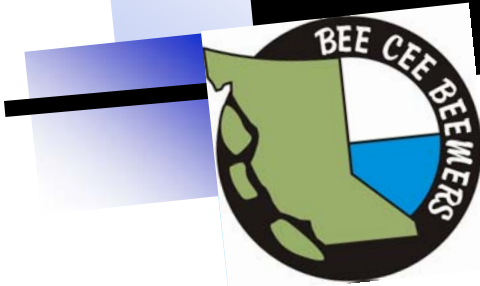


das Rundschreiben



April 2008

NO, YOU CAN'T TAKE A HAIR DRYER!

Part 1 of a Father-Daughter Journey to the MOA Rally in Wisconsin

By Ed and Emily von Euw

In hindsight, it was a pretty crazy idea – ride over 2,300 miles (one way) to my first MOA rally. Not enough challenge? Well, camping should raise the bar a bit. Still too easy? What if my 13 year old daughter rode pillion? Ok, that's a bit over the top! This could have been an unmitigated disaster, but it turned out to be a most excellent adventure for the two of us, and a great solo return trip on back roads ... well, that's another story. If you'd like to learn more about how we planned and executed this crazy 2-up tenting trip, read on.

Do Your Homework

Sipping fresh-brewed Java with my wife on our sundeck, the adventure started with a simple goal: I wanted to go to my first motorcycle rally, and the BMW MOA Rally in Wisconsin looked promising especially given my Bavarian heritage. 'Blue Betsy', my '97 R850R oilhead (yes, I know an 850 oilhead is as rare as a quiet Harley!), was poised for take off, but I knew we weren't going anywhere without the blessing of my wife Nancy. "I'll drive slow and safe and save money by camping", I explained to my wife, who smiled as she contemplated her bliss with me out of the house for a few weeks. To close the deal, I suggested



Ed and Emily are ready to go

that our teenage daughter Emily come along to allow for some good father-daughter bonding time (away from her friends, telephones, and shopping). "Great idea", she said, "and you can even stay with my family in Seattle and Minnesota". Sweet! So after confirming that Emily was

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THE REINHARD BARTEL WRITING AWARD

John Valk BMW Ducati has generously offered a prize for the best article printed in das Rundschreiben this year. John figured we needed some added incentive to encourage more of you to start writing and he's got a point. To help us out John has offered a beautiful BMW Wrist Watch as a prize to be awarded after the publication of

the December issue. And, in honour of his many years of service to the club, John is presenting the prize in the name of our own Deer Slayer, Reinhard Bartel. The judges will include John, Reinhard, and das Rundschreiben editor Mark Millman.

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Ted Simon

Dreaming of Jupiter

Around the world by motorcycle at the age of 69
www.jupitalia.com

Ted presents a evening of words and pictures
Saturday April 19
7:00PM

Antisocial Café
2425 Main St at
Broadway, Vancouver

Admission is FREE

Schedule of Events

- **5-6: Stunt Jumpers M/C, Odessa WA, Desert 100**
www.stuntjumpers.org
- **6: Canada Pacific Trials, Ioco,**
www.trialsclub.org
- **13: Kamloops M/C, Big Kahuna Hare Scrambles**
www.gkma.ca
- **19: Western Powersports Swap Meet, Langley**
www.fdvra.com
- **19: Ted Simon at the Anitsocial Café (see back page)**
- **20: Caribou Motorcross, Dirt Knobby Poker Run, Williams Lake**
www.dirtknobby.com
- **20: Birdman of Belcarra Trials, Ioco**
www.trialsclub.org
- **27: 23rd Annual Classic & Vintage Swap Meet, Tsawwassen**
www.classicbikeswapmeet.com

APRIL 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 Stunt Jumpers
6 Stunt Jumpers CanPac Trials	7	8 Club Meeting at the ABC	9	10	11	12
13 Big Kahuna Scrambles	14	15	16	17	18	19 Swap Meet
20 Dirt Knobby Birdman Trials	21	22	23	24	25	26
27 Vintage Swap Meet	28	29	30			

FATHER-DAUGHTER JOURNEY

(Continued from page 1)

enthusiastic (well at least not strongly opposed), we were good-to-go and the real planning began.

Em helped with the detailed planning from the outset so that she became a partner in the journey, not just along for the ride. Together we scoured the internet for information on 2-up camping. Surprise! The best site was BMW MOA, followed closely by IBMWR

and AdventureRider. We pored over maps and carefully chose our route to make good time while allowing for



Too Much Gear — and that's just one saddlebag!

some nice scenery, rest stops, and easy access to camping and food. Ok, time to 'fess up - we stuck to the I-90 because it

was very convenient. Em was responsible for accommodations, so she short-listed campgrounds in the vicinity of likely stopping points, and made 'bookings' with family in Washington, Minnesota, and Wisconsin.

Too Much Gear!

We packed as if we were going on a long hike, and since I'd recently hiked the West Coast Trail and still hadn't finished

unpacking, we were already half way there (note to self - cheese becomes almost inedible after ten months in a backpack, salami was fine). We decided

to simply pack Em's stuff on the left side of the bike, mine on the right, with our lighter camping gear (sleeping bags, Thermarests) on the rear carrier. We kept quick access stuff (water, snacks, and maps) and valuables (sunglasses, phone, ID, cash/plastic, and camera) in the tank bag. Anything not in a pannier or tank bag was packed in dry bags borrowed from our kayaks. For extra space, we strapped a dry bag on top of each pannier which helped to form a safe saddle for Em. Cooking gear and food went into the larger right pannier with my clothes. In this packing game of musical chairs, the tent was left over, so we strapped it to the front forks over the mud guard 'outlaw-style'

Love thy Bike

On a previous trip, I learned that 'Blue Betsy' - a spartan roadster - was not the ideal touring machine, but that with a bit of attention and patience, I was able to remedy her minor Bavarian deficiencies. For example, the stock BMW hard bags were quickly dwarfed

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THE PRESIDENT'S CORNER

I was nine in 1954 when a friend of the family came to visit. He had a BMW and took us for rides. I don't remember the model or year but it was *great!* It was a long time before I'd ride again but in my mid-twenties I got lucky. It wasn't a big bike but the price was right!

In 1969 I was working in Switzerland at a hotel and I found an old moped abandoned in the garage. This was my chance! I took the carbonator apart as best as I could. I cleaned it out with the old gas that was still in the bike put everything back together again. And it started! It wasn't legal on major roads but I rode that moped all over the place. Top speed was 60 km with a tail wind but it was wheels. Unfortunately, when

I returned to Canada, the bike stayed in Europe.



