



THE BEEMER READER

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EDITORIAL

by **Brian Radford**

We just finished shoveling our driveway for the 6th or 7th time (we've lost track of it). Wherever the snow is level, there are about 60 centimetres of the stuff, heavy and wet. If my arithmetic is correct, we have so far moved 14 tons (tones?) of snow.

In such straits it is difficult to think of riding along on a sunny day, but spring will certainly come and unless the economic crunch has totally swallowed a person, that person can attend the upcoming Vancouver Motorcycle Show and thereby preserve his or her sanity by ignoring the snow drifts while viewing all that's new in the motorcycle world. As in former years, the location is the Tradex Centre at the Abbotsford Airport, and the show runs from Thursday 22nd January through Sunday 25th January. If we can move another few tones of snow we might see you there.

Some of you may know Roger Reuben and will be saddened to hear of his death due to a massive heart attack just before Christmas. Although not a member of this club, Roger was a true enthusiast of the BMW marque, particularly as it relates to the legendary airhead configuration. He will be missed.

As mentioned in the December issue, our salute at Island View Beach to The Rest of Canada will happen at one o'clock on Thursday 1st January. We hope to see you there, but probably won't be able to get there on two or three wheels.

All best wishes for good riding in 2009.

SAT. JAN 10, BREAKFAST CHEQUERED FLAG 9:30 AM

THE THRILL (AND PERILS) OF SERIOUS SPEED **By Geoff Stevenson**

“Wot’ll it do, mister?”

A story in a recent issue of Britain’s Bike magazine had some fascinating research into some of the fastest bikes on the market and this got me thinking about how we sometimes ride once the traffic lights have disappeared into the background.

(A disclaimer here: My Scottish heritage has never approved of spending the \$12.95 it now costs to buy some of these U.K. magazines in Canada, but I have a friend with a seemingly endless supply of such reading, who gives them to me for free – so long as I buy the odd cuppa at Tim Hortons).

Bike’s June/08 issue tested ten very different bikes for speed and the results make fascinating reading.

BMW’s K1200S, for example, was fifth fastest of the bikes, but appeared to have the most efficient fairing tested – or perhaps it was just that the test rider was able to tuck in most efficiently behind the Beemer plastic. Sitting upright on the K gave a top speed of 160.8mph (those anxious to convert this into km/h are free to do their own conversion). But with the rider tucked in behind the fairing, maximum speed jumped to 172 (average speed increase for the other bikes was generally 5-6 mph).

The Beemer speedo was mighty impressive, too: At an electronically timed 172mph on a German autobahn, the clock read 175mph. (Several of the bikes tested had speedos that were optimistic by more than 10 per cent)

One assumes that the 2009 K1300S will be even faster than this. A quick question: Do we really need bikes that will run more than 172mph?

Back in the day when some of us were in our early 20s and rode sparkling new BSA 650s (they weren’t very reliable, but the chrome was great), we spent hours prone on the tank in an effort to coax those jerky Smith’s needles over the magic ton.

I had a new 1964 A65. Road tests of the day said it topped out at 102mph, but the only way I ever saw 100mph was flat on the gas tank. I lived in a city of around 100,000 people in New Zealand at the time, but the Taieri Plains were just a few miles away and they had miles and miles of dead straight pavement.

Of course, this was long before cops had radar guns and the chances of getting a ticket for such flagrant violations of the traffic code were pretty remote.

I recall being stopped only once – and then, when the cop (riding a Triumph 650) realized that my bike was newer than his (and perhaps faster, too), we had a pleasant discussion on the respective merits of our steeds before we rode off in different directions. I don’t remember any reference to speed!

Before the BSA, progress was significantly more leisurely. My first bike was a 1954 Ariel 350 single (I once told my son that its motor had slightly more power than our lawnmower).

I think I might have seen 75mph on its speedometer – and that was probably downhill – but it would have been stretched to maintain 70mph (112km/h) on a flat road.

The Bike magazine piece was far removed from that old Ariel.

Its fastest bike was an MV Agusta F4 312R (this is a 1078 c.c., inline four that makes 190 hp. It will do 87mph in first gear!). With the rider sitting up, it pushed through the air at 179.8mph; tucked in the speed rose to 187.5mph, which my calculator makes a nice round 300km/h.

(Hardly surprisingly, fuel consumption at this pace was 15mpg. A two-wheel Hummer, anyone? On second thoughts, could a Hummer get even 3mpg at this pace?)

The magazine says the test rider succinctly observed after his fastest run: “That’s fast as f*ck.” Indeed.

I think many club members (including your correspondent) have lost touch with just how fast the modern motorbike is.

For example, Bike says the BMW F800S does 147.8mph (237km/h). Those of us riding big sport tourers probably suspect the 600 c.c. sport bikes are pretty fast – but did you know that a Kawasaki ZX-6R tops out at 163.7mph (almost 262km/h)?

