

das Rundschreiben

March 2009

2009 NAKUSP RALLY CONFIRMED!

Booked To Cook

Bee Cee Beemers is happy to announce that once again, we will be holding our annual classic rally in sunny **Nakusp B.C.** The campground is booked and preparations are now under way. This year, the rally will be held from **Thursday, August 13 to Sunday, August 16.** We are doing our best to arrange some interesting entertainment along with the usual great food and coffee. This year we will need everyone's help in spreading the word to ensure a good turnout. A lot of folks may be sitting on the fence due to the current economic situation so we all need to do our part and support this annual event by good old word of mouth advertising! Rally fees are up slightly this year due to an increase in campground fees and other rally costs however our goal is still to break even while ensuring a good value for all. Check our [website](#) for more details and to download the Advanced [booking form](#). For more information, contact our 2009 Rally Chairperson, Randy Bell at 604-657-0840 or send email to rally@beeceebeemers.com

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THE REINHARD BARTEL WRITING AWARD

HELD OVER for 2009 | Last year John Valk BMW Ducati generously offered a prize for the best article printed in das Rundschreiben last 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 the das Rundschreiben editor .

The only thing that prevents us from getting the newsletter out 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 favorite 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 campground/hotel/view/ road? Share it with us.
- **Dream Rides:** Do you have a fantasy ride you've

(Continued on page 8)



Schedule of Events

- **4-5 : Odessa, WA – Off-Road/Family/Dual Desert 100 Race, <http://stumpjumpers.org/>**
- **18 : Langley Western Powersports Swap Meet <http://www.fvdra.com/>**
- **19 : Ioco, Birdmen of Belcarra Trials <http://www.trialsclub.org/>**
- **19 : Tswwassen 24th Annual Classic & Vintage Swap Meet**
- **26 : Surrey—GVMC Spring Ride <http://www.gvmc.ca/>**

APRIL 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 Stump-Jumpers
5 Stump-Jumpers	6	7	8	9	10	11
12	13	14	15	16	17	18 Langley Swap Meet
19 Tswwassen-Swap Meet	20	21	22	23	24	25
26 Spring Ride	27	28	29	30		

FATHER-DAUGHTER JOURNEY



Part 2: Devil's Tower & The Apocalypse (continued)

By Ed and Emily von Euw

Like most journeys, the months preparing for the trip crawled by slowly, yet suddenly we found ourselves astride the blue Beemer riding across the border into the USA. After the initial excitement wore off, we both had sore butts just 30 minutes into a five day trip – yikes! Fortunately we quickly developed 'iron butts' (day two), which allowed us to enjoy the scenery rather than periodically turning the other cheek.

Our first night was spent relaxing on beautiful Vashon Island just a short ferry ride off the coast of Seattle-Tacoma. My sister and brother in-laws, Jeanne and Gray, have a beautiful home by the ocean, and since they'd already left for a month of rallies on their bikes, we let our-

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THE PRESIDENT'S CORNER

It is about time that I give a report about what's happening. First I would like to thank last year's officers for their efforts this past year. We have had a good year but let's see if we could have more rides this year so let's get some ideas .

This year we already had a good time at the motorcycle show and I would like to thank everybody that has had something to do with it. Remember though, we always need to have more volunteers.

Now as we get ready for the next riding season let us remember if you have a good ride let us know so

that you might have a group.

I am going to the 49ers rally again this year so anyone is welcome to come long with me. That is in May.



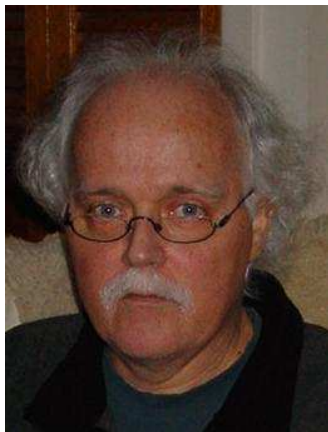
The Deer Slayer tells all!

July 28th I am planning to go to Memphis via Canada around the Great Lakes and then through the Smokey Mountains in Virginia.

We have had lots of emails about our rally and it is now finally confirmed. We are again going to Nakusp for this year. We will need volunteers for that and if you are going, let's get our pre registrations in .This will help us a lot.