The Deer Slayer tells all!

The better part of a decade passed before I bought my next bike. In 1978 I bought a 1974 175 Yamaha Enduro. I used it mostly for commuting to work. I had planned to do some road riding but that never worked out. You see my wife and I had just adopted twin girls that year and my time was taken up with that. I kept this bike for a number of years but soon realized that it went too slow so it was time to upgrade. I thought I had the hang of riding now, so it was time to move up.

My next machine was a 1964 Honda CB 400cc Twin. Now that I had a better bike I rode more and I wore out the back end – time to upgrade again.

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THE EDITOR'S DESK



It was snowing and raining all week but I've put writing this off until Sunday and now it's sunny and my new bike is begging me to take it riding. (Get back to work ...)

Hi, I'm Mark Millman, your new das Rundscheiben editor; but before I write one more word I want to lead us all in a big round of thanks to Craig Heale who has just finished up a long stint at doing the same. Craig, we really appreciate your efforts and I hope to do half as well during my tenure!

We've got some great articles in

2008's first newsletter that I'm sure you will enjoy. We've got travelogues from the von Euws (father and daughter) and speedy Rob Owen; the first in a regular column from Daryl Brown – Motorcycle Lawyer; Derrick Ward continues to write for us in Up-shift; I confess (almost) all about my recent test rides of the 2008 RT, GS, and GT; Otto Rieve's Treasurer's Report shows us well in the black; and Reinhard reminisces on all the bikes he's ever owned.

In upcoming issues we'll hear from Philip Funnell including both reprints from his infamous 1986 book *Scientific Motorcycling* and some new thoughts from our venerable curmudgeon that your hard working editor is transcribing from long hand letters. We'll also be seeing some articles reprinted from *The Shaft*, newsletter of our sister club to the south, The Washington State BMW Riders, courtesy of my fellow editor Bill Vogan. And, Heidi Erb has promised us to tell us about her recent month in South Africa. With your help we'll also see a *Letters to the Editor* section – if you've got something to say, send it

on down and share it with your fellow members.

As you will have noticed we've changed the layout of the newsletter a bit and hopefully this is an improvement. There will be more tinkering as the issues come out and I'm open to any and all suggestions. One suggestion that I plan to follow up on already will be to publish a smaller newsletter more often and with your help I think that this can be done.

John Valk has generously offered up a snazzy BMW Wrist Watch as a prize for the best article this year and I looking forward to publishing as many newsletters as we can so that you all have a chance of winning it.

Email is the best way to reach das Rundscheiben and you can send submissions and Letters to the Editor to mark@markmillman.com.

You can also call me at (604) 357-3590 or mail submissions to 18144 – 1215C 56th Street, Delta, BC V4L 2M4.

Schedule of Events

- **2: 19th Annual MLA Run, Victoria**
www.bccom-bc.com
- **11: Mothers' Day Run, Surrey,**
www.gvmc.ca
- **17-18: CMDRA Drag Racing, Ashcroft**
www.cmdra.com
- **18: Ogoopogo Cross Country, Peachland**
www.sodbc.com
- **19: Squealin' Pig Hare Scrambles, Penticton**
Penticton Off-Road M/C
- **23-26 : 49er Rally, Auburn, CA**
www.bmwncal.org/49er
- **25: Gord Hepler Memorial Road Ride, Surrey,** www.gvmc.ca
- **25: Outback Bushwack Poker Run, Quesnel**
gccma07.googlepages.com

MAY 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 MLA Run	3
4	5	6	7	8	9	10
11 Mothers' Day Run	12	13 Club Meeting at the ABC	14	15	16	17 CMDRA Drag Racing
18 Drag Racing Ogoopogo X/C	19 Squealin' Pig	20	21	22	23 49er Rally	24 49er Rally
25 Hepler Memorial Outback Bushwack	26 49er Rally	27	28	29	30	31

SO MANY CHOICES

By Mark Millman

I'm not exactly sure how it happens. If it's not happening to you, it can be difficult (heck impossible) to justify. But suddenly it strikes – you've got to have a new bike! Earlier this year I couldn't resist any longer. The urge had been building for a year and I just had to do something about it. But I couldn't decide which bike!

Of course, it had to be a BMW: I'm a Beemer-bigot; I might as well admit it right up front. Someone asked me if I got another BMW and I think I just stared at them in dumb silence for a couple of seconds: I

couldn't imagine buying anything but a Beemer. (I admit that I've had my eye on a 1938 Zundapp for a while; but that's another story.)

But back to the beginning: in the good old days this was simple question – Beemer; how big? It isn't that way anymore. With twenty-plus models to

choose from it's a long way from my first visit to Phil Funnell's shop where I had a choice of three black bikes: 500, 600, and 750cc.

Twenty some models are a lot to choose from, but I knew that I could narrow it down pretty quickly. I'm a touring guy so that

immediately eliminated the Urban, Sport and High Performance categories. I'm a little old for dirt bike riding so I could skip most of the Enduro line too. And the LT just isn't me. I'm sure that it's a wonderful bike, but I just can't see myself riding that boat even if it is a luxury liner. I love long rides, I don't have a second car (and my wife calls our only car *hers*) so my bike is my day-to-day transportation. I work from home, so I can just stay there if the weather is too miserable; but I ride every month and I love doing it. I want to get back to riding more of the back roads too. British Columbia has more logging roads than paved ones by a factor of almost ten; that's too much adventure to ignore. And for some reason, which even I don't understand, I wasn't interested in one of the single-cylinder bikes, no apologies necessary I suppose, but it had to be a 1200. So

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The 2008 R1200RT is 50 kilos lighter than my 2002 R1150RT; together with an additional 15 HP it's a very different bike.

BONNEVILLE SALT FLATS

By Rob Owen

I had a motorcycle "once in a lifetime" experience this past biking season and it's time I put "pen to paper" or more correctly "fingers to keyboard". Here is my story of another great motorcycle experience.

Last summer, my friend, Brian Glynn had been planning a trip to the Vintage GP Races at Miller Motorsport Park in Utah. Two friends of his, Mick Hart and Tom Mellor, were racing there and Tom was also going to attempt a world land speed record at Bonneville on his vintage Triumph Trident 750 triple. After being non-committal for weeks, I called Brian on Saturday, Sept 1st and said I was in.

"It took all the nerve I had to keep the throttle pinned ... Imagine a very smooth road ... with a dusting of sand!"