As we all know, there’s no substitute for cubic inches and this leads to a Kawasaki ZZR1400 at 182.8mph, a Yamaha R1 at 180.4mph and Suzuki’s Hayabusa at 184.7mph.

If pressed, most of us will admit to occasionally doubling (or more) British Columbia’s mostly conservative (in Continued...

my book, anyway) speed limits. I have more than once run for a few miles at more than 200km/h on my venerable 1998 Honda ST 1100.

But as I get older, I think more often about the perils of this sort of really fast riding on public highways. (The wrath of the judge is another issue) Of course, we all ponder the outcome of a collision (always someone else's fault, naturally) at this rate of knots.

A few years ago, in the wilds (and flat roads) of Eastern Alberta, I ran for a while with the needle pegged around 200km/h. There was no traffic in sight for miles at a time, the pavement was dry and the sun shining. But when I got to Calgary that afternoon, I wondered what would have happened if I'd come across some serious bumps/potholes on the road. Could I have seen them in time? How would my suspension have handled the challenge? When did I last have to brake hard from 200km/h?

I also reflected on meeting some other traffic – especially a car or truck entering the highway from a side road. This, I think, may be the greatest danger when riding really fast – because the other driver can have no idea of how fast you're travelling, and will almost certainly base his/her decision to turn onto the highway on previous experience: When traffic was running at, say, 115km/h.

Unfortunately, you may be coming towards him twice as fast as he figures and we can easily imagine how that may play out.

I'm not sure I thought much about those issues in my early 20s. And those old BSAs huffing and puffing to reach 160km/h weren't going that fast, anyway.

But something tells me that if I ever want to ride really fast again on two wheels, it will probably be on a racetrack.

Now to remind my son (who rides a blood red VFR an awful lot faster than I could) about his offer of a track day for a Christmas present one of these years!

WINTER SOLSTACE MISSIVE

By Tom Thornton

Looking back I would say that for us 2008 is best summed up by the cod Latin phrase "Annus nil illigitimi carborundum" the year bastards failed to grind us down!

Hence no Christmas cards were sent by us this year.

The year started out with a great deal of optimism since end of our major house reno was in sight and the outdoor task of replacing the fence and the pergola would see it finished. However, on the 25th March a strengthening wind storm from the SE tipped over the smoker which was on the concrete patio which in turn set fire to the fence some 4 ft away. The fire quickly spread to the shed and garage and soon engulfed the whole house.

Since then we have been camping in a rented house nearby and hope to be back home by late January (10mths). On a much happier note we did make several excursions. The first being a preplanned two week visit to UK two weeks post trauma. We were totally absorbed by our grandchildren and their parents and were almost able to forget the problems waiting at home.

We escaped the frustrations with the reconstruction and packed our camping gear into the RAV and headed for Greylands WA for the "Wind Riders Kite Fest" and later to Pacific Beaches WA for the "Up your Wind Festival"

We had planned and booked a trip of a lifetime - a 31 day cruise through the Pacific Islands to Sydney via New Zealand.

Once in Aus the plan was to visit with Juliet and grandson Louie for a week then travel for approx two weeks the Great Ocean Road Adelaide back to Sydney and conclude with a week enjoying Ju'n Lou and Sydney.

Because of all the problems encountered with the reconstruction contractor I felt we had to cancel the cruise portion. Instead we booked a round trip flight on Air Canada's new direct route to Sydney.

Dian's father, now aged 90, was hospitalised just the weekend before we were due to fly to Aus. So Di took an emergency flight to UK to see him. He has recovered well but is significantly weaker and no longer can leave the house, but for the time being he is till able to live independently.

TROC**By Bob Lietch**

The chili is made and a vegetarian version will soon be available. I will be scouting out the roads and send an advisory to Club members the day before to let them know about road conditions between the Pat Bay Highway and Island View, as well as up to my house. So here are the details:

1300 Meet at Island View Beach: meet, swap stories, take a dip (Paul is looking for company), toast, and group photo

1400 Head to Bob's for chili, more stories, motorcycle videos, and bowl games

Dress warm for the Beach activities and bring a suitable libation for the toast. Cameras are welcome!

Coffee, tea and some soft drinks will be available at Bob's. There will be meat and vegetarian chilis and a carrot cake for the sweet tooth.

For those that don't wish to meet for the toast at the beach, they can proceed directly to Bob's house.

My address is 1986 Barrett Drive. The home phone number is 250-656-6694.

FROM THE "CLOTH MOTH"**Brian Davies**

Just to let everyone know that at the AGM I stated that I no longer wished to be involved with the Clothing co-ordination of the club. This has more to do with my current geographic location than anything else!! I do hope a member will step up and volunteer as we will be celebrating our 20th Anniversary in 2010 so we have an opportunity to do something special. If you are interested in volunteering or have any questions, please do not hesitate to call or email. I would be delighted to pass on experience and info.

