



Usual suspects at the February Brekkie



There was a good turnout to the club's February breakfast held at the Chequered Flag Cafe on Millstream Road. More intrepid souls riding as the weather has been, to say the least, mixed.

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Next Breakfast/Brunch

Saturday, March 1



WHERE:

Log House Pub
2323 Millstream Road
Langford

TIME:

9:30 am



Klaus and Johan's journey continues



Prairie City Motors

by Klaus Kreye

Next morning we took the southerly loop through the Malheur National forest roads over Canyon Meadows to Prairie City for breakfast. Another really small place, we were the only ones having breakfast, sat outside on the sidewalk. The local dentist's wife came over for coffee and we chatted for a while. She gave us the tip to see the "crazy German" mechanic Ingo in one of the side streets it turned out to be an interesting visit! Ingo collects bikes and potters around, repairing all sorts. Naturally there is an abundance of dilapidated vehicles standing around Ingo lamented the demise of the economy, he's just cruising along, keeping his head above water. He welds up automotive objects de art in his spare time. Over the weekends

he returns to Portland where his wife works and he scrutineers at the local racetrack – yes, he used to race and there are many pictures and trophies to attest to that.

The short ride back to John Day was really hot. The afternoon heat (close to 40C!)

encouraged us to review our plans: We did some laundry and took refuge in the air-conditioned cool of the local library to catch up with some free internet time. Checked the maps and decided to head out really early the following morning, in an attempt to escape the heat.

Our route took us north on 395, we stopped off in a place called Fox to look at a dilapidated old repair shop. Abandoned and lots of old car wrecks standing around.



Ingo's welding art

The Infamous E&J



Johan and I both have an eye out for classic cars – hoping for a magic barn find! Then west (402 and 19), for breakfast at Fossil, though Maupin to Hood River, to the above mentioned museum. All excellent back roads & little traffic = fantastic riding. One section is about 50 miles of curves! We spent a good few hours at the museum.

This is an active museum with a runway right next door. On the second Saturday of every month, they come to "play". They fly the aeroplanes, apparently the largest collection of Waco aeroplanes and even offer a Ford Model T driving school. (www.waaamuseum.org/events-classes).

Once it had cooled off, we hit the road again, crossed the



A visit to DMC Sidecars in Enumclaw



Western Antique Aeroplane & Automobile Museum

Columbia river over the old metal grated bridge (yes you can look down as you ride and see the water below!) and after a short ride along the river headed north on NF 25, stopping to view Mt. St. Helens and turning into Packwood for the night.

Next morning we got closer to civilization again with a visit to DMC Sidecars in Enumclaw. Johan wanted to have a look at how they make the "chairs" and finalise the details for his order. We got some tips from Jay and headed out on the back roads north to HWY 2 and Steven's Pass to Leavenworth. Whilst it was cool on the coastal side and over to top of the pass, the

heat was right up again in Leavenworth, so we took a walk around and rested under the sprayers in the outside beer/bratwurst garden. For those of you that don't know about Leavenworth: It's a village in the mountains that is completely modelled on a typical German alpine village. All the houses have facades and the various restaurants and eateries offer a

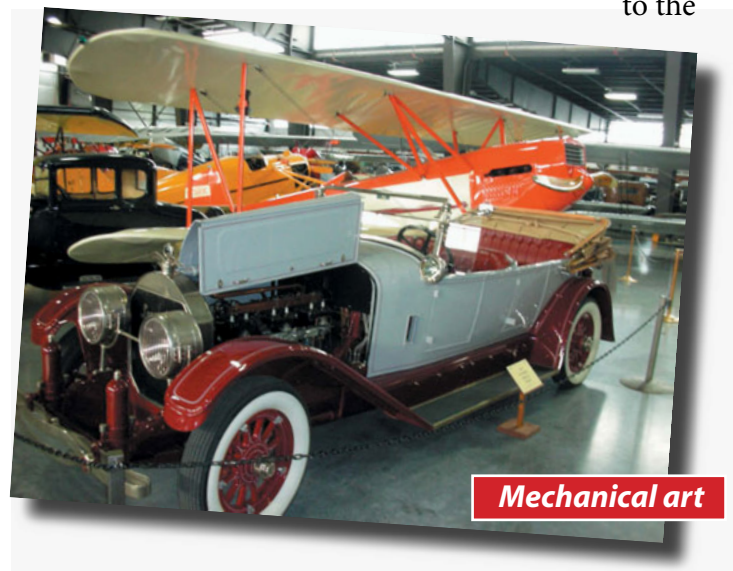
cross section of German food.

It cooled off around 5pm, so we headed out north and rode on the east side of the Cascade mountains (97 Alt) towards Chelan. This is a small village on a lake, all set out for summer boating holidays. We found a motel a few blocks away and called it a day. Walked around town and found a pub to have a meal, few drinks and chat to locals.

