



THE

BEEMER

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EDITORIAL

By **Brian Radford**

There was a close encounter of the furry kind as viewed over the handle bars. The bear came through the underbrush at a 90 degree angle and at a rate which seemed greater than 80 Km per hour as befit the Ur(in)al, which was a good thing as we thereby avoided the impact. But it was a real thrill and we were able to see each hair of that bear's coat as he or she sped by on the way to some place else. So now we have the memory but no photograph of the scene, 18th day of August 2010 near Purden Lake on Highway 16. This completes a set of three such memories, the second of which involved another bear presumably not a close relative on another August day in 2008 near Lillooet, and there was yet another time about two decades back with a moose in a thunderstorm near Chetwynd. All of these encounters had a common thread in that they were much too close for comfort and could never have been avoided if it were not for "luck", or "providence", or The Man upstairs. A viewing platform where the viewers are stationary would probably be the better option. Anyway, we are still here and home from a 3000 Km odyssey that started from the SSI breakfast on the 8th of August and went through smoke, fire and water to get to Binta and Francois Lakes (no fish), friends and family in various places (good times) Nakusp for the 9th annual Hot Springs Rally (more good times) and thus to the point of commencement. **Brian**

Weekend 4 / 5 Sept would normally be the breakfast, but seeing it's Labour Day weekend the breakfast would move to the following weekend 11 / 12 Sept.

But as that has been chosen for the Anniversary ride the Sept breakfast was changed to a lunch. **Klaus Kreye**
For more details see page 6.

**SUN. SEPT 12 LUNCH, SHADY REST RESTAURANT,
QUALICUM 12 NOON**



Three quarters of a million kilometres on 18 motorcycles since 1959. These statistics characterize Glen's riding experience throughout Alberta, British Columbia, the Pacific Northwest and California. Sherry is not new to riding either, putting miles on a Honda 50 at an early age. Before reaching the official licencing age of 16, she spent years accessing remote fishing and hunting places with her dad and brothers on All Terrain Vehicles (ATVs) in the fall, and on snowmobiles in the winter.

Born in New Westminster on the Lower Mainland, Glen grew up in Quesnel, in the heart of BC's interior, living there for 37 years. In Peace River, Alberta, home for five years, Glen worked as a purchasing agent for a pulp mill. The job was short-lived; Glen laments, "I eventually found out I was allergic to wood so had a hard time with that job!"

Sherry was born and raised in Alberta's capital, Edmonton, the City of Champions during its sports heyday in the 80's. "Moving to Vancouver Island is a far-fetched dream, and really quite different for me. I am glad to say goodbye to the land of ice and snow."

Glen and Sherry celebrated their 10th anniversary in June 2009. Sherry recounts, "we met at a business meeting when Glen worked for Peace River Pulp. I designed and sold fire retardant clothing to industrial clients in the region." Now a couple, they manage Flame Safety Inc. from their home in Ladysmith, with major clients in Fort McMurray, the United States and many international cruise ship lines.

With a motorcycling history spanning over fifty years, Glen's inventory of motorcycle ownership is head spinning. Glen's three favourite bikes include: A four inline cylinder, 95 horsepower, XS 11 Yamaha Special on which Glen completed seven round-trips from Quesnel to California; a "really neat" five gear, 1000cc Kawasaki with high and low ranges; and his present brand spanking new, BMW R1200R that left the SM Cycle store on October 8, 2009.

"I grew up in a riding lifestyle but everything stopped at 16 when I went off to work," Sherry responds with a sigh when asked about riding adventures later in life. "I didn't ride again until I met Glen!"

With Glen, Sherry rode several bikes that included a Yamaha BW50, which she recalls was a great bike for learning how to manoeuvre hills, to circle and to do emergency stops; and a Suzuki Burgman 400cc, "a smooth automatic with lots of power for a gal to work with".

Sherry tells of how she purchased a Suzuki 650cc Burgman, realized it was too much bike for safe and fun-filled riding, so recently traded it in, without looking back, for a 2010 Suzuki 400 cc Burgman.

With a rich riding history, as individuals and together, Glen and Sherry found it challenging to make a quick selection of their top rides. After reflecting a few minutes, they conceded that their favourite ride together was from Stony Plain, Alberta to the Jasper townsite in Jasper National Park. "We loved Jasper, as we were married there!" Sherry beams as Glen adds, "Sherry learned to ride there."

Glen admits all his rides over the years have blended into a lifetime experience of enjoyment where no one ride stands out as extraordinary. What he does recall are some of the special stories from the road, such as the time when riding from Los Angeles to Arizona he passed a Harley rider who had a custom gun belt mounted on his gas tank, that held a long-barrelled revolver! "This guy was definitely not someone you'd like to have a beer with after a day of riding," Glen explains without hesitation!

When asked to describe their dream ride together, Glen and Sherry answered that not a day goes by that evening conversation does not touch on that topic. "We talk all the time about the Olympic Peninsula as close by special ride we'd like to do together. But the really big one for 2011 is an organized tour of Greece and Italy." When asked why, Sherry and Glen answer in harmony that its about being with other people to share a common experience, for companionship, and safety when riding remote rural areas where English may not be common. They also like the fact that bike repairs, and other essential needs like shelter and food are fulfilled at a high standard without energy or thought.

