



das Rundschreiben

The Official Newsletter of the Bee Cee Beemers
July—August 2002



**das Rundschreiben
Published by the
Bee Cee Beemers**

AFFILIATED WITH:

BMW MOA

Charter Club #114

BMW RA

Charter Club #52

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Articles of any length will be accepted. Please send copies to the above address in electronic format (preferably Microsoft Word) via e-mail, or hard copy mailed to Derrick along with copies, in jpeg format preferably, of any photos you wish to see published .

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Hang'n Out **Monthly Meetings**

Bee Cee Beemers regular monthly meetings are scheduled for "Joe's Place" at the Best Western King's Inn 5411 Kingsway, Burnaby until further notice or until they throw us out. Meetings are held at 7 p.m. on the second Tuesday of each month.



Get back to the basics at the Bee Cee Beemers 2002 Rally to be held in the town of Nakusp for the first time. Riding distance from Vancouver is about 700km. regardless of the route taken (including via Duffy Lake and Kamloops). Good camping facilities, lots of B&B's in the area, fabulous roads, resort and wild hotsprings, games, food and camaraderie in BC's "best small town" will make this a Beemer rally to remember. Pre register with Tom Flynn or on line by August 1.

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Renewals

"Flyin' Tom Flynn, Bee Cee Beemers Membership Director, reminds everyone to renew now if you are in arrears and haven't already done so. Membership now runs from May1 to April 30. Membership cards are being prepared so make sure you are able to continue receiving parts discounts, this newsletter and the support of your fellow Beemers in your times of need. **Tell Tom if you move!**



Bill's Rant

Chairman's Corner

Bill Kiechle

May was motorcycle awareness month. What did you do to make bikes a part of your life? Are you getting new tires and a tune up for that big trip across this great country of ours, or just a quick wash & blow dry on the way to work? The great thing about bikes is that you can take a little, a lot, or loose yourself in them.

I've been hob-knobbing with both ends, and a slice of the middle recently. John Valk celebrated his third year recently, and is a big number 3 after those 2 guys (gee's?) in Quebec. The Test rides and funeral procession at Trev Deeley's were events not to miss, but the latter I did (sorry, Trev.). Lot's of people are getting new bikes and it's really great to see, except for Bieu & Jody. Theirs were stolen. No body should get a bike like that!

Motorcycle Monday was a great success and my helmet is off to Julia and Bog for the great event. As usual, we had the regular VROM riders, a number of Beemers, hardcore and posers, cruisers and knee draggers, oh my. It's great to see all kinds of riders leaving the chrome or carbon fiber behind and celebrating the ride, rather than the bikes. I saw most of it from the curb because it was so crowded inside, and I REALLY needed to wash that aerostich suit.

The Gord Heppler memorial ride is always one of my favorites and it was a great success even though the weather started off as poor and progressed to just plain evil. I was just out the door when it started and was almost wet when I got to Cruisers. There were 50 and I'm betting it reached 65 before it really got wet, when the ride began. I was waiting till nobody else I knew showed up but Doug and Brian, and too many more showed up so I must say I bailed before the ride started. Everybody's after action report tells of dry roads under a silver linings and everybody that stuck it out was a hero to the children's hospital charity. My hat's off to the GVMC for another well organized event.

I didn't want to rant about working in the industry but so many things have happened that I can't hold it in. We've been having a nightmare with mechanics, but those of you who know us, really know us well. It's put us far behind and probably in the hole but everybody's happy except the accountants, the owner, and the parts guy. I've been trying to act as your personal quality control representative but I'm forbidden from doing the job myself and the doctor only has only so much time. We'll be doing everything to make you happy except stealing parts and MY bike is now officially off the loaners list!

Will phoned us up from Alaska, on his way from an Iron-Butt social event. We cleared the decks and did a full day turn around on his K1100RS before he was off again. He came to the June meeting and answered all manner of questions regarding long distance riding, sleep deprivation, catheters, and the like, except why.

Rob has suggested that I should have my brain surgically removed (similar but a different part to my ex.'s suggestions) and placed in a jar and mounted onto the handle bars of my bike as the ultimate long distance riding set up. (Will, are you listening) The saddle bags would have a portable dialysis kit with sugar and caffeine injectors to ensure full 110% attention, ALL THE TIME. This would surpass the common human long after the Oregon rains seeped into the groin of the mere human rider. The sport bike crowd spends thousands of bucks (100 tanks of gas!) to shave a pound and this would cleave 200Lbs in one huge chunk... What's the point if those 2 miles of intestines when I only drink coffee? I was pulling for the flying disembodied brains but then I've always been a softie for classic science fiction.

Right now, I'm having a beer after my 10 hours, working in the motorcycle service industry (here after known as servitude), working on Shail's new logo designs, writing for the best club magazine around, and listening to the melodic wisdom of the Arlo Guthry pickle ballad. I look around and I reflect that I don't really want a life, what I really want is my motorcycle...and I don't want to die, just want' a ride on my motooorcy...cle!

Bill "will race for food" Kiechle

Brian Anderson
July 13, 1949 – April 13, 2002

At our April meeting, part way through my supper, for what reason I don't know, I felt compelled to stand up and have a look around. I turned to see Brian also standing. He was engaged in some light hearted banter with a fellow member, a broad smile on his face, a man enjoying himself. It was a brief moment about which I thought little at the time, an insignificant instant in the grand scheme of things. But, it left me with an indelible remembrance of Brian.

I didn't know him well. He submitted an article for this newsletter a little over a year ago. I appreciated that. He found a stash of marked down Guggenheim calendars and picked one up for me, a thoughtful gesture. We chatted at a bike show and at meetings.