I will try to do my best as your president again this year but I can not do it alone so if you have some good ideas about anything please let me know and together we will have a great club.—Reinhard

THE EDITOR'S DESK



For most of this month I have been wondering how I ever let Randy talk me into this! Writing and editing is often glossed over as a simple and straightforward task nowadays and in a world absolutely inundated with media in all it's forms, I guess we all just take it for granted. Until you actually sit down and start to try to throw together something other than an email or a letter to your sister that is. When the audience is largely unknown to you and the aim is to inform but hopefully not bring on a severe state of boredom, well, that is

quite another matter.

Anyway, I have finally begun the process. My name is Michael McPeak and for reasons still unclear to me, I have allowed myself to be volunteered to be the new editor for das Rundschreiben. I am taking over for Mark Millman who has set a very impressive precedent. His past efforts are greatly appreciated along with his help in passing along the torch and getting me started. I am still learning the software tools used in producing and editing the newsletter and his advice and experience is invaluable.

BeeCeeBeemers is going through changes throughout the volunteer ranks. We have a new Rally Chairperson this year (Randy Bell), a new Membership executive (Ed von Euw) and Eric Elshof has taken over organizing our annual Bike Show booth efforts.

I joined BeeCeeBeemers last November at the urging of Randy Bell. I met Randy when he planted one of his backhoe's extendable feet on my front lawn to dig a hole on the prop-

erty next door. After heading out to see what was going on and what the racket was all about Randy asked me about my Boler trailer and somehow we got talking about BMWs. I showed him my '82 R100RS (my fifth BMW) and the next Tuesday I attended my first meeting. I missed the next one and somehow I ended up doing this newsletter and becoming the '09 Rally Chair assistant! So the moral of that story is never, _ever_ miss a meeting! ;-)

In the interests of getting a newsletter out as quickly as possible this first effort will by necessity be short. The newsletter by definition relies on it's readers for articles and submissions. I will be hounding past contributors as best I can and please, if you have a story you would like to share or some ideas for articles and stories or events of interest to our club members, by all means pass them along! Your help and contributions are essential to this publication's existence.

See you all at this year's Hotsprings Rally in Nakusp! *-Michael McPeak*

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.bmwnorcal.org/49er
- **25: Gord Heppler Memorial Road Ride, Surrey,** www.gvmc.ca
- **25: Outback Bushwack Poker Run, Quesnel**
gccma07.googlepages.com

MAY 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 MLA Ride
3	4	5	6	7	8	9
10	11 Mother's Day Ride	12	13	14	15	16
17 CMDRA Drag Racing	18 Ogoopogo Cross Country	19 Pig Hare Scrambles	20	21	22	23 49er
24 Annual 49er Rally in Auburn California	25	26	27	28	29	30
31						

Nakusp, Eh?

By Bill Vogan

Location, location, location. As is true for real estate, so too is it true for rallies. The BeeCee Beemers' 7th Annual Hot Springs Rally was held at Nakusp, BC on Upper Arrow Lake. It's in the Slocan Valley, about 180 miles north and a little east of where I live. All the requirements for good riding abound: well-maintained twisty roads, almost no police interference (I don't think I even saw a RCMP), gorgeous scenery, and little traffic.

Doug and Meg Barritt met me at my place on Thursday morning, having spent the night in Republic. We rode north on US 395 and crossed the border uneventfully at Laurier. At Christina Lake we intersected BC 3 east to Castlegar.



The Natural Beauty of the Southern Interior of British Columbia is breathtaking

FATHER-DAUGHTER JOURNEY

(Continued from page 2)

selves in and enjoyed a relaxing swim in the pool. As Mount Rainier glowed orange at sunset and the city lights twinkled on the far shore, Em exclaimed that the first day had been really cool. Whew, off to a great start!

We were both up by 5 am, repacked the bike during a spectacular sunrise and made the early ferry to the mainland. We chatted briefly with several of the motorcyclist-commuters on board, and then merged with the early morning traffic heading into Seattle. We both had big smiles as we cruised up the I-90 away from the busy city and towards the coastal mountains, a gentle wind at our backs, the dawn sun dispersing the shadows, and fresh butts – sweet! As we gained elevation, the trees changed from dense coastal rainforest to rocky alpine meadows. The temperature dropped to just above freezing at the top of the mountain pass (sure wished I had heated grips) and we stopped beside some fresh snow to add several layers of clothing.