Sherry and Glen ride as a close team, supportive of one another as they tour together, and embrace compromise and sharing. These qualities were nurtured early in their relationship, when for 5 years, they managed a bison ranch near Onoway, Alberta. Herding the 1,000 kilo animals, also sharpened their riding agilities! "This was our retirement income, Glen reflects, "but the bison industry crashed, so we got out of town!" "We loved playing with the bison calves in the evenings", adds Sherry with much fondness.

Glen has two daughters. Janelle, forty-one, manages a drugstore in Peace River, Alberta. Michelle, thirty-six, works as a paramedic, taking charge of mercy flights between Peace River and University of Alberta Hospitals in Edmonton.

Janelle and Michelle remain excited and supportive of their dad's continued interest in the sport. They accompanied Glen on long rides, after lengthy debates about who would be next, for as long as they can remember.

TECH TIP

By Geoff Stevenson

Those of you who've owned an older bike know only too well how anemic their charging systems can be. I have a 1974 Honda CB550, with an alternator that probably pumps out a whole 10 amps (modern Beemers produce 7-8 times as much). And, while the modern alternator is producing lots of juice at, say, 1,000 rpm, those old bikes don't generate much until 4-5,000 rpm. This is fine when you're on the highway, not so much in stop-and-go city traffic.

In fact, if you're stopped at an intersection with headlight on and turn signals blinking, you're probably DISCHARGING the battery - even though the engine is running.

Devoted readers of the Reader will remember that we've visited this subject before. A number of these older machines have a headlight switch; with that, you can easily just turn the light off. And, even if there's no switch, you can probably unplug the wiring to the bulb easily by just reaching into the back of the headlight.

But there's another solution: Both Yamaha and Honda (and perhaps other makes) sell a 35-watt H4-style headlight bulb. A regular H4 is rated at 55-60 watts, which means it needs almost twice as much electricity. Of course, there's a downside: The bulb produces less light, but since I never ride my old bikes at night, I'm not worried about that.

Of course, there is no free lunch either. I paid about \$25 for the 35-watt Yamaha bulb. But if that means fewer flat batteries, I'll consider it money well spent.

(My old bike has a kick starter, which works just fine. But by the late 70s, kick starters were going the way of the Mastodon - and a flat battery without one will likely spoil your whole day.)

FROM OUR CLUB LIBRARIAN

I'm looking for the Club's copy of Destination Highways – BC. I passed it to a member and unfortunately can't remember whom. The Club copy has a BMW RVI stamp inside the cover. If you have it, could you please let me know another member is looking to borrow it. Thanks. **Bob Leitch** B: (250) 656-6694 C: (250) 589-3735



Photo taken at Nakusp



photo taken at Redmond by Klaus Kreye



Dinner at Nakusp

WELCOME TO OUR NEW MEMBER:

Ron Walsh

"MOTORCYCLE FOR SALE".

\$8,900 - 2001 BMW K1200LT. Cruise control, power windshield and heated grips. Serviced recently with new tires, new brakes and new battery. Also, has iPod adapter to play through speakers. Excellent touring bike with 99K. Gets over 60mpg. Contact Dave DeGear at 250-753-8447 or degeard@shaw.ca

**WEBSITE FOR ADVANCED RIDER TRAINING COURSES**

www.advancedridertraining.ca

Advanced Rider Training Course: September 3-5th, October 29-31st

CLUB CONTACTS:

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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IMPORTANT NOTICE FOR THOSE WHO DRIVE DOWN TO THE U.S.

Submitted by Ron Weibe of the Valley Riders

New Law: If a patrol car is pulled over to the side of the road, you have to change to the next lane (away from the stopped vehicle)

or slow down by 20 mph. Every state except Hawaii and Maryland and the D.C. has this law. In California, the "Move-Over" law became operative on January 1, 2010. <http://www.moveoveramerica.com/>

It is a fairly new law that states if any emergency vehicle is on the side of the road, if you are able, you are to move into the far lane.

(see details at the following web address). <http://www.snopes.com/politics/traffic/moveover.asp>

20TH ANNIVERSARY RIDE TO SAYWARD

All members are reminded of the **20th anniversary ride to Sayward** on Vancouver Island this Sept. 11-12. Meet at Tim Horton's at Costco in Victoria at 9 AM on September 11.

For those northerners, we'll have lunch at Tim Horton's in Parksville at 11:30 – 12:00.

Per our previous announcement the venue is at the private resort Fisherboy Park in Sayward and I have reserved a number of campsites holding 2 campers per unit and as well there are cabins and rooms available. What I am most concerned about at this point is to get a handle on numbers so that I can arrange supper on Sat. night. I was thinking of contacting the Cable Restaurant and reserving the requested number of tables. Therefore, PLEASE respond to me at jkrleach@shaw.ca asap. **Bob Leach**

Club Ride Schedule 2010

Date	Event	Location	Type	Organizer
Sep 11/12	20 th Anniversary Ride	Sayward	Road	Sally Harvey Bob Leach Don Robertson
Sep 26 Sunday	Monthly Ride	Port Renfrew / Cowichan loop	Road	Volunteer needed
Oct 1-3 Fri-Sun	Last Chance to camp & ride	Osoyoos Lake State Park Oroville WA	Campout	Valley Riders , Pres. Ron Wiebe
Oct 3 Sunday	Monthly Gathering	Blue Peter	Breakfast	Colleen Barnes
Oct 23 Saturday	Annual Meeting	TBD	Meeting	Klaus Kreye
Nov 6 Saturday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Dec 5 Sunday	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye

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