



THE BEEMER READER

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Your editor has been away from the motorcycling scene for an entire month, sunning his bloated carcass on the beaches of Belize and the southeast coast of Mexico, and never giving a thought to much beyond the next Corona.

There was one day that I saw two bikes with Quebec licenses, one being a Gold Wing with BMW roundels on the tank. Probably there was a good story there, and the two travelers were not far away from where I was reclining, but they were in deep and animated conversation with some of the local people. By the time I'd made up my mind to take an interest, they had split the scene. That's how it goes, in the land of mañana.

As soon as we got home, I stopped dithering about the new motorcycle and sidecar and went right over to Vancouver to take delivery of the beast. This is a BMW club and the new toy is Brand X (with an uncanny resemblance to some older BMW's!) so I won't take up space in the Beemer Reader. I'll just tell you that the trip home through downtown Vancouver was quite an experience for an old guy that has never before piloted a sidecar rig. Steep learning curve with some hairy moments, but I'm anticipating great times, with this thing while not in any way abandoning the old BMW which now has 562,000 km on the clock.

If you as owners of the BMW marquée are not yet members of BMW Owners of America, of which our own local club is a part, you might consider joining. One of the benefits is the very snazzy monthly magazine, MBWMOA 'News'. When I got home from the sunny south I found the February and March issues in the mail. Lots of good reading including an article by Paul Graves concerning the many details of getting your motorcycle out of winter storage. Food for thought, indeed. And on the last page of the March issue there is a full page photo taken by our own Bill Wallace of his K75 on the Top of the World Highway in Alaska. Bill, I'm assuming that you found the pot of gold under that Rainbow, and at \$1000 per ounce I had the passing thought that you might buy breakfast for the club at the Blue Peter Pub in Sidney on Sunday 6th April. But maybe not, eh?

Brian Radford

SUNDAY, April 6/08 BREAKFAST AT THE BLUE PETER PUB 2270 HARBOUR RD 9:30AM

BEWARE OF THE BACKYARD MECHANIC**by Geoff Stevenson**

First, Geoff the Mechanic (we use the term loosely!) decides to wash his V Strom. He's been riding around on wet winter roads and there is dirt all over the bike. This is a task Geoff can usually manage without incident and, after perhaps half an hour spraying, hosing, scrubbing and drying things off with a chamois, the bike looks clean again.

So, Geoff decides to start the bike to dry it off before putting it away in the (unheated) garage again.

He turns the key, watches the dashboard light up normally, waits for the fuel pump to quit and pushes the little red button (actually, it's black on this bike). Nothing happens. The starter motor does not turn and, naturally, the bike does not fire.

He checks the kill switch. It is in the Run position. He flicks it a couple of times; operation seems normal. (He is sensitive about kill switches: He owns an old Honda on which an erratic kill switch took 18 months to troubleshoot - and finally replace).

Geoff swears softly (well, maybe it wasn't THAT soft. Perhaps you heard him wherever you live). Could he have drowned a vital electrical component with his hose? He doesn't think this is likely. After all, he's had the bike in a car wash in Wendover, UT., after riding on the Bonneville salt flats and it started normally after that. Besides, he washed the bike in a higher-powered car wash in Thermopolis, WY., after riding through a muddy construction site and while the bike started normally, the bike dashboard indicated low oil pressure. But the engine had run normally riding into the carwash, so he dried off the lead to the oil pressure sender and fixed the problem promptly.

So, what now? Geoff the Mechanic suspects there is no juice getting to the starter motor. He removes the lead, notes that the connection is a little dirty - but not seriously so - and figures he may as well clean it up anyway. He sands the terminal and the nut/washer that connects the wiring. Then he gets out his trusty meter to run a test. Presumably, if there IS juice getting to the motor, we should be able to put the positive lead from the meter through the terminal, hold the clutch in with one hand, push the starter button with the other and hold the negative lead to ground with a third hand. This, of course, is a major challenge for our intrepid fellow, but he eventually gets the leads wedged in place and hits the button. The meter doesn't budge.

He's not entirely sure about this test (was the negative lead properly grounded on the header clamp?) and he begins to muse about pulling the starter motor for a more thorough test.

But first, he reckons he should focus more. What actually has he done? Well, he's washed the bike, but water ingress seems unlikely. He started to remove the switch that controls the heated grips (because it's faulty and he wants to replace it), but he hasn't actually taken it off yet. Besides, there is surely no connection between the heated grips and the starter motor.