As we continued east, we dropped down into drier and warmer air, and the vegetation morphed to lodge-pole pine and then lots of sagebrush and endless hills of brown grass as we rolled into the dusty desert. Oh, and the temperature shot to 92 degrees by the time we reached busy Spokane. I'd promised Em a big brunch at Perkins, and we did just

that in air-conditioned comfort at Moses Lake. We stopped several times at rest areas to refresh and chat with friendly folks, mostly other bikers. To keep cool I kept soaking my technical t-shirt and skull cap. Em thought this was really weird until she tried it. I really enjoyed the big sweeping curves as we dropped down the canyons and mountainsides to Missoula (turns out Em kept her eyes closed for most of the fun, go figure). The suburban KOA campground was just right for us: pool, camp store, nice bathrooms, lots of other motorcyclists to



Always a friendly place for a chat and maintenance, Sturgis BMW

swap stories, and even experienced our first ice-cream social. We took a sunset stroll and then exchanged text messages with family back in that alternate reality called home.

Our morning ride was pleasant and cool, and after draining our first tank we got off the freeway to fill up in rustic little Drummond, Montana. The rodeo was

setting up so we had brunch with real cowboys, cowgirls, and friendly rodeo riders with gigantic belt buckles. Back on our horse – err, bike – we kept riding east through hot rolling hills covered in dry brown grass. The KOA in Buffalo, Wyoming had the expected amenities, plus a lazy creek beside our tent with several 10" trout. A field next door kept Em occupied trying to tame the local horses, turkeys, rabbits and deer. After the requisite swim and hot-tub, we devoured our sandwiches and watched a huge rumbling thunderhead move slowly past just to the north – very ominous.

We packed up our moist tent (a bit of rain) just in time for the pancake breakfast complete with lots of chatty fellow-campers. We made good time through the rolling grasslands of Wyoming, but the strong winds and powerful gusts really tired me out and coated us with dust. We spotted the Devil's Tower north of I-90 just before we entered the Black Hills of South Dakota, those dark islands of ponderosa pine and black spruce in a sea of grass. We stopped at Sturgis BMW for a new air filter and a quick visit. The town was relatively quiet

with the big-mother-of-all-rallies still weeks away, but the t-shirts and biker paraphernalia were already in abundance under big tents. We stopped in Wall Drug for a refreshing afternoon ice cream and ice water, which tasted even

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John Valk BMW / Ducati

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Bavarian Tour

Germany is a wonderful place to visit. The motherland of our bikes has great countryside to see, great food to eat, and best of all great roads to ride.

Deciding to see the country was easy. It is a big country. We had to limit what to see. Making it easier for a language impaired couple we went for an English speaking tour. Bike Bavaria was our choice.

Arriving at Munich airport it was easy to find our tour leader. We were the only ones wearing armoured jackets? He had this bright T-shirt emblazoned with Bike Bavaria

A quick trip in a transporter took us to Zwiessel, a small town in the mountains (big hills) next to the Czech border. No time to be wasted. Filled in the forms, jumped on R1150R's and off for an afternoon tour. Within minutes we were lost and having a great time. Peter knew where he was going. Lots of twisties. Narrow roads up and down the mountains took us past picturesque pastures, through small towns on the cobbles stoned roads, and up by the ski

hills. One surprise was hairpin turns at the end of a 100 km per hour straight. The brakes on these bikes were great. With two up they hauled the speeds

down before we got into trouble.

After a couple of hours we were back to the Pete's B&B, a perfectly comfortable



FATHER-DAUGHTER JOURNEY

(Continued from page 5)

better due to the 102 degree temperature outside.

Although we'd planned to camp on the shores of the Missouri River, we decided to stop a bit earlier due to strong winds and nasty looking clouds.