We left early the next day to meet with our other riding partner, Conrad, on his K75 Beemer. Brian rides a Honda ST1300 and I had my trusty R1100RT. Our ride plan was to stay off the freeways, so we headed for Princeton, then crossed the border into Washington State at Osoyoos. We took a southeasterly route, following Hwy 97, Hwy 155 to Coulee Dam, Hwy 174

south, Hwy 2 east, and Hwy 23 south-east. Heading south on Hwy 195, we were soon in Lewiston, Idaho and looking for a spot to camp for the night. We found our spot about 50 miles further at Winchester Lake State Park. A good first day ride of over 600 miles.



Our man Rob on the salt flats roared his RT 1100 RT to almost 118 mph!

Day two found us riding south on Idaho Hwy 95. At New Meadows we had intended to take Hwy 55, but I made a wrong turn so we ended up continuing on Hwy 95 to Ontario. The no freeway code was broken as we headed onto Interstate 84. There was no mercy from the heat of this early September afternoon, with Brian's gauge reading 110 degrees. We packed it in early at Twin Falls.

The next morning was an easy four hour ride to Wendover, Nevada, then straight out the 4 miles to Bonneville

Salt Flats, Utah, for the BUB Motorcycle Speed Trials (www.speedtrialsbybub.com/2007_event/index-2007.html). We inquired at the track gates where the pavement ends and white salt, as far as you can see, begins. The BMW USA trailer was setup nearby offering test rides on local roads (not on the track!). They told us that BMW would pay for track entry fees, meals and drinks (non-alcoholic) but we'd have to sign up at the hotel in Wendover at 5pm. We returned to town and checked into the cheapest place available.

While unpacking in our room, a wind and rain storm blew in. I looked out the window to find Brian's ST1300 laying on its side in the parking lot. We ran out to pick up the Honda (minor damage) and make sure all three bikes were securely on their stands. I even put mine on the center stand.

Off we went to find all the freebies offered by the BMW folks, who were staying at a different hotel. They were nowhere to be found so we headed for the casino and a few beers. Later we recognized one of the BMW people from the test ride trailer and found out that they had decided not to open their sign-in office as most riders had checked in earlier in the week. They had almost 200 BMW riders pre-registered. The fellow in charge invited us to follow him as he had opened up especially for us. This offer was part of the BMW XPLOR web based program

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SO MANY CHOICES

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these irrational criteria had successfully narrowed my choices down to three bikes: the R1200RT, R1200GS, and the K1200GT.

Looking at the specifications can only take you so far so I decided that the thing to do would be to give them each a ride. I called up my dealer and set up a time when I could have three demonstration bikes to ride for a few hours.

My sales guy pulled the bikes out onto

the tarmac and we went over the basic differences. I won't go into the various specification details because you can find those on the BMW web site. The basics are that the RT and the GS have more or less the same power system but vary in the dress and ride. The GT is a K bike, so it's an entirely different animal; 5% heavier and 50% more powerful.

The RT – my current bike is a 2002 R1150RT so I expected the new R1200 RT to be much the same. Hopefully, less some of the issues I had with my existing single-spark 1150. The earlier

1150s have a reputation for a certain lack of smoothness when cruising. I've heard that this was the result of a compromise favouring more power during acceleration and it apparently does not bother most people. Reportedly the later dual-spark R1150s didn't exhibit this behaviour so I didn't expect to find it in the newest R1200. I decided to ride the RT first.

The R1200 has a distinctive feel that lets you know what you're riding. It has a

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FATHER-DAUGHTER JOURNEY

(Continued from page 2)

by our growing pile of gear. Being of frugal Swiss decent and an engineer, I built my own rear carrier for about \$20, which is basically a large removable packboard secured to three structural points. Furthermore, my bike seemed to have the 'maximum head buffeting' model of windscreen. So I built my own Plexiglas windshield extension for about \$12, which fastens directly to the top of the stock model. Both modifications have performed very well and look fine – I've even had other riders ask where to order them.

Another minor annoyance – perhaps best described as sidestand envy – was that the stock sidestand was embarrassingly short with a miniscule end. Since I didn't want to find my fully-loaded bike lying on her side on hot

asphalt, I attached a larger foot made from a thick chunk of radial car tire (cut from my kid's tire swing of course) to the stock foot. Free, worked like a charm



On the road, sunny day, father and daughter are ready to ride into the horizon.

and no more snickers of derision over the mini stock version.

Apart from the structural modifications, several minor comfort accessories proved useful. I added a small \$3 stick-on clock, \$3 ball compass, and a small \$4 stick-on thermometer from our local auto supply store. My much-loved Touratech catalogue is dog-eared, but these cheapies all worked fine and I won't lose sleep if they go missing. Finally, we added a comfy sheepskin (from a garage sale of course) to the stock seat since I seemed to have the 'maximum saddlesore' model.

That took care of the outside of the bike, now what about the whirring bits of metal on the inside? One reason I joined the BMW family was their reputation for ease of owner-maintenance. So I got the shop manual,

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SO MANY CHOICES

(Continued from page 5)

throaty sound and a subtle vibration as you pull back on the throttle. You can feel those big pistons hammering away and you know you're riding a gutsy bike.

My riding circuit included a busy commercial city street, a winding road through an older suburb, a steep hill up and another down, a couple of stops and starts, and a stretch on the highway. It wasn't long but it covered the basic conditions I was looking for. How easy was the bike to handle? How responsive was it? Was it easy to stop and start? How did play in traffic, and how well did it pull away from the crowd out on the highway?

My first impression was that the R1200 felt lighter than my R1150; in fact it's almost 50 kilos lighter. That made a huge difference in my sense of control. The 20% loss in curb weight was immediately obvious and felt better than good; it was great. As I pulled out into traffic the R1200RT responded a little faster and was more sure footed than my 1150. I'm sure that the new

tires and factory tuning didn't hurt, but six years of engineering, an extra 15 HP, and more than 100 pounds of lost weight made the biggest difference.

I drove down the busy commercial street and got my sense of where everyone else was. Riding a new bike always creates

The R 1200 has a distinctive feel that lets you know what you're riding.

some uncertainty; the mirrors aren't where you expect them, you don't know exactly what's going to happen when you pull back the throttle or hit the brakes. So I took my time getting used to this new beast. I'd planned enough time to ride each of the bike multiple times; I was in no hurry.

The R1200RT was much like my R1150, only better. When you pull back on the

throttle there are just a few parts of a second in which you can feel the power plant taking a deep breath before it lunges forward. There is that slight vibration as you get the revs up that gives you a direct body message. You don't have to look at the R's tachometer to know how fast the engine is running – you can feel it. It's not an uncomfortable vibration like those "other" bikes but it's there all the same; a subtle physical connection between man and machine. I dipped and dove over the hills and vales and arrived back at the dealer thinking that I could learn to love this bike. However, I was here to compare so it was time to get right back on my next candidate.