He has a brainwave (we use this term loosely, too, dear reader). He will push the bike up to the top of Bayside Place, where he lives, put it in fourth or fifth, turn on the key and coast down, dropping the clutch when he reckons he has enough speed to jump start the bike. So, he begins to push. The gas tank is full, so the bike weighs around 480lb. This is hardly an ST1100, one of the other bikes in his garage, but it's no lightweight, either.

He gets perhaps half way up the hill, but this is getting pretty hard. He reckons he has enough strength to push the bike all the way, but he's worrying about slipping on the pavement and dropping the bike. So, he compromises: He gets the bike to the other side of the road, shifts into fourth, turns on the key and heads down the slope. He's not going very fast, but at the foot of the hill he drops the clutch and the engine turns over and, seemingly, almost catches. But there's not enough speed and, without a helper to get to the top of the hill, it doesn't seem as if this avenue will bear fruit.

He retires, with bike, to the safety of his driveway.

Think, he commands himself. Think hard, he tells his ageing mind. Look at the heated grips switch. It looks fine. Besides, see above.

Think some more. The water is not the problem. What else can it be? He looks at the side stand switch. It moves in and out freely and when you retract the stand, the switch is pushed in normally.

Should we pull the starter motor? Wonder how long this will take? Besides, this is not logical: Starter motors usually give you lots of warning if they're going to fail. Indeed, it seems almost certain that the motor has not suddenly failed while sitting in the driveway and being washed.

Think again. Focus hard. Check the heated grips switch again. Looks fine - as before. Then Geoff the Mechanic (we use the term extremely loosely now) moves his head and, in a flash, all is apparently revealed. The wiring to the clutch switch appears to be unplugged. (He knows that, because you have to pull the clutch in to start this bike, you "make" the starter motor circuit when you move the lever - a number of Hondas have a similar system).

He looks more closely. Aha! It seems our hero has inadvertently unplugged the clutch/starter motor circuit when he was struggling to unscrew the heated grips switch. He plugs in the dangling switch, turns the key on again, pulls in the switch - and, well, you know the rest of this story.

(Of course, it could have been worse. Halfway through - with the washing this whole incident took about 90 minutes - he considers putting the bike in the back of his old Chevy and driving it to Savage Cycles. Boy, would that have been embarrassing!).

These machines are sent to try us, as we both know. This contest is now over: Man 1, machine nil. But it was a close call for a while - and the man didn't do too well (you will note that we no longer call him a mechanic!)

Editor's Note: The author of this confession wants to remain anonymous for obvious reasons. However, constant readers may recognize him as a regular contributor to the Reader.

THIS LIST ENABLES YOU TO: submit articles or ideas for future issues of Beemer Reader, pay your dues of \$15, order club clothing, and borrow books and DVD's

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FROM AFRICA**by Klaus Kreye**

Hello All,

I can't believe that I've already been in Africa for 3 weeks. It's been quite an adventure so far, with lots of travel (=driving) and constant change of accommodation. I was able to use my pc for one day in Cape Town just after my arrival, then I headed out of town towards Lesotho. Since then I have not been able to hook up to internet with my own machine. Unable to connect via wireless, so I've had to beg time on other computers to deal with the basic essential mails to my boss. I have to use my private mail as the work mail has so much security and data transfer that the slow African internet is unable to process within a reasonable time frame. The little computer time has meant a change in pace and focus and lots of fresh air. That is just wonderful and blew away the stress of everyday life. Hey I'm even getting a little tan!!!

Africa is still what it's always been, beautiful, scenic, relaxed and not making much progress. That is why they have to rely on foreign aid and programmes such as this to develop their country. Ok, so they are also lazy and unable to organise. We spend days in Maseru hanging around government offices, having meetings and attempting to get information. Not always successful....

Thereafter we travelled down to the south western corner of the country where the job is to take place. Takes about 3 hours for the 200km to Quthing. We are generally at an altitude of around 1,400 meters above sea level. From Quthing it starts to climb and the 70km drive to Mphaki takes a full 2 hours - to get there we have to go over a mountain pass to 2,500 meters. This is like being in the Alps!

Mphaki lies at 2,000 meters, and we have taken up residence in one of the farmers training centre guest houses. This was once a sturdy house, but has suffered from lack of maintenance etc. Let me just say that it's ok. Just don't worry about the holes in the ceiling and the smell of gas in the kitchen. There is no electricity but a gas fired hot water instaflow for the bath. Hey we even have a gas fridge! At night we run a small generator to re-charge the laptops and survey equipment.