At the Kennebec KOA, South Dakota, we quickly set up camp behind a row of sheltering trees and a big tepee, then enjoyed our regular swim and hot tub as big thunderheads filled the western horizon. We ate buffalo-burgers at the campground chuck-wagon as we chatted about the day's ride. We went for a stroll to burn off some energy, and Em even chased a few campground rabbits. As usual, we wrote our journals, sketched, and planned for the next day. All was calm and quiet when we crawled into



All packed and ready to face the crosswinds of South Dakota again

our sleeping bags, but at 2 a.m. we were jolted awake by a massive lightning storm. We fled the scant protection of our billowing tent and bolted to the camp office where we commiserated

with several other shaken motorcyclists. The Weather Channel described a major line of severe thunderstorms and tornadoes marching through the mid-west and they specifically mentioned Kennebec – lucky us! I've never seen such intense lightning – almost continuous blinding sheets with frequent shooting waves and fingers across the bottom of the clouds. I assured Em that we were safe enough, so we might as well enjoy nature's big screen and surround sound. The mini-apocalypse lasted over one hour, and although we never got any rain, the nickel-sized hail was a wicked finale.

We slept in to compensate for that dreadful night, then for fun we took time-sequence photos as we dismantled our camp and packed up Blue Betsy.

(Continued on page 7)

JUNE 2009

Schedule of Events

- **7: Vedder Mtn Trail Ride**
Cascades Off Road Club
(604) 504-3956
- **8: Cascades Trial, Blue Mountain,** www.trialsclub.org
- **15: 59th Annual Piston Run X-County**
www.gvmc.ca
- **18 - 21: Chief Joseph Rally, Grant County Fairgrounds, John Day, Oregon** <http://www.bmwro.org/cj2009.html>
- **22: Campbell River Poker Run,** www.bccom-bc.com
- **27-29: Road Rock Rally, Balfour**
www.bccom-bc.com
- **28: 6th Annual Dead Zone Dual sport, Spences Bridge**
www.dualsportbc.com
- **29: 23rd Annual Monkey-wrench X-Country, Lytton, West Coast Dirt Riders(604) 585-1149**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
Vedder Mtn Trail Ride 7	Cascades Trial 8	9	10	11	12	13
14	59th Annual Piston Run 15	16	17	Chief Joseph Rally, John Day Oregon 18	19	20
Chief Joseph Rally 21	Campbell River Poker Run 22	23	24	25	26	Road Rock Rally 27
Dead Zone Super Sports 28	Monkey Wrench X Country 29	30				

FATHER-DAUGHTER JOURNEY

(Continued from page 6)

After a short ride on a crystal clear morning, we brunchd at 'world famous' Casey's Café, which overlooks the Missouri River. (Coincidentally, the year before, my son and I had breakfast there with the local sheriff, but that's yet another story). The rest of the day's ride was physically challenging with a very strong cross-wind buffeting us as I tried valiantly to keep the bike on the road. We took a short break to say hello to a small herd of buffalo tending their calves in a grassy field beside the road. We spoke of how this was a mere shadow of the great herds that once roamed these hills.

We arrived at my wife's parents' home in Hollandale, Minnesota – a typical Mid-western farming community of 292 good-hearted people. My wife's family were founding members of the community and have grown potatoes and onions here for generations. Our plan was to have Em work 'down on the farm' for several weeks after the BMW Rally. We reconnected with Em's Grandpa Al and Grandma Doris, and exchanged stories with her Aunt Jeanne and Uncle Gray who had just arrived on their bikes from Vashon Island (where we'd stayed a few days ago). Being self-confessed Rally-rats, Jeanne and Gray came via the Spearfish BMW Rally, and like us were on their way to the Westbend Rally. The next day we visited Uncle Larry and Aunt Emily at their nearby country home, where I cleaned and maintained the bike, and of

course we went bass fishing with Larry. We didn't catch anything except a few water weeds, but after a slow start Em decided that driving a speedy bass boat around a small lake was more fun than fishing!

Part 3: Rally Virgins No More

Em – a surprise early riser, at least on this trip - was up before 5:30, and after a quick breakfast with Larry and Emily we were on the road again. It was cold, but we had the right gear (aha, good planning!) and after crossing the mighty Mississippi River, we had a big appetite for brunch in Sparta, Wisconsin. Further east, we reluctantly left our fast friend I-90 for scenic Wisconsin County Road 60, a slower byway twisting through hilly

(Continued on page 11)

MOTORCYCLE LAWYER — Daryl Brown

Vintage, Collector and Modified Collector License Plates

Do you own an older car or motorcycle and wonder about getting Vintage or Collector license 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 license 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 license plates cannot be driven for any other purpose.