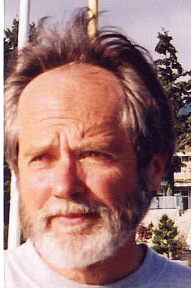
It was after he was gone that I learned he had lived with a congenital heart condition that was supposed to have taken him in childhood. He was one of the first in Canada to have open heart surgery which partially corrected the problem. Brian was not one to give up. He played the hand he was dealt superbly. His life depended on discipline in his diet and personal habits and he extended that discipline into all aspects of his life, enriching his experience beyond that of all but a few. He became a superb chef, truly making lemonade out of what could have been bitter fruit. He taught himself music and shared his gift with many. Computers came naturally to him. Again, self taught, he gained such expertise that he became a computer science instructor at BCIT, much respected and appreciated by his students. And, he rode a BMW. Again, he brought, that same discipline, precision and total commitment to his riding that informed other areas of his life. The bike, perfectly tuned, a repair achieved by an innovative approach in his home workshop was a joy to Brian. Unlike many of us he obeyed the posted speed, most of the time. It was his way.

There were many things I didn't know about Brian. But, he was a rider. I think we all knew him better that we realized. We have lost one of our own and will miss him.

Derrick Ward

THANKS FOR THE "RUND" CONTRIBUTIONS GO TO:

Aaron Stedman (Graphics Man), Craig Heale, Bill Kiechle, Alan Toft, Tom Flynn, Allen Cody, Gary Jarl, Randy Grahn, Doug Turner, Tom Grenon, Gary Kuse, Charlie Woltersdorf, Wayne Mauthe, Reinhard Bartel



Upshifts Ridin', Rallyin' and Repairin'

Derrick Ward

The Bee Cee Beemer theme for 2002 is "back to the basics" the real three "R's".

Our rally in the picturesque town of Nakusp August 16-18 will be just that; a great ride to get there, lots of Beemer folk to hang out with, traditional food, bike games, missions to the "wild" hot springs and emergency replacement of a worn rear tire on Reinhard's bike.

My season began late this year but with the truly exorable weather I wasn't too keen to consciously seek out discomfort. Despite waiting until late April to insure, it was with a rush that I reinstalled my carbs after fitting new float needles and then reinstalled them after spewing gasoline all over the floor from having misread the Haynes float level adjustment instructions. Mike and I had planned a celebratory post university-pre job ride together which morphed from a trip to Utah with support vehicle to a brief foray into the BC interior with a business component in Kelowna. Hey, expensing half the trip works for me! The ultimate destination was Nakusp where I hoped to do some early scoping of the rally venue and set up some arrangements for food, facilities and discount coupons. In the rush to get away I hadn't time to rebalance my carbs after having them off the bike twice so the Twinmax was packed in case the vibe was intolerable. Surprisingly, the old boxer has never been smoother with the only concession to balancing being careful eyeballing of throttle lever movement on each side. Skill or pure luck? Skill of course!

We were the odd couple heading east on the freeway, Mike looking like Valentino Rossi, tucked in on his new Kawasaki ZX6R with only a small pack strapped on to the pillion and me chugging along behind with loaded luggage, rain gear for two and pockets stuffed with energy bars. So what if dad looks like a dork so long as the kid is cool. At the Shell station near Hope we chatted with a Harley rider on his way home to Penticton. He had to get back to mind the store...a porn shop. He offered us a biker's discount. You meet the nicest people on a H...

After a disciplined ride through the thicket of Mobility Tax collectors in the Valley Mike began to explore the

Kawi's potential on the Hope Princeton with a few 13,000 rpm disappearances. Toward the eastern end of the Old Hedley Road we caught up to a large slow tow truck. He preceded us out onto Highway 3 and balked us badly until Mike could take it no longer. He swooped by on a double yellow with about two miles visibility ahead and proceeded to carve some sweepers at 160. I held back, waiting for a dotted line, trying to set an example. Mile after mile of gravel showers, sub limit progress and with a large Suburban following closely I finally said "to hell with it", passed on a double yellow and proceeded at a sensible 120 km/h pace. Preparing to slow to something approaching the 50 km/h limit in the town of Hedley I noted that the suburban was once again behind me, very close. Then the lights started to flash. Shzzzt!, a tax collector! After the usual preliminaries the casually dressed officer said "you picked quite an audience to perform in front of today, you were being followed by three RCMP vehicles." Then I noticed the second Suburban pulled in close behind the first but I hadn't seen the marked patrol car which went by as I was sorting out my kick stand in the roadside gravel. Aaaaargh! A double yellow pass and speeding, this was going to be expensive. But it wasn't, the man obviously had better things to do and, perhaps noting my clean record since 1977 gave me a warning for exceeding 50 in Hedley and commented that the double yellow pass was justifiable under the circumstances. "That rider up ahead, is he with you?" he asked. "Aaah, yes he is" I responded, "he's my son". "Have a word with him, will you?" said the officer. Mike was waiting casually about a mile up the road in a pullout facing toward Vancouver prepared to disown any connection with the two guys headed east, he himself being en route to Vancouver and just taking a break to flex cramped legs. He gave me the "Village Idiot Award" on the spot!

Vernon to the ferry at Needles is one of the world's great rides, two lane, twisty and with generally good pavement. On this early season ride we had some sphincter puckers as we encountered sand and gravel on a few apexes but that will be largely blown away by summer. We enjoyed the hospitality of Wolfgang and Margo Haerter's B&B and talked motorcycles late into the night at the world headquarters for Laverda parts and service, a little piece of Italy, with a German accent, in the middle of the Monashee Mountains. I highly recommend their establishment, comfortable, motorcycle friendly and at \$60 for two, a bargain. Phone/fax (250) 265-4502.