Another sunny day for the last leg to Republic, for the Cascades Rally. We did not have too much ground to cover so picked a route along back roads (what

else did you think?) to the Coulee Dam/Electric City for breakfast, then north through the reservation, along the Sanpoil river to Republic.

The Cascade rally is quite a contrast to the

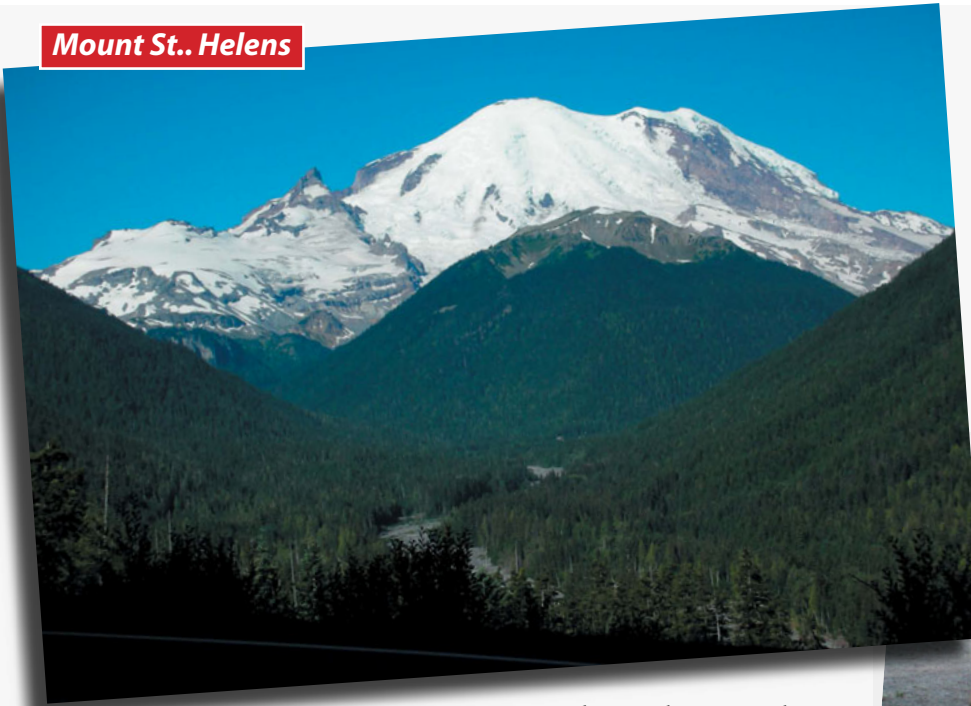


Mechanical art



Home.. time to plan the next one

Mount St.. Helens



MOA national rally, with only around 200 entries it was much more of a “family” affair. For these small rallies your entry fee usually includes dinner Friday and Sat evening, which is really nice to bring everyone together and have dinner under the skies or tents. Sat evening we were treated to a band. We did reasonably well on the door prizes and between us scored a T-shirt, sox and a tank bag ... which I promptly sold within an hour! The campsite also has a building that houses a restored merry-go-round, which was opened for us to take a ride. Fully lit up, well oiled and smooth running it nevertheless makes enough noise as it takes you around.

Our final day started quite early on

Sunday with a straight run west on HWY 20, through Winthrop over Washington pass to Anacortes to catch the early afternoon ferry to Sidney here on Vancouver Island. Whilst that might sound boring, HWY 20 is all but “straight”. The road winds through the forests, over the mountains and is known as a wonderful scenic road, one of the “must do” routes in Washington.

I think we got home around 6pm and reflected on a great road trip. The success lay in the relaxed manner we approached the ride, the fact that we had a general idea of where we wanted to go without having planned a detailed route. I had ideas about going to Heppner, OR, but the heat discouraged that

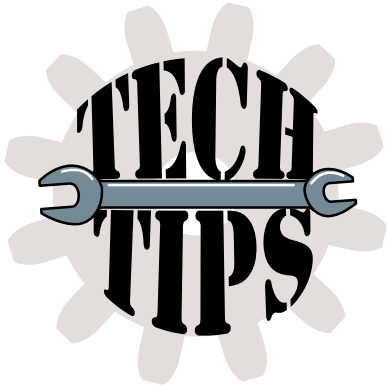
and we were rewarded with other sights...and we always stayed away for big cities, interstates and heavy traffic roads. Occasionally we would have to take a connecting leg – that was fine. We were rewarded with little traffic, wonderful scenery throughout, curves, corners and twisties which made for a GREAT riding trip.



Intrepid explorers



Here, not so much!



By Geoff Stevenson

Those old airheads have pretty strong gearboxes. But nobody would suggest they shift very smoothly.

Part of this is technique. Because these motors (especially pre-1980) have big, heavy flywheels, engine revs drop slowly when you back off the throttle and pull in the clutch and, unless you take your time, the shifts can be notchy (because engine and gearbox are turning at very different speeds).

(I taught my then 18-year-old son to shift on a K bike by pulling in the clutch, moving the gearshift lever up partly, humming a bar of O Canada and only then pushing the lever home.