Collector license 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 license 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 license 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 Modi-



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.

fied Collector license plates are also restricted to pleasure use.

Further restrictions prevent vehicles insured with Antique or Collector license 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 license plate, it will need to pass Air Care one time before the initial 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 license plates, you must complete the appropriate application forms and submit them to ICBC with photographs of your vehicle. For Modified Collector license 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 license plate.

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.motorcyclelawyer.ca

THE REINHARD BARTEL WRITING AWARD

(Continued from page 1)

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 mcppeak@telus.net and put BMW in the Subject line or mail them to Michael McPeak 4326 Atlin St. Vancouver B.C. V5R 2C2. All submissions will be acknowledged upon receipt.



Bavarian Tour

(Continued from page 6)

house on the edge of town. In the fridge was great cold German beer. The other members of biking team, an Irishman and an Englishman, joined us on toasting our host for a wonderful time.

The following morning we were exposed to a German breakfast. Not the English heart attack on a plate but an artery clogger just the same. What the hey, we're on holidays. Sausage, ham, cheese, eggs. Filled up we were off again this time cross country to Deggendorf at the edge of the plains.

The next days passed quickly as went across the border to Cesky Krumlov one day. Another overnight to Karlovy Vary a spa town with beautiful architecture. So few Canadians cross at the rural Czech border that the guards stopped us just have a look at a foreign passport. Very little traffic in Czech. Not as many Trabants as I would have expected. Stopped for lunch for excellent schnitzel. The surprise was when we wanted ketchup for our fries. The price of ketchup was the same as for the rest of the meal.

Back to Zwiessel for the night. Next day we were off to see Passau on the Danube in Austria. When returning this time I finally wasn't as lost every day we came back by a different route so it took 5 days before I started recognizing my surroundings.

Our week came too quickly to an end. Peter drove us back to Munich. Our last day was spent going to the Deutsches Museum of science and technology. Then we checked out the famous beer gardens. Munich is worth it just for the beer gardens. We also found out that beer is a food group here.

Article and photos submitted by:

Jim Thompson
North Vancouver



EXTREME MEASURES TO REDUCE RUNNING COSTS

It seems that BMW will stop at nothing in their efforts to get Euro cops to buy BMW bikes instead of the Honda Pan European. Here they demonstrate how the BMWs can be used to save money by only using one wheel during normal riding, thus reducing tire wear.



10 Ways to Save Your Ride

The following is a list of very good ideas you should remember every time you get on a motorcycle.

1. Lane Check

While riding it can be easy to become complacent. Besides just checking your mirrors, do a full head turn, left and right, before changing lanes. **How many times have you checked your mirrors only to find someone in that blind spot once you started to switch lanes?**

2. Riding the Line

A fluid, efficient turn begins with taking the proper line. The proper line is the quickest, easiest and safest way to negotiate a turn. Approach turns wide, meaning you start a right turn from the left part of your lane, or a left turn from the right part. This gives you the best view of a blind turn and requires the least amount of braking and lean. Use your whole lane as needed, but be very sure to not cross the center line!

3. Braking

During a hard brake, momentum makes the bike want to continue forward. This puts weight on the fork and compresses it as the rear lightens and rises, making the rear brake easier to lock. That is why the front brake is designed to handle 75 to 80 percent of the braking load. Practice hard stops on a quiet but well maintained road using mostly your bike's front brakes. If you tend to lock the rear during hard brakes, try leaving the clutch lever out and the bike in gear when braking, and pull the clutch in just before coming to a complete stop.

4. Cornering

We love to ride our cruisers and dressers, but they come with a downside. Being low it is easy to drag the pegs, floorboard or pipes on the driving surface during a turn, and even lever the weight off the tires and cause a slide. A solution is to set up the suspension with the maximum amount of spring preload on your shock absorbers. Some riders even install longer shocks and fork springs.

5. Passengers

Two people on one bike make for potential problems. Avoid surprises by giving passengers some basic guidelines: 1) Do not mount or dismount the bike until instructed to do so; 2) Do not suddenly talk into my ear unless first squeezing my arm; 3) When approaching turns, stay neutral except to look over the driver's shoulder in the direction of the turn (right turn, right shoulder, etc).