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The next morning I met with Willi Jahnke, owner of the Picardo Restaurant and Wyllie's Pub in downtown Nakusp. We agreed that Willi will provide the rally food as a complete package adjusted to the number of people registered. Out of this conversation emerged the idea that Willi would open the pub facility on the Saturday morning for a buffet breakfast. This could be a spectacular scene with BMW motorcycles lined up along the main street in front of the patio of Willi's Mexican adobe style establishment. We then met with Herb Gillette, the town's camp site Manager, to confirm our block of camping space and have a look at the area. The north end of the camp ground, has a circular loop road and will accommodate about 75 tents under the trees, and is reserved for us. Additional space will be available in unoccupied sites throughout the campground and an adjacent large grassy field will hold many more late arrivals. Particularly impressive (after the experience at 8 Mile last year) were the washroom/shower facilities. They are well appointed, a good size and Herb was engaged in a major pre season scrub down when we arrived. Since then rally planning has proceeded in an atmosphere of cooperation and anticipation among the people of Nakusp. They are looking forward to having us as guests in their town. Nakusp 2002 "Back to the Basics" will be a good rally. For additional information on accommodations and area attractions visit www.nakusphotosprings.com .

Mike and I cut short our stay in Nakusp when we heard the forecast for snow that night. We got outta Dodge and shot straight home via the Coquihalla, through the advancing snowstorm which, thankfully, was still slush at pavement level. 675 km. downtown to downtown, 8 hours including two gas and one Subway stop. The hot tub never felt better!

• • •

Village Idiots

The Village Idiots are a group of young sport bike riders in Vancouver who were graced with the appellation by a grumpy old man who objected to their stunt riding exploits in a deserted industrial area one spring evening and called the cops. You know the type, never young himself, unhappy to be alive. For my foolishness described above I proudly accept the Village Idiot Award. But, after a suitable period, I'd like to pass it on. We all do dumb stuff. Lets honour it. I think that nominees for Village Idiot should be put forward from time to time. The only qualifications being that the person be a Bee Cee Beemer member and have done something foolish from which no lasting harm has come. So, nominate a friend or yourself, fame awaits.

Years ago at the UBC Sports Car Club we had a similar prize called "The Screwball Award" The trophy was made up of twisted con rod from a member's Porsche Super 90 with a brass ball attached. Does this trigger any ideas?

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Full Throttle Win Some, Lose Some

Craig Heale

Patience is the key my father would say and it holds double for motorcycle lobbyists. Getting the public and the politicians and the engineers and the planners to see the world through our eyes, can try the patience of a Buddhist Monk.

Victories will come, and many of them will be small and disappoint many riders, but a small victory sure beats a big loss.

A couple of years back, **BCCOM** convinced **BC Ferries** to give a discount to group riders (6 or more bikes arriving at the booth at the same time) you don't even have to know each other, just group up. Not a big thing, but when you combine it with the priority loading policy we fought for and won years ago, it does add up to a big victory for all riders.

Similarly, our lobbying of Provincial and Civic authorities to let motorcyclists use **HOV** throughout the province was successful. All lanes marked **HOV** (not bus or van pool) must allow motorcycles access. Signage was uniformly drafted for local roads and provincial highways. Earlier this year, Vancouver International Airport established an **HOV** and it was not signed "**Motorcycles OK**". All it took was a simple phone call and a week later – the signs went up!! That is effective lobbying power.

(The bus-van pool lane onto the Lions Gate out of West Van which bears the HOV symbol needs to be signed "Motorcycles OK" just as it is on Georgia Street coming the other way. Who do we call, Craig? (Ed.))

Dealing with the **City of Vancouver and TransLink** has been disappointing as many urban politicians feel heat from residents who hear noisy motorcycles 'till the early hours all summer long. Since only about 5% of all adults have a motorcycle licence, we are really in the minority in heavily populated urban areas. For example there are more voters in the West End of Vancouver than there are motorcycles in the entire province!! Very few politicians have ever been on a bike, (even as a passenger) few have felt the wind in their hair and the sun at their backs so to speak. All they know about motorcycles is that some of them make a lot of noise at 2am!

Thus our requests for motorcycle promotion and parking have hit a political barrier. Two **BCCOM** delegations in May requested similar funding and promotion as is given to bicyclists and other alternatives, from the **GVRD Planning and Environment Committee and the TransLink Board**. Both fell on deaf and prejudiced ears as one regional representative said "it is politically impossible to promote motorcycles in this region" as long as voters continue to file complaints about motorcycle noise.

Similar past efforts with the **City of Vancouver** to establish on street parking met with the same negative attitudes and the lack of political will. The bicyclists in the city and the region get public funding of six figures or more each year, and we get a big zero. But we are still working on it and it will change, especially if more riders get involved. We can give these negative people a good farewell in the November elections if we get organized and poll to see which candidates are motorcycle friendly. The **new Downtown Transportation Plan** barely mentioned motorcycling (one paragraph) compared to pages of promotion on bicycling. Most interesting is the statistical data which shows less than 2% of all vehicles in the downtown core to be powered two wheelers, yet Translink stats show 2.5% of all travel in the region is by bicycle. Where does all the money go to? They gave me nearly 10 minutes to speak and I ended by inviting all members of council for a motorcycle ride - smiles all around as few if any have ever been on a motorcycle – they just hear us go by. I was alone in asking for support for motorcycling in the downtown core, whereas at least 12 citizens spoke up and asked for increased funding and promotion for bicycling. Numbers count folks and that is why the bicycle lobby is more effective in obtaining public funding – we have to try harder.

This year though, the winds of change are blowing. Staff from the **Parking Enforcement branch** are interested in expanding street parking – without losing auto areas. This is something most riders would benefit from even though the concept of free parking will not fly in a region where there is often no parking at any price. The demand drives the market price and we don't have a half million bikes on the road for political leverage. So, California style free parking won't fly here – at least not for another decade or more. We should get some specialized parking areas at a reduced rate, which is a better deal than offered to car drivers.

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Staff from the city owned **Easy Park Inc.** showed a similar interest in improving things for motorcyclists in Vancouver. Just last week I met with them and we will work on a plan of signing some unused spots in their downtown parkades. Surveys show motorcyclists will use underground parking if their bikes can be watched and if the price is attractive enough to leave their cars at home. The exact locations are not confirmed at press time, but 900 W Cordova, 535 Hornby and Library Square look most promising. All attended lots with unused spaces too small for autos will be examined. Keep checking www.bccom-bc.com and reading **Power Sport News** for updates in this area because they are coming. All it takes is patience and perseverance.