"Brian Davies" <hekngon@uniserve.com>

RE: TYRES

Last year's bulk order was a success so **Bill Wallace** is coordinating another order for 2009. So if you are replacing tyres you might consider holding off until February and contacting Bill before February with the details of your requirements. 250-652-0214 k75rt@telus.net

FOR SALE:

1986 BMW K75C Good condition & well maintained, always garaged inside. "Fire Engine" red, no oxidation, 56,000Km. Needs a rear tyre. Presently running Michelin Macadams (Good choice-Ed.)

Accessories include clock, fog light, luggage rack, bike cover and some tools. Price \$4500 but open to offers.

Jack Clarke at (250) 755-1378 in Nanaimo

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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BIOGRAPHY

By John S. Marczyk



Member since November 2007

John Marczyk comes to the Vancouver Island Riders as a new BMW motorcycle enthusiast. A resident of Victoria since 1992, he acquired his first “official” motorcycle licence in 1999. This late entry to this wonderful sport was driven by: observing his young friends purchase large displacement bikes in the 1970’s and a directly proportional relationship with their incidence of hospital visits; an inerasable memory, of a tragic motorcycle-vehicle accident on the Trans Canada Highway near Lake of the Woods where the two vehicles became one (driver fatigue); and the knowledge that a lifetime’s road experience in a car—on many continents, may extend his longevity and usefulness to society.

In 1980s and 90s, overseas work assignments created many opportunities for John to ride “unlicensed” in developing countries with the rest of the urban-rural population. Bangkok & northern Thailand, KL & Malaysia, Sumatra & Indonesia and Kingston & Jamaica were all home, providing many white-knuckled riding adventures!

The lure of BMW’s precision and reliability lead to the acquisition of a R1100S in 2007, and a ride to the BMW MOA Rally in Gillette, Wyoming last summer. An 1150GS will be John’s perch to see New Zealand’s South Island in February-March 2009. Plans are underway for the Johnson City, Tennessee BMW MOA Rally, via New Mexico and Texas this coming summer, pending low gas prices/affordability and agreeable bosses at work, and at home.

John was married to Connie in 2005. He has two children, Lisa 28 and Jared 25, All support his passion to ride, putting safety first always, and to enjoy life to the fullest.



**HAPPY NEW YEAR TO ALL AND HAPPY RIDING
FROM BRIAN & MARJIE**

CLUB RIDE SCHEDULE 2009www.bmwrvi.org bmwrvi@shaw.ca

Date	Event	Location	Type	Organizer
Jan 1 Thursday	TROC	Islandview Beach	Other	Bob Leitch
Jan 10 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Jan 22 – 25 TBConfirmed	Motorcycle Show	Vancouver	Show	Volunteer needed
Feb 1 Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Feb 14 Saturday	Pot Luck	TBD	Other	Volunteer needed
Mar 7 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Apr 5 Sunday	Monthly Gathering	Blue Peter	Breakfast	Colleen Barnes
Apr 18 Saturday	Brigantine Run	Maple Bay	Road	Volunteer needed
May 2 Saturday	Monthly Gathering	Olympic View Golf Course	Breakfast	Volunteer needed
May 16 Saturday	Monthly Ride	Saltaire Pub	Road	Don Robertson
May 22 - 24 TBConfirmed	49er Rally	Auburn, California	Rally	Volunteer needed
May 24 TBConfirmed	Ride for Dad	Victoria	Charity Event	Bob Leitch
Jun 6 Sunday	Monthly Gathering	Pioneer House	Breakfast	Volunteer needed
Jun 20 – 21 Saturday/Sunday	Camp-n-Ride	Gold River	Road	Tom Thornton
Jun 19 - 21 TBConfirmed	Chief Joseph Rally	John Day, Oregon	Rally	Volunteer needed
Jul 4 Saturday	Monthly Gathering	Dakota Restaurant	Breakfast	Volunteer needed
Jul 16 - 19 TBConfirmed	BMW OA National Rally	Tennessee	Rally	Volunteer needed
Jul 19 Sunday	Monthly Ride	Port Renfrew	Road	Volunteer needed
Jul 24 - 27 TBConfirmed	Cascade Rendezvous	Republic, Washington	Rally	Klaus Kreye
Aug 9 Sunday	Monthly Gathering	Salt Spring Island	Breakfast	Brian Radford
Aug 14 - 17 TBConfirmed	Hotsprings Rally	Nakusp, BC	Rally	Volunteer needed

If you would like to volunteer or have comments/recommendations, please contact **Bob Leitch**, bleitch@telus.net