6. Unstable Surfaces

Have you ever see riders navigating a gravel parking lot or rough terrain by dropping their feet and awkwardly walking their bikes? Ride with your feet up as your bike's low center of gravity and low torque pull you through. You may feel more comfortable executing a U-turn with your feet down, but once you have the bike pointed in the right direction, get your feet up and look like you know what you are doing. A little practice helps a lot.

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FATHER-DAUGHTER JOURNEY

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pastures and picturesque farmsteads. At first we felt like we were crawling along, but the more relaxed pace allowed us both to enjoy the scenery and even chat a bit (shouting really). We soon noticed an increasing number of BMW riders heading east with us, and our excitement began to build. Finally, we crested a low hill which revealed a huge expanse of tents, trailers, buildings and motorcycles – WOW, we did it!! We parked with thousands of other BMWs at registration and were immediately greeted by other recent arrivals. Heck, they even shouted "RALLY VIRGINS!" for us in the registration tent, how cool was that?!


Luckily, Emily spotted Uncle Steve amongst the ocean of helmet-hair and black jackets. Says I, "that's not your uncle, that's some weirdo in a kilt!" Turns out Steve Reynen had just become an MOA Ambassador, and was indeed wearing a kilt as some sort of twisted MOA initiation rite. Regardless, he happily directed us to our Family Command Center (FCC) where we were welcomed anew, and quickly made ourselves right at home on the strange little Kermit chairs. In addition to lots of new friends, we ended up with eight family members at the FCC: Jeanne and Gray from Vashon Island on their F650ST and 1150GS, Steve and Ruth Ann from Wisconsin on their 1200GS and K75, me and

Emily from Vancouver on our trusty R850R, and Al and Doris from Hollandale in their, um, Dodge minivan (hey, they're both in their 80's and at least they came). I couldn't imagine a better way to complete our journey and experience our first BMW Rally. From our base at the FCC, Em and I visited helpful vendors, attended useful seminars (Em even went to a couple on photography by herself), and met lots of new friends. We loved the entertainment, from the hilarious glockenspiel guys, to the rockin' Blues Brothers – even if the fun seemed to shut down a bit early.

Well, I'd intended this story to focus on the journey and not the destination, but the

(Continued on page 16)

BIENZ



TIME

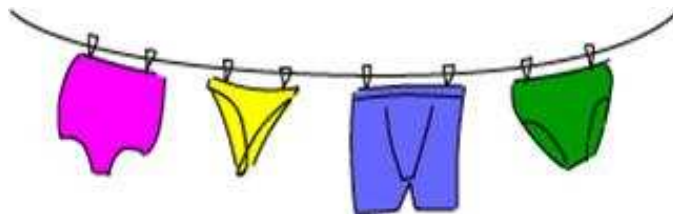
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10 Ways to Save Your Ride

(Continued from page 10)

7. Obstacle Fixation

Have you ever rounded a corner, seen a pot hole or stone you could have easily avoided and run right over it? That is obstacle fixation. You tend to steer your bike where you look. Focus on a pot hole or stone, and that is where your tires will go. Try looking where you want to go versus at the obstacle. **Do not look at the pot hole, look at the path around the pot hole.**

8. Equipment

Equipment is worn by everyone exposed to potentially hazardous activities. Athletes wear shoulder pads and a helmet if they play football, construction workers wear hard hats and steel toed boots, and firemen wear helmets, breathing apparatus, and fire/water resistant gear...and nobody dares call these guys wimps! So what is stopping you? **We are firm believers in letting the individual decide, but things like boots, gloves, long pants and a protective jacket are pretty much the basics.**

9. Practice

Practice maneuvers in a quiet parking lot or the like. Practice hard braking from 30 miles an hour. Practice very tight turns with your feet up. Try pulling in the clutch and lock the rear wheel so you can see how you and your bike react. Run over a 2 x 4. There are many different road situations you can recreate in a parking lot. It is better to encounter areas you need to work on in a parking lot than a busy city street!

Something for your upcoming "Safety & Bike Handling" day?? I think so ---

10. Drinking

WE DON'T DRINK ON OUR RIDES !!! -- PERIOD !!

You know this already. It is not a good idea to drink and ride. (it's a **REALLY BAD** idea)

I hope you can use some or all of this to help keep us all more aware and safe on our rides.

Thanks,

Dave Sievewright, President
Western Canada Regional Director
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Nakusp, Eh?