The R 1200 GS was a little tall for me but what a great bike for the aggressive off road rider.

The GT – I had never ridden a K bike before. There is much to admire in the engineering but I'd

always considered myself a dual opposed cylinder sort of rider. My first bike was an R60/5 and I always associated those two big cans sticking out the sides of the bike to be the *real*

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JUNE 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 Vedder Mtn
8 Cascade Trial	9	10 Club Meeting at the ABC	11	12	13	14
15 Piston Run	16	17	18	19	20	21
22 Campbell River	23	24	25	26	27 Road Rock Rally	28 Road Rock Dead Zone
29 Road Rock Monkeywrench	30					

Schedule of Events

- **7: Vedder Mtn Trail Ride**
Cascade Off Road Club
(604) 504-3956
- **8: Cascades Trial, Blue Mountain,**
www.trialsclub.org
- **15: 59th Annual Piston Run X-County**
www.gvmc.ca
- **22: Campbell River Poker Run,** www.bccom-bc.com
- **27-29: Road Rock Rally, Balfour**
www.bccom-bc.com
- **28: 6th Annual Dead Zone Dualsport, Spences Bridge**
www.dualsportbc.com
- **29: 23rd Annual Monkeywrench X-Country, Lytton, West Coast Dirt Riders**
(604) 585-1149

FATHER-DAUGHTER JOURNEY

(Continued from page 6)

researched advice on BMW MOA (many thanks to Paul Graves and Joe Katz), bought the right tools, tuned the garage radio to classic rock (mostly Led Zep and Neil Young), put an assortment of wobbly pops on ice and just went for it... the BMW reputation proved well-deserved. The boxer engine provided easy access to adjust the valves, change the plugs and engine oil. In hindsight I probably switched to synthetic engine oil too early on the odometer (10,000 miles), but no real harm done. Synchronizing the throttle bodies proved much easier than the various instructions implied; I even built my own dual-manometer in about 1 hour for under \$10 which worked just fine. Oddly, changing the oils in the transmission and final drive proved to be the most stressful due to the seriously



On the road (at last!)

conflicting advice on the internet regarding oil specs, so I stuck to BMW specifications and all's well so far.

To Be Continued...

Part 2: Devil's Tower & The Apocalypse

Part 3: Ralley Virgins No More

About the authors:

Ed (# 129934) is a professional engineer who develops plans for water supply and wastewater treatment for Metro Vancouver. He's been riding for 30 years, most recently on a BMW (peer pressure – five other family members ride Beemers), and is a member of BeeCeeBeemers. Ed's ridden across North America eight times and explored the backroads of Thailand from Chiang Rai down to the Gulf of Thailand. Look for him at the Gillette rally with 12 year old son Daniel.

Emily is a grade 9 student who enjoys writing, art, photography, and music. She hopes for a career that involves shopping and chatting with her friends.

MOTORCYCLE LAWYER — Daryl Brown

Do you own an older car or motorcycle and wonder about getting Vintage or Collector licence plates? If not, you may qualify to purchase insurance that is considerably less expensive than the traditional options, although your vehicle must meet certain criteria and will be subject to some restrictions.

To purchase Vintage licence plates, your vehicle must be at least 30 years old and conform to the original manufacturer's specifications using as many original parts as possible. It must also function properly mechanically. Restrictions limit operation however, to special occasions like parades or community events only. A vehicle insured with Vintage licence plates cannot be driven for any other purpose.

Collector licence plates are available for vehicles that are at least 25 years old or 15 to 24 years old if the vehicle is of limited-production. Your vehicle must also be in a condition that is considered collectable by the Insurance Corporation of British Columbia (ICBC). Vehicles insured with Collector licence plates are restricted to pleasure use only and may not be driven to work or school.

If your vehicle was produced in 1958 or earlier, you may qualify for Modified Collector licence plates. This category is broader in scope than the Collector category permitting coverage even if your chassis, bodywork or power train

has been modified or replaced, although fiberglass bodies are exempt. ICBC must also consider the vehicle collectable. Vehicles insured with Modified Collector licence plates are also restricted to pleasure use.

Further restrictions prevent vehicles

tial application. Your Modified Collector vehicle will need to pass Air Care each year it is insured, while Vintage vehicles need not be tested.

To get Vintage, Collector or Modified Collector licence plates, you must complete the appropriate application



The 1923 BMW R32 was the rage of the Paris Show. Max Fritz and Franz Joseph Popp had set a standard that lives on to today.

forms and submit them to ICBC with photographs of your vehicle. For Modified Collector licence plates, you will need to register the vehicle, then pass a mechanical inspection and make a second application seeking Modified Collector vehicle status. Application forms are available at your local insurance agent's office or ICBC. Once your application is approved, you can

attend your agent's office to purchase the insurance and receive the specified licence plate.

insured with Antique or Collector licence plates to be driven either one-half-hour before sunrise or after sunset unless the vehicle meets the headlight and taillight requirements set out in the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58. If you live in the Lower Mainland or Fraser Valley and want to insure your vehicle with a Collector licence plate, it will need to pass Air Care one time before the ini-

This article is for information purposes only and not to be construed as legal advice. For more information contact Daryl Brown @ 400-713 Columbia St., New Westminster, BC, 604-526-1821 or 604-612-6848 or visit www.motorcycellawyer.ca

THE REINHARD BARTEL WRITING AWARD

(Continued from page 1)

We've drifted back to a quarterly newsletter and the only thing that prevents us from getting the newsletter out monthly is content. So do your club duty and write something, however short or long this year. You can write about almost anything to do with biking and BMWs.

- **Book review:** Read a great motorcycling book lately? Write it up.
- **Movie review:** Got a favourite motorcycle movie? Write it up.
- **Jokes:** Got a great motorcycling joke? Send it in. Got some bad jokes? Send two.
- **Letters to the editor:** Go ahead. Blow off steam, pontificate, rant, or rave.
- **Favourite trips:** Do you have a favourite camp ground/hotel/view/ road? Share it with us.
- **Dream Rides:** Do you have a fantasy ride you've always wanted to take but need to motivate yourself? Write and tell us about it. I bet someone else has the same dream and maybe you can go together!
- **Perennial Rides:** Do have an annual ride? Let us know and others will join in. We'll put it in the Calendar.
- **DIY Maintenance:** Do you fix your own bike? You'd be surprised how envious some of us are; tell us how it's done.
- **Gadgets & Gizmos:** Did you buy something cool? Did it work as expected? Was it really cool? Was it a flop?
- **Got a classic or vintage bike?** Let us know what it's really like to ride that R26 thumper?
- **Got a new bike or done a test ride?** Share your thoughts!

Submissions can be long or short and you don't worry about being a *perfect* grammar wiz', that's what editors are for. So, please write and write often; I'm looking forward to reading it all and most especially to picking the cream of the crop next December for the Reinhard Bartel Writing Award!

Send submissions to mark@markmillman.com and put BMW in the Subject line or mail them to Mark Millman at Box 18144 – 1215C 56th Street, Delta, BC V4L 2M4. All submissions will be acknowledged upon receipt.

UPSHIFT — Embracing Geezerhood

By Derrick Ward

Dragging my eyes open one morning recently I checked my wristwatch on the bedside table. It read 4 o'clock. Can't be, it's light outside! Time for a new battery. But, the trusty timepiece was past its "best before" date and had deeper problems. I selected a cheap replacement figuring I'd make other arrangements for the lack of an alarm and other features.

It was then that I realized that perhaps some larger force was speaking to me. Maybe I no longer needed an alarm. Maybe it's time to say "I'm retired". No need to jump to any tune except my own, well, except for "she who must be obeyed". A few weeks later as I was signing the rental agreement for a storage locker in Courtenay I actually wrote the word "retired" where it asked for "occupation". Damn, it felt good!

Getting to this point has been a challenge, as my friends will attest. A lifetime of bringing in the bacon, accumulating assets, raising family and building all of life's support systems creates habits that are hard to break. One gets good at delaying gratification in favour of braces for the kids, a new dishwasher etc. etc. Well, its time to get gratified!

To make it work it was necessary to "economically" downsize our dwelling. Barb and I made a list of the "must haves" for our retirement estate. These included: an acre of flat land suitable for her dog training hobby plus space for a garden, an attractive house sufficient to accommodate all our interests and our

stuff, a rural setting that is not excessively "dogpatch", reasonable proximity to services, close to a marina and, most importantly, a workshop. A proper shop is something I have not had for more years than I care to think about. I'm due.



Fanny Bay Riders Club House

This paragon of real estate has been found at Fanny Bay, between Qualicum and Courtenay on Vancouver Island. Suffice it to say that the house is near new and has all the "mod cons" and then some, the acre is fenced, the gardens are productive, the well is clean and prolific, the hot tub is new and the workshop is 1088 square feet of heaven. Pinch me, am I dreaming?

If you have stayed with me to this point you might well be asking, "what's this got to do with motorcycling?" Here's the deal, an invitation is hereby extended to all Bee Cee Beemers to come and visit. The shop at 7792 Little Way

will be Beemer Central, Mid Island and the home of the Fanny Bay Riders. Membership will be earned by arriving on two wheels. The logo is still in development but will no doubt include some sort of representation of an oyster, for which Fanny Bay is famous. Come to think of it, maybe the initiation will involve sucking up a raw oyster from the shell. After all, membership in the FBR will be an exalted position and will need to be earned!

I will remain active in the Bee Cee Beemers and, in particular, will carry on as organizer of our annual Hotsprings Rally in Nakusp. Pre registration for this year's event (August 14-17) are already coming in. Last year we were fortunate to have our Friday and Saturday evening entertainment locked up by this time. As of yet the stage remains open for 2008. At the motorcycle show I spoke with several members who described some interesting rides they have done. If you have a story to tell and some pictures to show, please come forward. Don't worry about inexperience as a presenter. Beemer folk are a supportive lot who are more interested in the accomplishment and learning from the experiences of others rather than the style of presentation. They'll hang on your every word, trust me.

Now, as for that new watch, the cheap metal strap is uncomfortable. Hey, maybe I don't need to wear it at all.

The Bee Cee Beemer Store

Wear Your Colours, be known by the company you keep

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Schedule of Events

- **10: Toasted Hare Scrambles, Hannegan, WA**
www.hanneganspeedway.com
- **17-21: BMW MOA International, Gillette WY**
- **19-20: CMDRA Drag Racing, Fort St. John**
www.cmdra.com
- **19-20: 54th Annual Routledge Road Run & Dualsport, Surrey**
www.gvmc.ca
- **19-20: Superstars Trial, Ioco, www.trialsclub.org**
- **20: Tree Huggers Hare Scambles, Castelgar**
www.kootenaymx.com
- **24-27: 36th Annual Cascade Co. Rendezvous, Menlo WA**
www.wsbmwr.org

JULY 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8 Club Meeting at the ABC	9	10 Toasted Hare	11	12
13	14	15	16	17 BMW MOA International	18 BMW MOA International	19 CMDA, Super- stars, Routledge
20 19th Events plus Tree Huggers	21 BMW MOA International	22	23	24 Cascade Co. Rendezvous	25 Cascade Co. Rendezvous	26 Cascade Co. Rendezvous
27 Cascade Co. Rendezvous	28	29	30	31		

THE PRESIDENTS CORNER

(Continued from page 3)

My brother was a Honda dealer in Vanderhoof at the time and he had a 1975 Honda V500 Ascot that I couldn't resist. He met me in Williams Lake and I had a great time riding it home even though it rained all the way home. After my first tour all the way to Winnipeg with that bike (every 175 miles at that time I had to look for gas) I realized that I needed a bigger bike for touring. It was just too light for the big truck that passed me on the highways in 1989.

I started looking for an even bigger bike and low a behold I was riding home one day and was a 1986 BMW K75 at Caribou Motorcycle. I



Reinhard's first Beemer was an '86 K75. (stock photo)

turned my bike around and took that bike out for a test ride and the rest is history. I went home and told my wife that I just found the right bike for me. After a bit of discussion we agreed that the Beemer should be mine, so I went back and bought the bike.

That bike lasted me until a deer committed suicide on it (hence my *Deer Slayer* nickname). At the time I clocked 214,371 km

on it but the bike had suffered the same fate as the deer; it was totaled. So, of course, it was time to get a bigger bike – I bought a 1985 K100 RT.

I took that RT touring all the way to Phoenix, Arizona. When I got home the next week the whole wiring burned out. The previous owner had done his own house wiring on it and Terry Organ had to do all the rewiring on it. I had more trouble with the bike (it was a bit of a lemon as far as Beemers go) so after only putting 74,130 km on it I sold it and got 1992 K1100 RT.

