by e-mail. If you know of someone not receiving please let me know:

Bmwrvi@shaw.ca

## BUY AND SELL

Received the following from Ron Weibe, president of Valley Riders, from a member of their club.

### WANTED:

I am looking for fairing parts for my K75 RT. Anyone out there who has these parts for sale ?

Erich Pfnuer

-Oyama, BC-

Cell: 250-878-3684

home: 250-548-3772

e-mail: epfnuer@cablelan.net

### WANTED:

I want to fit an oil cooler to my R80/7 with sidecar. Does anyone have a thermostat and/or oil cooler for sale?

Klaus Kreye 474-9777 kukreye@shaw.ca

### FOR SALE:

Men's BMW Rally 2 jacket with Gortex liner. Size 54. I am 6'2"/200lbs and it fits with room left over for an electric vest or sweater. Light blue colour.

These jackets are over \$900 new without the Gortex liner (\$\$\$). Asking \$750 obo.

Ladies BMW Streetguard Goretex jacket with quilt liner. Like new. Size 48.  
\$500 obo.

Ladies BMW Goretex riding gloves. Waterproof and warm for the coming monsoon season.

Good condition. Size 8. \$100 obo

Contact Richard or Ingrid @ 598-1964

### FOR SALE:

1 pair **deep tone** stainless mufflers for BMW /7, R90, R100 (all models up to 1984). Exact replica of the original (good for ICBC collector status) \$900.00

Contact Klaus Kreye 474-9777: kukreye@shaw.ca>kukreye@shaw.ca

### FOR SALE:

Blue one piece, fits 5-ft 9-10 in. and would suit a 160 to 170 lb. rider. It has never been scraped on the ground and is very clean. I should like to sell it for \$500 Cdn.,

Barrie & Audrey Howell <<mailto:baraud@shaw.ca>baraud@shaw.ca

**FOR SALE:**

650 BMW 2002 -- 7000km's winter stored. Heated grips, plug in for heated vest, belt ridden, new battery--comes w/ soft bags that turn into hiking bag. Silver and in great shape-- \$ 7000 firm.  
debpowers <<mailto:d\_powers@telus.net>d\_powers@telus.net>



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