They have a large generator down the hill but it has not run for some time. The batteries have melted and the circuit breaker is broken. So that's the way it gets left in Africa. No money or incentive to repair.

Up here there is no telephone service, no cell coverage, no internet, no TV and my small FM radio receives nothing. The only thing that works is our satellite phone for the daily call to the office.

Catering is by a team of local ladies and it's quite fine. In fact they feed us well/too much, so I guess I will not be able to loose much weight. I had wanted to get rid of those xmas cookies and cake!!!!!!!

We feel very safe here in the rural environment. The people are friendly and know why we're here. Mphaki is our base from where we prepare the job and do the survey of the local area. We went on an orientation trip: gravel road next to the river. There are a number of villages to be connected. We were in 4 wheel drive, low range for most of the day and averaged 15km/h all day. It was a long day for the loop, and my wrists were sore from the jarring of the steering wheel. But it was scenically very rewarding and totally remote.

I have now acquired all the information and draft tender documents, so I left to go back to Cape Town (from where I'm sending this mail). I will work for a day or two and then take 3 weeks leave before coming back to Victoria.

Shamus, our surveyor, has stayed behind and will spend about 2 to 3 weeks surveying the proposed line route and the villages.

Up in the mountains the weather is quite variable and changes fast. Generally warm, at times hot and occasional afternoon thundershowers. At night it cools off quite significantly. I'm told that winter up here is clear and cold. I know I will most likely come back so will try and avoid that.

Ok, that's my story so far. Have taken many pictures and am working on a powerpoint presentation.

ROADS I HAVE RIDDEN Day 8 Fairbanks to Anchorage by Vince Martorino

Next morning Paul's back tire was real soft, so off to Fairbanks Honda shop. This was quite a large store. Here we hung around for a few hours while they put on a new tire & tube and a rad reservoir from a bike on the floor. While waiting we learned that a few riders head up the Dalton Hwy to Prudhoe Bay all gravel & when you get there you have to book on to a tour to get to the water, all of 250 miles one way. Talking with a guy who was waiting for some new front forks. Some guys never make the trip. One bike that they had brought back was heading straight for the junkyard and the rider was flying home with a cast on his arm. So when it was our time to leave we headed to Anchorage. This was the only stretch of road that we saw any Hwy. Patrol to keep track and were pulled over once and flashed once.

Now the road, leaving Fairbanks on hwy 3 we go uphill to ride from ridge to ridge with nice sweeping curves and wide-open views of moose pastures. In the middle of this day you come to the large Denali National Park with N America's highest Mt., Mt McKinley some 20,320 ft. This part of the road is very picturesque and one could spend a day or two exploring here. Later on down the road a ways we feel we are on a plateau with more moose pastures (low swampy areas) on both sides all closed in by Mts. Now that we're getting close to Anchorage and the coast the terrain becomes more lush green, bigger trees well cut back from the road, which gives you better vision and likely works as a fire break too. It gives you the feeling of riding between large hedges.

By the time we got to Anchorage it was showing dusky and my odometer said I was 5,392K (3,240miles) from home.



Vince Martorino photos

CLUB LIBRARIAN NEEDED

A person to house and take care of our library is needed as Victor Buck has passed on and will be sadly missed by his many friends in this club.

Thanks and bouquets go to Colleen Barnes for volunteering to plan & organize two upcoming events.

WANTED

I have the parts ready to replace the timing chain on my 1080 R65.

However; reading up the procedure it strongly recommended that I remove the exhaust pipes and thus need an exhaust nut tool.

Before I order one does any member have one which they would loan me for a couple of weeks?

Tom Thornton Tel: 250 752 4326 E-mail: webmaster@bmwrvi.org

FOR SALE:

BMW Motorcycle: Gore-Tex Jacket and Pants

This is little used gear that I think was before the Kalahari suit, same style, different colors but similar.

Removable protection in Knees, Elbows, Shoulders and back protection. The jacket zips to the pants to make a riding suit.

Nice Cordura and Gore-Tex touch's on the suit...well thought out.

The BMW Euro sizing Chart says Pants 44L (36-37W X 32-34L) and Jacket 98 Euro 40 L (33-35W X 41-43 Chest).