Savour these victories – even the little ones – as they all add up.

Craig



**Motorcycle Monday at the Flying Swan
May 28 Bieu is in there somewhere.**

New Member Profiles...

Randy Grahn

rgrahn@kootenay.com

I started with a Honda 50 at age 11years ...worked my way up the Honda line...My last 2 bikes were Suzuki GS750 then a BMW R60/6. I gave up motorcycling in1985.

Last fall got back into riding with new 650 GS which I took on the "BajaBlast" with John Valk...and just recently traded it for an R1150R.

Randy lives in Creston, B.C.

Gary Jarl

garyjarl@shaw.ca

I have just started riding again after being away from it for 10 years.

My last bike was a 250 Kawasaki. My buddies and I used to do a lot of trail riding when I lived in Fort McMurray. I sold the bike when I moved.

The 650 GS is my first BMW. I bought it in February and have managed to put 4000 km on it to date. Most of that has been on the street as the back roads still have snow on them.

I look forward to meeting other BMW owners, especially fellow GS'ers who want to do some Enduro trips.



Welcome new members...

| | |
|--|--------------------------|
| Greg Starrak | R1150GS-Adventure |
| Christophe Jean Repiso | R1150RT |
| Amir Kani | F650GS |
| Tim Pardee | R1150RT |
| Mark Schmutz & Pauline Potvin | R100RT |
| Martina McKenna & Natasha Yee | K75C |

Check out Tom Grenon's article in this issue Gary.
Welcome aboard guys!

Charlie Celebrates His 100th!

The Bee Cee Beemers' senior member, Charlie Woltersdorf, recently turned 100...thousand miles, that is. Since his first motorcycle riding lesson in 1995 and dedicated hours of practice in the driveway of his Chilliwack home, Charlie officially achieved the 100,000 milestone earlier this year and has been recognized by the BMW Motorcycle Owners of America (MOA).

As remarkable as Charlie's 162,200 km. in less than seven years is the fact that every mile was covered on the 1985 R65 he purchased as his first and only bike. The familiar blue machine, Charlie's trademark, came to him with 18,000km on the clock and now reads slightly over 190,000. Admittedly, "Old Blue" is looking a little tired. A slight wisps of smoke, probably from worn valve guides, betrays its service. But, says Charlie "I've had no problems, ever!" Judging from Charlie's pace on the road, it's likely that the little airhead seldom drops below 5,000RPM. So much for criticism of the R65 as an unworthy BMW!



Immediately after getting his license Charlie set off on his longest trip, to Whitehorse to gain riding confidence by taking on the Alaska Highway. Not a man to do things by half Charlie says "then I had all the confidence."



Charlie and friends at Hope, June 2002

Pressed to identify his best trip Charlie responded that he "can't say"; he has had so many good rides with Bee Cee Beemer friends. Those who have ridden with Charlie will, no doubt, return the compliment. His scariest moment was colliding with a pheasant at 120 km/h on a "Charlie's Breakfast Ride". "It took the wind out" he said, "feathers everywhere! As usual, we were racing." (*Take that Madam Superintendent!*) (Ed.) Charlie reports having no accidents or close calls in his 100,000 miles.

At his present rate, Charlie plans to reach the 200,000 mark in five or six years. "I think I am the one who does the most club rides" he says, emphasizing how much he values the camaraderie of our club. He will continue his annual rides to Fairview, Alberta to visit his daughter and will be regularly riding in from Chilliwack to attend club meetings. "Old Blue" has miles to go yet.

Derrick Ward



Rides...

Beware of yellow snow. This sign was a group effort - six riders and over a dozen beers help create the Winthrop, May 18/02 masterpiece seen here.....



Aaron Stedman

Riding From the Center

Wayne Mauthe

Well I made it back from the Ontario trip with no major problems. I was away for 9 days and 4,700 km. Was a nice place to see. The only issue was the rain. I had 7 days of rain and had to wear the rain suit for 5 days so have developed a lot of experience in rain riding. I had a bit of an issue just before I left. My new tires didn't come in until Monday then when they were being installed the mechanic mentioned I needed new rear brakes. I had purchased the tires from a small shop so then had to get in touch with the BMW dealer to get the brakes installed. Needless to say things were kind of close as I was leaving on Wednesday. Anyway, it worked out in the end and I left on time.

Ontario is an interesting place as the roads are posted 80 - 90 km/h and they pass through many small towns where they drop to 50 km/h. The end result is you can't make any time going these speeds and the cops are everywhere with radar. A few of the locals suggested that I can go 10 over the limit, except in the towns but when I asked if this was guaranteed they clammed up. Anyway, I wasn't able to get everything done but I did make it down to London. I stopped off at Wolf BMW in Ailsa Craig and had a look at their shop; nice, but kind of small. However being a BMW only shop they are fostering a real family type atmosphere. While there, I picked up a tie down called a Canyon Dancer. It goes across the handle bars and is used to tie the bike down. I needed this for the ferry ride across Georgian Bay. The ropes that the ferry provides are under rated. These things are really simple so if you have the chance to look at one you can get one made from old seat belts.

As I was leaving Thunder Bay I almost graduated to the level of deer slayer. (Wayne is working on this, having one gopher to his credit on the way back from Redmond with Reinhard and me last summer (Ed.))

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Conlualtial Convergences

Tom Grenon

Well, I'm not exactly Marco Polo on a motorcycle, but I found what I think may be the closest approximation. The Degree of Confluence Project, (<http://www.confluence.org>) can plant a the seed for major journeys, or just add to the local knowledge one can gather while traveling.

The Confluence Project website created by Alex Jerrett may have started out as a lark but once it was up it grabbed the imagination of hundreds of inquisitive adventure seekers who have contributed their accounts in stories and pictures from around the world. Thanks to these contributors the Confluence Project has now become a quasi-scientific study, documenting a fairly comprehensive record of visited land-based confluences of longitude and latitude.

The first opportunity I had to bag a "first-visit" confluence was on my spring dual sport ride in Baja, Mexico. With the Peninsula containing 16 confluences and only 4 of them conquered, plans were put together to attempt visits to as many as possible without deviating too much from the original route we had in mind; exploring the Pacific side of Baja south of Guerrero Negro, then looping over the Sierra La Giganta and into Loreto before returning to San Diego principally on Highway #1.

Fortunately I had detailed topographic maps of the Baja, which was a big time saver in determining the lay of the land and all possible access roads/goat trails to the confluence. My riding partner Phil Kopp and I, were able to zero in surprisingly easily on the confluences using our Garmin III+ GPS, with Phil entering the co-ordinates to count meters from the point and I setting the GPS to count meters to the point.

In the process of seeking out the confluences, we came across some memorable scenes: a high plateau covered with flat, red rocks that allowed for easy overland riding, becoming the focus of attention of a fox while taking photos at one confluence, chasing long-eared jack rabbits on the way to another, and generally enjoying the overall unpredictable and the up-close-and-personal relationships the with assorted cacti and other thorny flora and fauna of overland exploration - definitely not your average tourist route! After scanning through the Project website, the confluences we bagged were some of the simpler first visits available (which, if submitted, get recorded on the Confluence Project website). This seems to be the pattern; many of the easy ones have already been bagged and now (at least in North America) many of the remaining ones are more difficult or remote, which may require a little more planning and effort. But that will only get my creative pot boiling a little quicker. Most of the confluences in Canada have never been approached before; with a trusty dual sport bike and maybe a little hiking, the capacity for high adventure and just possibly a small spot in the historical and geographical record of the planet will be credited to a motorcycle explorer!



Confluence campsite, N27—W114 Desierto de Vizcaino, Baja California.

Photos and Story by Tom Grenon
MotorcycleExplorer.com

Our thanks to Tom who is a widely published Victoria based motorcycle adventurer for this contribution. He promises to join us at Joe's sometime if we buy supper. That's a deal, Tom

.....continued from page 10

It had rained the night before and a deer came out of the bush through a watery ditch and tripped ending up on the road in front of me. I hit the brakes and stopped about 3 feet from the critter. Images of Reinhard passed thru my mind and they were not pleasant!

As I was cleaning the bike up I realized that I have almost 50,000 km on it and at my present pace I will need another bike before I retire!! That was not in my plans. Well I guess that will be the price to pay for having fun.

While on the trip I only saw 4 BMWs, two K bikes and two RT's like mine. Surprisingly, there were a lot of people touring on Harleys.

I will be sending in my money for the rally this week. I have to just finish a few things off at work then will book the holidays for July - August.

Looking forward to another trip.

(Wayne lives in Winnipeg and rode out to our Enderby rally in 1999 where we first met. A great enthusiast and riding companion, Wayne was at Redmond with us last year and is pre registered for Nakusp 2002. We'll have a cold beer waiting (Ed.))



Riding to the Gold Rush

Reinhard Bartel

I left my North Vancouver clinic at 6:00 p.m. and headed towards Hope and the 49'er Rally in Auburn, California. There it was a tank of gas and I was on the road again, hoping that I could make Osoyoos before dark. I also wondered how I was going to get across the border without a pass port and birth certificate. You see, being born German, my birth certificate has the swastika on it which I thought would cause more trouble than if I didn't have it. Anyway, got to the border and no problem. I didn't even have to show my drivers license. Must be my honest face.

I headed down highway 97 and made my usual stop at Riverside campsite south of Oroville. It was 10:30 by now and I only had a little drizzle to contend with. Pitched the tent, had a beer and off to sleep.

It rained through the night but when I got up at 6:00 a.m. with the birds it had stopped and was clearing up but was still cloudy. In a couple of hours it started to get sunny. I motored through Washington and into Oregon without any problem but I don't think I have ever seen so many police on the road before. I did reach 180 km/h on my bike [no deer or police] but my average speed was 120-130. It sure was a great ride. On one occasion there was this deer lying on the road. I went around it, someone else had got to it before me. I got to northern California in the evening, bought a steak, four mushrooms, one large potato and one onion from a supermarket went to a campsite, hauled out my Kermit chair and made supper. Oh yes, I also had some fluid to wash it down, then bed by 10.00

Up by six, had breakfast and on the road by 7.45. Great weather, sunny but still cool as I was in high elevation. I Got to Auburn at 3:30 found the rally site and it wasn't long until I met familiar faces. Chris Walstow and Duncan Reed from Salmon Arm and shortly afterward Bernie and his brother. I found a nice grassy and shady spot to set up my tent and there I stayed for three days.

I didn't go on any rides the weather was hot, about 30 C. and I needed the rest. There was so much to see, people to speak to (no I didn't do the 50/50) and lot of vendors. There were about 1,000 people there so there were a lot of bikes to see. There was flat track racing and dirt trials to see. It was a great rally. You got one meal with the rally if you pre registered and two beer. All the rest you have to pay for yourself.

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On Monday I was on the road again and the nose of my bike was headed for home. Not so many police which was good. It started to get cloudy as I got closer to the coast and by the time I was on the coast in California it started to rain. A little mist at the beginning and it got worse as the day went on. In about two hours I stopped and on came my rainwear. Only my knees were a little damp at this time but I was o.k.

As I traveled through the mist and the rain the coast had a beauty of its own. You could visualize a monster jumping out at you especially when you read the warning for "Devils Turn". It was really neat and eerie. As it was still raining and a bit windy I decided to motel it that night. At one place they wanted \$50. Forget that I thought, went another 50 miles and got a room for \$29. That was more like it. I was in bed at 10:30 that night after riding just over 1000km.

By 8:45 I was on the road again. The weather had cleared, but still cloudy which did not matter and by 8:30 in the evening I was home safe and sound. I didn't hit any deer, The bike ran well and I had a great time. I put on 2,883 km on this trip.

• • •

Down Under.....



Alan Toft is down south, way down south and figures pictures are worth thousands of words.....



Right Alan, we know, ya gotta love the one you're with. Hope your Beemer doesn't see this.

Bee Cee Beemers "Back to the Basics Rally" Offers Something for Everybody...

Preparations for the club's August Rally are proceeding with the full co-operation and support of folks in that town. There is even talk of a banner being hung over the main street welcoming BMW riders! Events planned include a ride to the mining ghost town of Sandon, an open house at the Laverda shop of Wolfgang Haerter, poker run, GS mystery ride, hot spring soakings, field games, show and shine and after dinner speakers. Rally coffee will flow in the mornings and a buffet breakfast will be available Saturday at Wylie's. Sunday breakfast will be served by the local Rotary Club at the campground. The traditional Friday bratwurst and sauerkraut supper will be included as will a Saturday BBQ meal. So, make this a summer destination for yourself and friends. And, if all the activity seems just a little frenetic

for your taste, just chill with a bunch of Beemer nuts, talk about the fabulous roads you traveled to get there and enjoy the excellent campground right on the edge of town.




Wolfgang in his shop. Laverda world headquarters!

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BMW Klubben Norge

Around the biz...

Cycle BC Rentals

Doug Turner

Cycle BC Rentals began in 1993 as Cycle Victoria Rentals & Espresso in Victoria. For the first five years we were located opposite the Clipper Ferry Terminal in Victoria. Redevelopment of the site forced a move to 950 Wharf Street, adjacent to Harbour Air Seaplanes in Victoria. In 1999 we opened a 2nd location in Victoria at 747 Douglas Street, opposite the Conference Centre behind the Empress Hotel. This has become our main site.

In the Spring of 2000, we set up a Vancouver outlet, for motorcycles only, through Harbour Air's Adventure Centre. With our expansion into the Vancouver market came a name change and we became Cycle BC Rentals. All the bikes available for rental from our Vancouver location are available for periods of a week or longer. The selection of bikes available for hourly and daily rentals is limited due to the shortage of overnight storage facilities available to us.

Initially our aim was to provide bicycle and scooter rentals to visitors wanting to explore Victoria's waterfront. I thought that the espresso would keep the staff productive during the odd damp day. I quickly realized that the mix, based on the size of our operation, didn't work too well. It was difficult to keep a potential latte buyer interested in hanging around while the staff member trained a scooter renter or set up a couple on a tandem bicycle. So, the espresso machine was traded off for a motorcycle.

By 1998, our inventory increased to include a few cruiser style bikes, 1100 Honda Shadows, 600 Shadows and three Yamaha Seca II's. Each year we have continued to increase our inventory of equipment so that today we average about 20 to 25 motorcycles, close to 100 scooters and over a 100 bicycles. We have always tried to keep our fleet fresh and turn over all our bicycles annually, and the scooters and motorcycles we aim to turn over every 2 to 3 years. Our range of motorcycles includes: cruisers, sport, sport touring, touring, and dual sport including models from most manufacturers. Our choice of sport bikes tends

to be a bit restricted, largely due to the high maintenance costs that we have found associated with these bikes.

As in most businesses, the most enjoyable aspect is dealing with people who have thoroughly enjoyed themselves. We meet people from all over the world and the vast majority have had a wonderful holiday and riding experience.

The worst part is dealing with the occasional damaged vehicle, either through deliberate damage or accident. Fortunately, we don't have a high number of accidents or incidence of damaged vehicles. The majority of people treat the equipment as they would their own. Occasionally we have incidents of deliberate misuse. The most common of which is deliberate and excessive tire wear which is most often found on the sport bikes, and is partially responsible for the limited selection of sport bikes available in our fleet. (We do check tire wear before and after rentals, and if the tire has been smoked, we charge for tire replacement and misuse of the vehicle)

We require that each renter have previous riding experience on a bike of similar size and style. We generally

rely on the honesty of the renter, verification of motorcycle endorsement on licence, and the rider's age or riding experience, for renting our various bikes. The competence of the rider is assessed by the above factors, as well as gauging the riders skills during the initial set up period.

The motorcycle rental business is seasonal and largely weather dependent, when it rains, the number of reservations and rentals falls off. Victoria is our main location,

largely because the riding season is a bit longer than Vancouver (and also because Victoria is my home). We expect to continue to grow in the longer term rentals of one week and longer, and would like to expand our selection of touring and sport touring models. The major holdback is the relatively high cost of some makes and being able to offset the higher purchase price with a higher rental rate. Unlike an automobile, we do not have demand for a \$25,000 motorcycle year round within Canada. Another major concern for the full fairing touring bikes, is the higher financial risks associated with damaged vehicles. Something as simple as placing the bike on its centre stand can easily result in a costly fallover.



European rental customers exploring Victoria

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Another area of the motorcycle business that we expect to continue to grow is our dual sport rentals. We are working with Tom Grenon of www.motorcycleexplorer.com to facilitate multi day dual sport tours for various riding levels. BC's network of logging roads opens up access to a wide range of wilderness riding and exploring.

Our customer base is widely varied, ranging from European, American and Eastern Canadian riders planning a week or longer ride throughout western Canada and the USA, to the local renter who just wants to try out a different bike for a day. Many local riders rent one of our smaller bikes for taking their motorcycle test.

We try to carry a wide range of bikes to suit the requirements of our customers and still fit within our expectation to generate a profit. If we find that we are receiving demand for a model that we currently do not have, then we try to analyze our expected demand and determine if we can justify adding that specific bike. One of the attractive features with the purchase of a new BMW, is the road side assistance package provided on newer vehicles (which is partially offset by the higher purchase price relative to Japanese bikes).

Our Vancouver location, at 1081 Coal Harbour Road, is 1/2 block west of Canada Place on the waterfront at the foot of Burrard Street. Toll free number is 1-866-380-2453. Check us out at <http://www.cyclebc.ca>

Blue Monday Bike

Gary Kuse

This is the story of a R1100R that had more of its share of troubles in the four years that I have owned it. It was bought as a demo with 1000 km on it from Blackfoot Motorsports in Calgary in the spring of 1998. The first major problem occurred after I had taken it in to Pacific Yamaha for the first 10,000 km service. I was living in Grand Forks at the time. A few weeks after taking the bike home I discovered a large puddle of oil under the rear wheel. It was coming from the final drive. I immediately called Pacific Yamaha and had it shipped to them under BMW's warranty coverage. Examination of the final drive determined that there were metal filings in the oil and a new final drive was ordered from Germany. I was without my bike for six weeks and I was not a happy camper.

The next problem was electrical. Riding down 6th Ave in New West the bike just stopped. Had it taken to John Valk. His mechanic checked all the obvious things, came up empty and gave it back to me. Later that day while entering #1 at Wellington it died again. Back to Valk's it went and, after three days of going over each circuit he was finally able to find what caused the bike to just quit. Some sort of relay malfunctioned. Thank goodness this was covered by warranty! Shortly after this problem was dealt with the clutch cable snapped. It was replaced by John Valk and within two weeks it snapped again, reason unknown. John was supportive, charging me less than the full cost of parts and labour each time.

Around October of last year the bike started to run very rough. I rode it a couple of days just to work, then took it in to Terry Organ and he immediately knew what it was. The butterfly (crank case ventilation) valve in the intake manifold was not working. Improper adjustment had caused blowback on the little cable that operated the butterfly valve. If I had known then what I know now it would have not ridden the bike at the first sign of rough operation. It was putting a lot of excess force on my crankshaft which destroyed it and resulted in me having to buy a used motor. That proved to be much cheaper than buying the parts necessary to overhaul the engine.

What happened next is what I am most upset about. In all the time I have owned this bike no one has ever told me that the clutch shaft should be lubricated. BMW seems to feel that it is not necessary to do on a regular basis, only if the clutch plate is being replaced and everything is apart anyway. Mine completely stripped at just over 90,000 km. When Terry took it apart he said that it was as dry as a bone. He recommends it be greased every 30,000 km. It is a fairly costly job as it takes 4 to 5 hours to do but it is well worth the effort. Terry replaced a worn out shaft on another customer's bike at 60,000km. and, with regular service every 30,000 km. that shaft now has 200,000 km. on it.

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BMW insist that lubricating that shaft is not a regular service item and would do nothing to compensate me for the cost of the new shaft. This part set me back \$1,500 plus all the seals etc to go along with it. BMW would not even sell me the parts at cost. I received absolutely no support at all.

I managed to buy a used engine from a 1999 1100RT for \$1,600. It has only 9,000 miles on it. I bought it from a fellow in St. Paul Min. Seems it was in a fire which burned the fairing but did not get to the engine. Terry is now in the middle of putting in my bike and I hope to have it in a couple of weeks.

I would encourage everyone to keep your clutch shaft well lubricated. It will save you a lot of grief. I would not like anyone else to go through what I did.

Bee Cee Beemer Classified

1999 R1100RT—Black

13,000 km.
Engine Guards
Headlight Cover
Hindsight Kit for Visibility
Leather Corbin Seat
Large Tail Bag & Side Bags
Dual Fiamm Horns
Piaa 1100 Driving Lights
Stainless Steel Screw set in the Fairing
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Another New Member Profile...

Allen Cody

As a new member to Bee Cee Beemers I have been invited to submit a bio of myself for the newsletter.

My motorcycle memory goes back to when I was a 4th grader looking at my first Harley with the big saddle and fringed bags. The bug didn't really hit until I was about 17. At that time I was entering college in Oregon. I bought a Kawasaki 90 to tour around the NW for the summer.

By 1970 I had moved up to a Kawasaki 500 triple. I was incurable by this time. My first true love in motorcycles came along in '72 in the form of a Dunstall Norton. I started work as a motorcycle mechanic and road racing at that time. If you ever owned a Norton you'll understand how that happened.

I raced the Norton and then Yamaha 250 GP bikes. Road racing got me as far as 250 and 500 Junior Canadian Champion in '77. I retired from racing by '82.

In 1980 I started a career flying, which became my next passion in life. Flying pretty well eclipsed motorcycles for the next 20 years.

I have owned at least 40 different bikes over the years. My current bike is an '87 R100RS that I bought in Whitehorse, YT, where I lived for 10 years. This is the third BMW I've had. The other BMW's: an R90S and a 75/5. BMW seems to inspire me to just ride and enjoy the day more than any other brand I've owned.

Right at the moment I am catching up on maintenance. I have just rebuilt the transmission, replaced the rear main seal and installed a new clutch friction plate.

My interest in Bee Cee Beemers is to connect with some riding partners and share an interest in BMW's motorcycles. I am looking forward to warmer weather and some rides through the mountains. **Cheers.**



Welcome new members...

| | |
|--------------------------|-----------------|
| Pete Schroeder | K75S |
| Will Lee | K1100LT |
| Debra Chamberland | F650 |
| Alexander McNiven | R75/6 |
| Doug Janzen | R100GSPD |
| Mark Shorter | R1100S |
| Gary Jarl | F650GS |
| Randy Grahn | R1150R |
| Kilby Howat | R80ST |

BeeCee Beemers Motorcycle Club

Membership Application

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City: _____

Prov: _____

Postal Code: _____

Phone Number: _____ Home

Phone Number: _____ Work

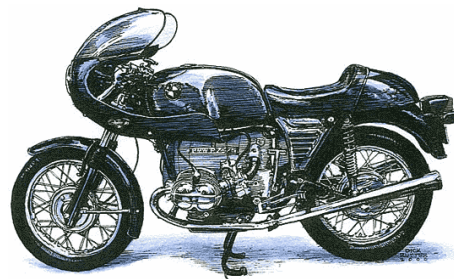
E-mail address: _____

List my email on the Club's membership lists: Y / N

Newsletter: I would like the newsletter delivered by E-mail / Snail mail

Motorcycle: Make _____ Model: _____ Year: _____

Date : _____ \ _____ \ _____ .



The BeeCee Beemers motorcycle Club 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 a subscription to our newsletter, 'das Rundschreiben', a 10% discount on parts at participating BMW Motorcycle Dealers, access to a comprehensive set of specialized BMW Motorcycle tools, a Club pin, a Reflective club decal {coming soon}, a 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. To join, please send a cheque for \$25 made payable to 'BeeCee Beemers' to 473 Cumberland Street, New Westminster, BC, V3L 3G7. If you have any questions, please contact the Membership Director at twflynn@axion.net or phone 604-524-9749

The Bee Cee Beemer Store

Wear your colours, be known by the company you keep.....

Garments, embroidered with the Bee Cee Beemer logo are now available. Your name or motorcycle model can be added for \$2.00 extra. Sizes S, M, L and XL. 2XL and 3XL may be subject an additional charge.

| | | | |
|----------------------|--|-------------|---|
| Long Sleeve T-shirts | 10.5 oz. 100% cotton, black, navy, grey | \$25 | Prices include taxes. |
| Mock Turtle Necks | 10.2 oz 100% cotton, black, navy, grey | \$32 | 10% goes to Bee Cee Beemers. |
| Denim Shirts | 8 oz. stone washed denim | \$39 | Place orders at: bdward@sprint.ca |
| Fleece Vests | 14 oz. polyester fleece, brass zipper on front closure and pockets, assorted colours | \$58 | or (604) 926 0762 |

Please inquire about other colours, styles etc. Please allow up to 4 weeks for delivery.



Tailpiece
Forgive Me Father, For I have Sinned

Derrick Ward

I wheeled into my client's parking lot and there it was. Hunched over, not pretty, smug in its reputation, menacing in its redness, a V effing R! I walked in the door and its owner, Andrew, spotted my helmet and Belstaff and said with a grin, "wanna take it for a ride?" He tossed me the keys.

Now, the Honda VFR has been a lust object to me for quite a while. I've sat on them at bike shows, read about yet another MOTY award and also read disparaging commentary about a bike so perfect that no true enthusiast would want one. So perfect it demands nothing, a Stepford bike.

After I agreed to pay the deductible if I dropped it, Andrew explained the starting drill. Key on, wait for the fuel injection light to go off when the whining fuel pump finished pressurizing the system, then thumb the starter button. He began talking about all the information available from the digital portion of the instrument cluster. I cut him off when I suspected that the next item would be the calculation of Easter dates for the next thousand years. This was more than I needed. Let's ride said one part of my brain. Omigod! said the other. I prayed briefly just to cover all the bases.

With a few tentative whoops of the throttle I explored the friction point and headed onto Richmond's Horse-shoe Way. So far so good, controls comfortably light, clutch engages smoothly, the bike didn't want to spit me off. The first few upshifts were a little jerky but would get smoother with practice. I had planned to just ride around the neighbourhood, not wanting to abuse the privilege, but Hwy. 99 must have a bloody great plastic magnet in it. I rounded the cloverleaf off Steveston Hwy. and lined up the northbound acceleration lane ahead of me. Next thing I'm doing 160 km/h without having made a conscious decision. The only indication of speed was the sleeves of my Belstaff flapping like a T-shirt on a Kelowna squid. With judicious pressure on brake lever and pedal I got all nine pistons pushing on brake pads and smoothly decelerated for the Hwy. 91 exit where I looped around and headed south in the HOV lane. Mindful of the occasional presence of Mobility Tax collectors hiding behind the Blundell overpass abutment I attempted to travel close to the 90 km/h posted speed. At 110 in sixth gear the V4 began to lug!

Now, I'm just your basic mature sort of guy who has spent way too much time paying bills, maintaining relationships and generally being a good example. I haven't gotten out much. But, a bike that needs to be downshifted two gears to travel at legal maximum highway speeds, that is very cool!

"So Dad, yuh gonna get one?" asked my son Mike when I woke him up on Saturday morning to tell him of my ride. Interesting question. As I was preparing to head out on the VFR Andrew told me not to worry, "I have no emotional attachment to it". How odd. My rpm challenged, underbraked '83 BMW R65 with its flexible forks and frame owns my soul. To overcome its deficiencies I have to invest a piece of myself in every maneuver. It demands that I perform and occasionally rewards me with a smoothly executed series of linked turns or an ego boosting pass. Frankly, though, it is rare that I am ever fully satisfied, most times we could have done it better. Nevertheless, we persevere together, working with our limitations to find an accommodation with the laws of physics.

The VFR makes no such demands. Its creators have eliminated all that is superfluous to simply getting there...fast. To those who think quicker than I this bike undoubtedly has limits. I suspect that most riders never even get close. This (as are all current high performance motorcycles) is a device that puts total responsibility for survival in the mind and hands of the rider. It simply does what its told, just takes orders. There are those who would say that such a device is immoral. "Too fast, people will hurt themselves, we must protect them." Balls! This is freedom, people! Exercise intelligence and you will live an enhanced existence, screw up and you die. Darwin would have approved.

Do I want one? Probably. Would it be my next bike? Maybe. I equivocate because I always get attached to my toys, I need to relate to the mechanical devices in my life, get to know their inner workings, overcome their shortcomings, and indulge their idiosyncrasies. It's a bit like making love as opposed to having sex, if you get my drift. But, as Mark Graham of T.W.O. magazine puts it ... "here is a machine that does everything, does it well, runs on air, lends you a tenner when you're skint, picks you up from the boozier when you're pissed and rides you home." Maybe that squat, hunkered down red creature is really just a sweetheart looking for understanding and the right touch. Question is, could I perform?