Now these bikes were supposed to not break down but after I put on 69,502 km and not one but two valve jobs my wife said that I should think of buying a NEW bike (I have a very nice wife).

So in February 2005 I picked up my new 2005 R1150RT. Last year I passed the 100,000 kilometer mark and although BMW has replaced the transmission, driveshaft, and clutch (all under warranty) I'm planning to put a lot more clicks on it in the years to come.

So as the riding season begins let keep the rubber down and the shiny side up.

Happy Riding This Season! Reinhard

BONNEVILLE SALT FLATS

(Continued from page 5)

for owners of the brand

(<http://www.bmwmotorcycles.com/xplor/index.jsp>) . We were all signing up for track entry and lunches compliments of BMW when he asked if anyone wanted to run their bike at the speed trials. My hand went up without hesitation, which meant lots more paperwork and waivers to sign. I was required to join the AMA for \$39 but BMW paid for everything else.

Upon returning to our hotel we discovered that everyone had been looking for us because (you'd never guess) my RT was lying on its side in the parking lot, another victim of the wind. The damage; broken mirror, broken

foot peg mounting plate at the rear where the luggage case attaches, lots of scratches and much oil in the right cylinder. I had to drive it around for half an hour until it ran clean with no oil smoke. Oh well! Now I didn't have to worry about damaging my bike at the Salt Flats the next day.

Wednesday morning I was definitely excited with a measure of anxiety mixed in. I'd known of the world renowned Bonneville Salt Flats for over 50 years and hardly ever dreamed I would run there myself. This place is awesome with a vast expanse of dead flat, bright, white salt. At this point I was completely focused on my own effort. My chance to look at all the fantastic machinery in the pits would have to wait until later. I

prepped my bike by removing mirrors, taping front and rear lights, and installing my number stickers (#6174), and then it was off to the scrutineering. They checked overall condition of my bike and tires, boots, protective gear, and helmet. The bike and I were given a pass and yellow "scrutinized" stickers were stuck to bike and helmet.

I would be running on the "Run Watcha Brung" course. This is a three mile, non-record track, giving one mile acceleration, one mile timing, and one mile shutdown. I lined up at pre-staging with an array of other bikes including BMWs, Triumphs, vintage bikes, sport bikes, a lonely chopper, a stand-up scooter, and race bikes looking for extra

(Continued on page 16)

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THE TREASURER'S REPORT

Revenue Our membership has held steady around 150 names on the list and membership dues haven't changed for years. The revenue for dues is recorded as received and therefore the amount recorded varies slightly from year to year. Our Nakusp rally is reported upon by the rally chair. The rally has been profitable in the past and results vary with the rally programs undertaken and by the nature of the expenditures incurred.

Expenditures An expense in the last three years is insurance for directors' liability protection. The newsletter das Rundschreiben is no longer printed in such large volumes as in the past but is disseminated via our website. This reduces photocopying cost and postage. We continue to achieve good results from our participation in the Abbotsford Motorcycle show. No new initiatives requiring expenditures have been undertaken in the last two years.

Balance Sheet or Statement of Financial Position There is enough money at hand to fund the next year's operations and cash flow from 2008 membership dues is expected in the next few months.

Otto Rieve, Treasurer

Statement of Operations and Financial Position
Years Ended September 30, 2007 and 2006
(unaudited — prepared by the Treasurer)

	2007 \$	2006 \$
RECEIPTS		
Dues	1,723	1,930
Miscellaneous	-	145
	<u>1,723</u>	<u>2,075</u>
EXPENDITURES		
Newsletter and website	268	326
Office	304	397
Membership meetings	171	141
Motorcycle show	472	286
Service charges	123	220
Insurance	435	300
	<u>1,773</u>	<u>1,670</u>
EXCESS (DEFICIENCY) OF RECEIPTS OVER EXPENDITURES	(50)	406
CASH AT BEGINNING OF YEAR	<u>3,157</u>	<u>2,676</u>
CASH AT END OF YEAR	<u>3,333</u>	<u>3,157</u>
Less: Accounts Payable	(451)	(225)
EQUITY IN CLUB OPERATING ACCOUNT	<u>2,882</u>	<u>2,932</u>
CASH AND TERM DEPOSIT IN RALLY ACCOUNT	<u>4,816</u>	
EQUITY AT END OF YEAR	<u><u>7,698</u></u>	

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AUGUST 2008

Schedule of Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 Boogie Bash	2 Boogie Bash, Mud Creek Run
3 Boogie Bash, Gundy Pinner	4	5	6	7	8	9 CMDA Mission
10 CMDRA Mission GF Strong	11	12 Club Meeting	13	14	15	16 Bee Cee Beemer Nakusp Rally
17 Nakusp	18	19	20	21	22	23 See schedule
24 See Schedule	25	26	27	28	29	30 See Schedule
31 See Schedule						

- **1-4: Boogie Bash, Rock Creek, www.aimcan.com**
- **2: Mud Creek Run, Taylor, Northern Dirt Riders (250) 789-3170**
- **3: Gundy Pinner, Dawson Creek, Northern Dirt Riders (250) 789-3170**
- **9-10: CMDRA, Mission, www.cmdra.com**
- **10: GF Strong Show & Shine www.aimcan.com**
- **14-17: Bee Cee Beemers, Nakusp (the best rally in the world)**
- **17: Sea to Snow Road Run Bellingham**
- **17: Gastown Show & Shine www.bccom-bc.com**
- **23: Loose Screw Dualsport, www.dualsportbc.com**
- **23-24: Caribou 24 hour Race, www.qccma07.googlepages.com**
- **23-24: 77th Annual Caribou Trails Road Ride, Surrey, www.gvmc.ca**
- **24: Crumpet Trial, Squamish www.trialsclub.org**
- **24: Marq's Mystery Tour, Langley, 604-534-2770**
- **30: Night Rooster Hare Scrambles, Vernon, 250-492-6153**
- **30-1: AIM Boogie Bash, Rock Creek www.aimcan.com**
- **30-1: Trials Trail Ride, Onion Lake www.trialsclub.com**
- **31: Big Rooster X-Country 250-492-6153**

SO MANY CHOICES

(Continued from page 6)

BMW. My sales guy warned me that the K 1200 GT was a little heavy than the R bike I'd just gotten off of and told me that I should be very gentle with the throttle. "Don't pull it back like you would the RT, be gentle until you get to know the bike", he said. I'd read the specifications: 152 versus 110 HP, 20 more kilos, I figured I was prepared.