(Well, it doesn't take quite that long, but you get the idea.)

In fact, on my 1974 R90/6 (with the first five-speed gearbox BMW built), most of the shifting is okay if you're patient. But I was keen to find a way to improve it.

A buddy with a collection of old Moto-Guzzis (with dry plate clutch and separate engine and gearbox oil, just like the airheads) suggested I should try some MolySlip G in the gearbox.

I found some at Lordco. The 225ml tube was listed at \$24.75.

The MolySlip comes in a container like a big toothpaste tube. It also includes a length of 5-6mm plastic tube, which fits easily inside the gearbox fill hole.

The instructions say to use one tube with each 4 litres of gearbox oil. Since the airhead boxes hold a little less than a litre, a quarter of the tube seemed in order.

There was no easy way to measure this (since taking out 55ml to measure and then getting it back in the tube looked awfully complicated). So I guessed. Somehow, I doubt that the amount you add is too critical.

The shifting is now significantly smoother. Those old bikes have a big ratio gap between first and second and this shift is always a challenge - more so when the gearbox oil is cold.

But, once things warm up, the gearbox is now much smoother than before. It's still not a patch on, say, my Yamaha XT225 with its slick-shifting six-speed box - or a bunch of other Japanese bikes (many of them the same age as my R90).

But the MolySlip certainly works. And, since the 225ml tube should last me four years (or around 30,000km, on a bike that's mostly just ridden around the block), I'd say it was money well spent.

Next month Geoff looks into airhead turn signal problems

Motorcycle Items For SALE

Jackets

- Teknic, silver, size 46 (like new)
- Teknic, black, size 44
- Teknic, red, summer, size 46

Rain Gear

- Helly-Hansen Pants, full zippers, size L (like new)
- Slip-ons, size XL

Boots

- Alpine Stars, black, side zippers, size 44
- Alpine Stars, black, size 42

Helmets

- Shoei, yellow with BMW logo, size 7 1/2
- BMW, checkered yellow/silver, size 7 1/2 (2 extra face shields)

Gloves

- TCI winter with over mitts, size L
- First Gear, summer/fall, size L

Miscellaneous

- Disc lock, alarmed
- Oil, polishes, chain lube, fuel preservatives
- Cargo mesh bungee cords
- Air gauges
- Other sundries

Please make offers; all selling prices negotiable!

Chris Jones, 592-4311



Club 2014 Event Schedule

Date	Event	Location
Saturday, March 1, 2014	Monthly Gathering	Log House Pub
Sunday, March 2, 2014	MSF Rider Training – Share the Adventure: Group Riding	Central Saanich Cultural Centre Room A - 1209 Clarke Road, Brentwood Bay
Sunday, March 16, 2014	MSF Rider Training – StreetSmart: Rider Perception	Central Saanich Cultural Centre Room A - 1209 Clarke Road, Brentwood Bay
Sunday, April 6, 2013	Monthly Gathering	Mary's Blue Moon
Saturday, April 26, 2013	Cow Bay Run	Cow Café in Cow Bay
TBD May	Annual BCCOM MLA Ride	Victoria
Saturday, May 3, 2014	Monthly Gathering	Oak & Carriage, Duncan
TBD May	BMW Demo Ride	Island BMW
Sunday, May 18, 2014	Monthly Ride	Saltaire Pub / Ladysmith
May 23 - 26, 2014	49er Rally	Mariposa, California
Saturday, June 7, 2014	Monthly Gathering	Qualicum Beach Memorial Golf Club
Sunday, June 1, 2014	Motorcycle Ride to Live	Steve Drane's HD
June 12 - 15, 2014	Chief Joseph Rally	John Day, Oregon
Saturday, June 14, 2014	Ride & Camp	Duffy Loop / Lillooet
July 4 - 6, 2014	Rocky Bow Lunatic Fringe Rally	Cochrane, Alberta
Saturday, July 5, 2014	Monthly Gathering	Saltspring Island
Sunday, July 20, 2014	Ride to Brunch	TBD
July 24 - 27, 2014	BMWMOA National Rally	St. Paul, Minnesota
July 24 - 27, 2014	Cascade Country Rendezvous	Republic, Washington
August 1 - 2, 2014	Blues Festival	Port Townsend
August 1 - 4, 2014	Up Island Event	Port MacNeill
August 7 - 10, 2014	38th Stanley Stomp Rally	Grandjean, ID
August 14- 17, 2014	Hotsprings Rally	Nakusp, BC
Sunday, August 24, 2014	Club BBQ	Chez Conrad's
Saturday, September 6, 2014	Monthly Gathering	Pioneer House Duncan
Sunday, September 21, 2014	Monthly Ride	Port Renfrew / Cowichan loop
Sunday, September 28, 2014	33rd Annual "Oyster Run" Motorcycle Rally	Anacortes, WA
Sunday, October 5, 2014	Monthly Gathering	Chequered Flag
October	Annual Meeting	TBD