The area is well known by water sport lovers too!

(Continued from page 4)

Burgers at A&W and gas at Chevron. Don't look at the gas prices, just fill up and shut up. It works out to about \$4.75 a gallon for premium. And the money is almost at parity, so no break there either. At Castlegar we took BC 6 north to Nakusp, checking in at the rally about 4:30 PM. The fee was \$50 US for all 3 nights, and 3 meals. They offer reduced admission if you come later in the weekend, a nice feature. The rally site is the Nakusp Municipal Campground, and rally-goers camp in sites along with the general public. A brown-grass field was also made available, and I picked it, as most of the

campsites were already taken, and dusty roads wound in between them. I set about pitching my trusty Coleman tent whereupon the venerable Jack Basarab and wife Shirley came riding up on their bikes. What a pleasant surprise! They had ridden to their place in Oroville the previous night, then on to Nakusp on Thursday. Unfortunately they selected BC 6 through Kelowna, where the bridge is being rebuilt. Jack related a most unpleasant long wait in the heat of the afternoon, and assured me they would NOT be going back that way!

Dinner started at 5:00 PM. Food at the rally was

(Continued on page 14)

Schedule of Events

- **6: Toasted Hare Scrambles, Hannegan WA**
<http://www.nmaoffroad.org/>
- **13: Mini road racing Round 3, Abbotsford BC**
- **19-20: Routledge Road Run & Dual Sport, Surrey BC**
<http://www.gvmc.ca/eventdetails.asp?ID=76>
- **20: Tree Hugger Hare Scrambles, Castlegar BC**
- **26-27: Mini road racing Round 4, Abbotsford BC**
- **31: 21st Annual Boogie Bash, Rock Creek BC**
<http://www.aimcaninterior.com/boogiebash/index.htm>

JULY 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	Toasted Hare Scrambles 6	7	8	9	10	11
12	Mini Road Racing 13	14	15	16	17	18
Routledge Rd Run and Dual Sport 19	Hare Scrambles 20	21	22	23	24	25
Mini Road Racing Round 4 26	Racing 27	28	29	30	Boogie Bash 31	

Nakusp, Eh?

(Continued from page 13)

catered, and was excellent and in abundance. Thursday was Greek night, with Beef and Chicken shish kebobs, pita bread, rice, watermelon, Greek salad, and drinks. No problem going back for seconds either! Friday night was brats and sauerkraut, and Saturday night was steaks or chicken breast. The steaks were cooked to perfection too. This rally featured the best coffee of any rally I've attended. And they were giving out free samples, whole beans and ground. The brands were Kicking Horse (Kick Ass and Grizzly Claw roast) and Kootenay (Kick Start or Triple X French roast). The Canadians take their coffee seriously, and it was GOOD! Here's

the Legend of Kicking Horse coffee, from the back of the bag: "In the summer of 1858, James Hector set out to discover the Kicking Horse Valley. His expedition took him through some of the most beautiful and rugged country in the West. During a river crossing, one of the pack horses kicked Hector so hard that others in the expedition mistook him for dead. As they began to bury poor old James, they noticed his eye twitch. The legend says it was a stiff cup of Kick Ass Coffee that brought him back to life!"

(Continued on page 15)



Nakusp, Eh?

(Continued from page 14)

The Canadian rally folk were very friendly, and I had many an enjoyable conversation. Old BMW iron was in abundance. Some very nice early singles were there, as well as a meticulously restored and

polished R 75/5 (feature photo). My first bike was one of these, a couple years older.

The rally's feature guest was Phil Funnell, an iconic Englishman who first brought the BMW marquee to Vancouver. On Friday night he was subjected to a gentle "roast." Old

friends, customers, and riding pals were there to recall some of Phil's Follies, his epic rides, and creative business deals. It was funny, informative, and very entertaining.

Saturday night's feature was a slide show presented by Dave and Brenda Douglas. It was a 1980 honeymoon trip to the tip of South America. It was a year-long journey of unbelievable adventure. He rode a R100 and she a new R65. Her transmission input shaft failed three times (misground transmission face was the eventual diagnosis). They dismantled the bike each time and packed the transmission to town to have it repaired. This took two months in one case. They endured epic flooding from a major El Nino summer, civil unrest and rioting in Argentina, an earthquake, and fuel shortages, to name a few. Some hilariously funny events were also recalled, and Dave and Brenda themselves were very entertaining and humorous. It was a great time. And now for the weather.....It started out pleasant and sunny, but began to cloud up on Saturday



(Continued on page 16)

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FATHER-DAUGHTER JOURNEY

(Continued from page 11)

destination – the rally - was so much fun that I need to share some highlights:

- Em and I had promised my father that we try to find the motorcycle that he remembers his father owning in Switzerland in the early 1940's. We found a close match in a 1932 BMW opposed twin that seemed to fit Opa's description perfectly, and I was thrilled when the owner fired it up for us. I'm not 100% certain that it was the exact model my grandfather rode, but it was close enough for us to imagine his smile at that distinctive BMW growl, just as we were smiling now.
- Our experience with the '32 twin inspired us to jump on Blue Betsy (a direct descendent of the '32) and go on one of the Rally rides. We chose 'Holy Hill' with its beautiful stone

church and shrine (complete with abandoned crutches). Em just loved the majestic cathedral high atop the hill, detailed stone carvings, colourful stained glass windows, and the breathtaking view from the bell tower. We had a great time and learned more about each other – now that's a good ride.

- We both signed up for the 8km Rally Fun Run, but our enthusiasm was sorely tested when we awoke to rain showers and cold wind. We urged each other on and proceeded to the big tent where we met other crazy runners and Andrea Borella, the uber-energetic organizer. About 40 of us ran the triple-loop circuit around the fairgrounds, with spectator reaction ranging from pity to awe (or maybe that was sheer horror, tough call). At the awards ceremony, Em and I were thrilled to each receive 3rd place in our age categories – we'll definitely

(Continued on page 17)

Nakusp, Eh?

afternoon, and actually rained a little during the prize drawings after dinner. There was a bit more rain on Saturday night and it was raining lightly Sunday morning as I was packing up. It actually rained lightly all the way home on Sunday. Normally this would have put a damper on things, but a) I had my Helly-Hansen raincoat with me, and b) we need rain so bad over here that I was actually rejoicing all the way home! Nakusp is a picturesque village with an interesting history. I visited the museum, and found it quite entertaining. Beautiful gardens and trees line the promenade along the lake at the town's edge. There are several good eateries, an ice cream shop, and good coffee shops. The Nakusp Rotary hosted a pancake breakfast in the town park on Saturday morning. There are also two hot springs near town. Jack and Shirley visited the one nearest town, and only gave it a mild review. I opted for a ride with Doug and Meg to Kaslo for lunch (on Friday). Another road-from-heaven, except for a short stretch of construction.



This rally was a great way for me to re-discover Eastern BC and get to know some of our Northern BMW folk. Next time up I'd like to spend more time and ride further up north into Jasper National Park. This is what Doug and Meg were planning to do, so perhaps we will hear from them in a future article.....
Beemin' North, Bill

FATHER-DAUGHTER JOURNEY

sign up again!

The closing ceremonies held a big surprise for us. Our extended family strolled to the natural amphitheatre where we joined thousands of other rally goers to enjoy the music, The closing ceremonies held a big surprise for us. Our extended family strolled to the natural amphitheatre where we joined thousands of other rally goers to enjoy the music, speeches, awards, and prizes being handed out. When they announced the award for "long-distance 2-up male rider and passenger", Em and I were thrilled to hear our names. Up at the big stage we happily received the 2nd place award – very cool!

In retrospect, as I travelled with Em it was a revelation for me to see how my little girl was treated like a young lady, not just by family members but by new friends and complete strangers. In fact, Em changed dramatically in just one week, grown from my shy little girl to a confident young lady. Perhaps emotional growth accelerates on a journey such as this, where more life experience is gained in one hour than in a week of home routine. And maybe because I was with her during her emotional growth spurt, we somehow grew closer as a result. In any case, we truly shared this journey on a Beemer, each moment happy or sad, every bit of luck good or bad, every decision and every consequence, and I'm certain that we have a stronger father-daughter

bond as a result. And Em's told me she feels the same way – a most excellent adventure indeed!

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.

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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.

Membership Application

Bee Cee Beemers Association

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Email	List on the Club's membership list	
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:

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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:

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

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