I pulled out into traffic and *hang on there fellow, he wasn't kidding!* Unlike the RT there wasn't a natural sense of when to shift gears, this bike ran so smooth and was so powerful you really had to remember which gear you were in; it seemed like it could go any speed in any gear. This was a superbike.

I settled myself down and got it up into third and it seemed a little more under control. In first gear just thinking about moving the throttle seemed to make



The R 1200 GS

the bike jump ahead, ready to burst through the sound barrier. A little higher up in the gears there was at least some lag between throttle and speedometer. There was none of that comforting vibration put out by the R bikes. The four cylinder K bike was quiet, almost too much so! It didn't telegraph the tachometer to the seat either. Without the sound and feel cues

I'd come to expect from my RT experience, I was temporarily at a loss. This bike just flew, there seemed to be zero lag between the throttle and the speedometer – in any of the six gears. I was going to have to be careful or I could get myself in a lot of trouble.

The K 1200 GT has been described as the ultimate touring machine and I could now understand why. It was the same saddle height as the RT; it weighed a little bit more, but still 30 kilos less than my 2002 R1150RT; it was a bit longer in the wheel base by some 10 cm than the R1200RT and was therefore not quite so easy to handle in the parking lot, but still not bad; and it was so powerful it scared me (just a bit).

Back on the tarmac I put the GT on the

(Continued on page 14)

Schedule of Events

- **7: Dirty Dog Hare Scrambles, Bellingham, WA**
hanneganspeedway.com
- **14: Trials Trails & Social loco, www.trialsclub.org**
- **14: Zofka Ridge Off-Road Race, Hope**
www.fvdra.com
- **21: 3 Worlds X-Country, Kamloops,**
www.gkma.ca
- **27: Pioneer Run, Surrey**
www.gvmc.ca
- **28: Cat Scratch Poker Run, Squamish**
www.squamishdirtbikeassociation.com
- **28: Alf Klassen Memorial Poker Run, Kelowna**
www.okanagantrailriders.com

SEPTEMBER 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7 Dirty Dog Hare Scrambles	8	9 Club Meeting at the ABC	10	11	12	13
14 Trials Trails Zofka Ridge	15	16	17	18	19	20
21 3 Worlds XCountry	22	23	24	25	26	27 Pioneer Run
28 Cat Scratch Alf Klassen	29	30				

SO MANY CHOICES

(Continued from page 13)

side stand and stood back and gazed at it thinking, "This is a very different BMW!"

The GS — My wanderlust for the back roads was earned in my youth when I worked fighting forest fires and planting trees sometimes hundreds of miles from the nearest paved road. I discovered the wonder of British Columbia's back country and I figured I should spend more time back there now that I'm home again (I spent most of my adult life far away from my beloved Vancouver). So the R1200GS seemed like a bike I at least had to try.

Now as much as I love BMW's I have to agree with our friend Funnell that these new bikes are really not designed for us mere mortals to fiddle with. They're computerized, electronic marvels that probably ought to stay reasonably close to a telephone, because if anything



goes wrong you are probably NOT going to be able to fix it yourself. I've read McGregor and Boorman's book but I figured that even if I had a satellite phone and could call BMW from 400 kilometres off the pavement in northern B.C., they might not actually fly out to help me. But, maybe I was just being fussy and nostalgic for the old days

when BMW made bikes that were half tractor and the tool kit that came with the bike was enough to complete a top end job. I was comfortable enough with my R60/5 to take it apart and rebuild hundreds of miles from nowhere; but I don't quite know what to do

with these super bikes.

My first impression of the R1200GS was that it was tall; my toes just touched the ground. I'm 5 foot eight inches but my legs are shorter than they should be, so the GS was a bit of a climb for me. I had originally thought that I'd try out the

(Continued on page 15)

SO MANY CHOICES

(Continued from page 14)

Adventure too but as soon as I sat on the GS I decided I wouldn't even try it. The GS is lighter than the RT by another six kilos, not that I noticed it as my immediate concern was keeping my balance with just toes on the ground as I slid out into traffic. As expected, once I was rolling, the GS had the same power performance behaviour as the RT. You could tell what it was doing by feel; it was light and easy to handle; but the suspension was a completely different story.

Nothing soft about this bike: it was a hard case. I soon learned to keep my eyes open and to lean forward on the pegs to take the weight off my seat for every little blemish in the road. This was an uncompromising off road machine with enough power to leap across raging rivers; it was not a city bike. I did my circuit and back on the tarmac I discussed this with my sales guy. We pulled the seat and adjusted the suspension and I did the circuit again. With the suspension loosened up to maximum comfort level the GS was a lot easier to ride and my appreciation for it was much



Mark's 2002 R1150RT is looking for a new home

the rides that morning. So, thanking my sales guy, I retired to a nearby café and sat down with a big cup of coffee and meditated on what I really wanted out of this new bike. One thing was decided; I wanted a new bike now. A day of test riding had convinced me that I was going to Nakusp and

improved.

I spent the next hour riding the RT and the GT on different roads and took them both out on the highway. It might have been nice to take them out for a full day of riding in the mountains but you can only ask so much of a dealer and in any event I had enough miles with a bike under my butt to make my decision based on

Gillette on some new wheels.

But this article is way too long already, so I leave the story of my final decision until the next issue.

Mark Millman (#2137) has recently returned from a 30-year riding hiatus. He lives and works out of Point Roberts, WA

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- 1982 R100RT \$ 5,500

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BONNEVILLE SALT FLATS

(Continued from page 11)

practice. Just before 11am I moved to the start line with three other bikes. I was the second of the four bikes flagged off on our timed run. I ran the bike close to redline in each gear as I struggled to maintain traction and achieve maximum speed by the start of the flying mile. It took all the nerve I had to keep the throttle pinned as the track was quite soft due to the previous day's rain. Imagine a very smooth dirt road or pavement with a dusting of sand. (<http://www.saltflats.com/traction.html>). Before I had time to think I was turned around and heading back to the pits. / *DID IT!!!* A long fifteen minutes later, I picked up my time slip. The record shows that I was travelling at 117.154mph at the kilometer marker and 117.895mph at the mile marker. Not bad for a nine year old Beemer with 100,000km on the clock, running at 4218 ft elevation. This bike could only do another 6-8mph on pavement at sea level. The rest of the day was spent looking at the hundreds of bikes

"I ran the bike close to redline in each gear as I struggled to maintain traction and achieve maximum speed."

ranging from stock, vintage, electric, diesel, sidecars and streamliners. It is truly inspiring to see so much homemade, one of a kind machinery out there.

Our Vancouver man on the salt was Tom Mellor, piloting a partial streamlined, vintage Triumph 750 triple. He was easy to find, being the only one with a 1950 Rolls Royce tow car. On Tuesday he had made a run at 158mph but was unable to back that up with a second run due to weather closure of the track. After waiting most of the day, he made his first run going north at 155mph. Close to the end of the two hour time limit, he made his second run in the opposite direction at 143mph. He said this ride was a handful as he barely managed to stay on the track. Following an engine teardown in the scrutineering impound area, his average speed of 149.2635mph was

confirmed as a world speed record for the 750 MPS PG class. The old record was 126mph. Tom says he couldn't get enough traction on the salt, a common problem. He figures the bike can do 170mph so he plans to return in 2008.

Congratulations Tom !!!

After all the excitement of the Bonneville Salt Flats, the next day we were off to Miller Motorsport Park near Salt Lake City for the Bonneville Vintage



Vancouverite, Tom Mellor's vintage Triumph 750 clocked an average speed of 149.263 mph; confirmed as a world speed record for his class.

GP road race weekend. We set up our tents at the back of the track, then headed into the pits to hang out with our B. C. riders, Mick Hart and Tom Mellor. Mick has an early 1970's 550 Honda modified to about 700cc and a Honda 160cc (these were a blast to watch with 35 on the track). Tom had the same Triumph 750 but totally reconfigured for road racing (only the engine and frame are the same). We enjoyed the weekend of racing and camaraderie. The track is new and very smooth and fast. Us lucky street riders even got two laps on the track and a group photo session, all part of their promotion for the upcoming FIM World Superbike race on May 29 - June 1st, 2008.

Sunday evening we hooked up with father and son, Bob and Ryan Gosling of Vancouver, both riding new Triumphs, for the ride home. We spent

the night at Wendover and no bikes laid down in the parking lot. In the morning we hosed the salt off the bikes and headed for home. Following I-80 west put us in Elko, where we headed north on Route 225. This seemed as straight and boring as most roads in Nevada until the sign said "Slow to 25mph for 10 miles", then "Slow to 45mph for 25 miles". This is a great piece of road with little traffic and only the occasional beef-on-the-hoof for

excitement. We crossed into Idaho on Hwy 51, then turned west on #78. Alas we hit the dreaded freeway I-84 near the Oregon border. We burned up the super slab (I don't know what's so super about it) to spend the night in Prosser, Washington.

On Tuesday we headed to Yakima where I was to lead the group onto a back road I'd been shown by some Washington riders back in May. After I made a few wrong turns and wild goose chases, the group was almost ready to quit. One last stop at a gas station for directions and I found Route 821, a beautiful twisty road following the Yakima River. Alas, the revenue collectors are known to patrol this road so we were discrete. Then North on Hwy 97, west on #2 through Leavenworth, and home on I-5. At home I chiseled another pound of salt

(Continued on page 17)



OCTOBER 2008

Schedule of Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 Toy Run Fall Classic Trial	6	7	8	9	10	11 Outback Bushwack
12 Overlander X-Country	13	14 Club Meeting at the ABC	15	16	17	18
19 Uhuru Trial DSBC Autumn Ride	20	21	22	23	24	25
26 Cowbell ISDE	27	28	29	30	31	

- **5: 29th Annual Toy Run**
www.bccom-bc.com
- **5: Fall Classic Trial, Ioco**
www.trialsclub.org
- **11: Outback Bushwack Hare Scrambles, Quesnel**
qccma07.googlepages.com
- **12: Overlander X-Country, Williams Lake**
www.dirtyknobby.com
- **19: Uhuru Trial, Ioco**
www.trialsclub.org
- **19: Autumn Ride, Harrison**
www.dualsportbc.com
- **26: 77th Annual Cowbell ISDE, Walker Valley, WA**
hanneganspeedway.com

SALT FLATS

(Continued from page 16)

off the engine cases. That winds up the tale of a great motorcycle trip full of experiences, excitement, camaraderie and 4500 km of pavement and salt.

Time to start planning a re-run.

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Membership Application

Bee Cee Beemers Association

Name:		New Member \$25 <input type="checkbox"/>
Address:		Renewal \$20 <input type="checkbox"/>
		Renewals information change <input type="checkbox"/>
City:	Province/State:	Postal Code:
Home Phone	List on the Club's membership list <input type="checkbox"/>	
Mobile Phone	List on the Club's membership list <input type="checkbox"/>	
Work Phone	List on the Club's membership list <input type="checkbox"/>	
Email	List on the Club's membership list <input type="checkbox"/>	
Motorcycles:		
Year:	Make	Model Miles
Year:	Make	Model Miles
Year:	Make	Model Miles

The Bee Cee Beemers Association is a group of individuals who share a passion for motorcycling and for BMW bikes in particular. The cost to join the Club is \$25 which includes the following:

Subscription to our newsletter, 'das Rundscrieben'. 10% discount on parts at participating BMW Motorcycle Dealers.

Access to a comprehensive set of specialized BMW Motorcycle tools. Reflective club decal. Club Website complete with message board. Regular monthly meetings. Parties. Club rides and much more.

The renewal fee for current members is \$20 for 12 months. Membership Renewal Date is May 1st of each year.

To join, please send a cheque for \$25 made payable to 'Bee Cee Beemers' and mail along with this filled in application to:

Bee Cee Beemers Association c/o Brett Hammill or Len Woodbury
2981 270B Street, Aldergrove, BC V4W 3C3

If you have any questions, please contact a Membership Director at:

Email: wcla@telus.net or leonardwoodbury@hotmail.com

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We are
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BMW RA Charter Club #52

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We're on the web at
Beeceebeemers.com



Wanted R50/5

Philip Funnell

is looking wide for a R50/5 that he might purchase. Any reasonable condition is of interest; from rough to restored. If you have one or know of one that might be available, please call Phil at (604) 796-3371

10% Discount

All companies advertising in das Rundschreiben offer a 10% discount (or more) to card carrying members of the club; with limitations, you're not getting 10% off your new GS!

Be sure to show your card before they make up your bill to ensure that you get your discount.

Monthly Meetings

The club meets on the second Tuesday of each month at the ABC Restaurant at School House and Lougheed in Coquitlam. Members begin gathering after 6:30 pm and the meeting starts around 7:00 and goes on until we get fed up with each other or they kick us out.



John Valk BMW / Ducati

278 W 1th Ave, Vancouver, BC, V5Y 3T2

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Service, Sales & Parts: Tue - Sat: 8:30 to 6:00

Sales and Parts: Sun: noon to 6:00

Four certified BMW Service Technicians and Three Ducati technicians!!