They have Velcro in the waist so can be tightened a bit or let out a bit as needed.

Well worth a look.

Asking \$475 but open to reasonable offers.

David Dahlgren 250-386-2054 (evenings) email dahlgrend@shaw.ca

**FOR SALE:**

Gerbings Ltd heated jacket (with arms)

Size Med... With electronic thermostat controller, BMW plug, and battery terminal attachment (never used)
\$100 complete.

Chris Jones, 592-4311

ALASKA

I am looking for anyone who would be interested in riding up to Alaska. I am thinking about the first of June as a date (open to suggestions) and am going with or without company. If anyone is interested in tagging along, could they contact me by e-mail?

Ernie LaLonde – erncar@shaw.ca

PS. I am also planning a trip across Canada in August. Anyone interested?

WEB UPDATE NOTICE: 8TH FEB 2008

The following sections of our web pages (www.bmwrvi.org) have recently been revised.

- Calendar
- News
- Contact
- **Resources** is NEW section added which makes provision to list our library content and other useful items such as special purpose tools.

What are you doing for *your* club ???

Tom Thornton Up-island Co-ordinator & Webmaster www.bmwrvi.org 250 752 4326

E-mail: webmaster@bmwrvi.org

This evening I updated our website www.bmwrvi.org

You will find a new link named "**RESOURCES**" in the header.

Clicking this will take to a new area here you will find three sections.

- Club Library : - Books and DVD's owned by the club
- Special Tools :- New so non listed but if you have anything you might be willing to loan
- to MEMBERS just let me know.
- Miscellaneous :- nothing here either but you just never know what might appear

Now that you can all see what our club has to offer you might also consider the unhappy aspect

MISSING FROM THE LIBRARY:

K 100 & K 75 Workshop Manual.....No sign out
 Retrofit Kit Heatable Grips for K 75 & K 100's.....No sign out
 Motorcycle Journeys through BajaBrian Davies 10 Aug.03
 Bullet up the Grand Trunk Road.....Lise Disbury 04 09 99
 Riding High.....Pierre Laliberte 08 10 03
 Running with the Moon.....No sign out
 Sport Riding Techniques.....No sign out

Now PLEASE !

Please re-check your shelves and under the bed or anywhere else it may be lurking to see if you have one of the missing items above. If found please arrange for its prompt return.

THANK YOU! **Tom Thornton**

BREAKFASTS**APRIL 26**

I rode up to Nanaimo last week and stopped in at the Brig to book it for the club on April 26, so all is set for them (it's written in their book, and they have my telephone number).

See you at the breakfast. **Sally Harvey**

Colleen Barnes will be planning our Salt Spring Island adventure in Aug.

NEW ADDRESS

Vince Martorino

887 Cecil Blogg Dr

Victoria BC V9C 3J2

Club Ride Schedule 2008

www.bmwrvi.org bmwrvi@shaw.ca

Date	Event	Location	Type	Organizer
April 6 Sunday	Monthly Gathering	Blue Peter Pub Sidney	Breakfast	Colleen Barnes
April 26 Saturday	Brigantine Run	Maple Bay	Brunch	Sally Harvey
May 3 Saturday	Monthly Gathering	Olympic View Golf Course	Breakfast	Volunteer needed
May 17 Saturday	Monthly Ride	Saltaire Pub Ladysmith	Road	Volunteer needed
June 1 Sunday	Monthly Gathering	Pioneer House Duncan	Breakfast	Volunteer needed
June 21/22 Saturday/Sun	Camp-n-Ride	Gold River	Road	Tom Thornton
July 5 Saturday	Monthly Gathering	Dakota Restaurant	Breakfast	Volunteer needed
July 19 Sunday	Monthly Ride	Port Renfrew	Road	Road conditions permitting
Aug 10 Sunday	Monthly Gathering	Salt Spring Island	Breakfast	Volunteer needed
Aug 24 Sunday	Ride up Island Cheese Factory	Qualicum Beach	Road	Tom Thornton
Sep 6 Saturday	Monthly Gathering	Sidecar Cafe	Breakfast	Volunteer needed
Sep 21 Sunday	Monthly Ride	TBD	Road	Volunteer needed
Oct 5 Sunday	Monthly Gathering	TBD	Breakfast	Volunteer needed
Oct 26 Sunday	Annual Meeting	TBD	Meeting	Klaus Kreye
Nov 1 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Dec 7 Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye