



# *das Rundschreiben*

The Official Newsletter of the Bee Cee Beemers  
September—October 2002

## Hotsprings Rally 2002:

Kansas Joe interprets the B.C Beanie at Nakusp bike games...



Bee Cee Beemer officials are caught looking the wrong way when Kansas Joe puts his foot down finishing the slow race. Joe enjoyed Nakusp on his way to Alaska in an attempt to visit every National Park in the USA in one year!!

**das Rundschreiben  
Published by the  
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**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 Craig along with copies, in jpeg format preferably, of any photos you wish to see published Rare bikes, world motor-cycling news etc.

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**Hang'n Out  
Monthly Meetings  
Change**

Bee Cee Beemers regular monthly meetings are now at On On's restaurant 5640 Kingsway ( at Imperial ) as the kitchen at "Joe's Place" has been closed for evenings.

We will stay at On On's at least till Spring.

Meetings are held at 7 p.m. on the second Tuesday of each month.

**Special Buy**

**Only one dozen left, club embroidered short sleeve golf shirts. Limited colors and sizes.**

**Sale price — \$25  
These go for over \$40 in shops!**

**Contact Chairman Bill  
for availability  
ridenrain@hotmail.com  
or 604-951 1644**

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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!**



## October's Rant

## Chairman's Corner

### Bill Kiechle

It is with great sadness that we report one of our members died on a ride. I have heard and seen the aftermath of many small accidents this year but it was unbelievable that any of our group would crash. Our club has been very safe considering the miles we ride, the level of experience, and the pace of our riding but it has become obvious that anyone on any kind of bike must be careful while riding. I urge all of us to remember that life is one long ride and you can't win if you don't finish.

The season is coming to a close and we just completed the toy run with a large 'Beemers attendance. I'd like to thank those who helped and apologies for the restaurant address screw up. The last events for the year are the Seattle Bike show, the Vancouver bike show and a couple of parties for good measure. The perfect training ground to whip the new directors into the well oiled management machine that you've come to expect. Let's see a bunch of new faces out there.

For those in the know, I will no longer be working at Shail's Motorcycles. My displeasure with the state of manufacturing in B.C. has been eclipsed by my displeasure of being poor while working in the service industry. It's been an experience, similar to root canal and prostrate examinations. If anybody wants to know more about the gritty details of the motorcycle biz you can ask me later, but the beer's on you!

This is my 3<sup>rd</sup> term as president and it will be my last. Rather than talk about all the things I've done, I'll repeat what I said I'd do during the last 2 years and try real hard to do three years of reforms in one year. On a good note, you can be almost sure that the new chair can NOT have jokes that are worst than mine. It has been my pleasure trying to herd you cats and I'll certainly be around to pass on long winded, pointless tales of B.S. to the next idiot who misses the next executive meeting.

### **A Note from the rookie editor**

One great thing about this club, is it's ability to change with the times, pay homage to the past, and yet progress into the future. As the new Editor of das Rundschreiben, I will follow this principal, as das Run will look abit different, but still be recognizable to everyone. I apologize for being a few weeks late on this issue. The AGM and Black Sunday delayed things, but the next issues will be on time. We endeavor to publish 6 times a year, but it makes my job easier if members can submit articles and photos to me [cheale@uniserve.com](mailto:cheale@uniserve.com)

We are altering the way das Rund is published, using a different printer which will allow us to put four pages on a single piece of paper, similar to the look of the BCCOM newsletter.

This is more efficient, and the only downside is we will be limited to 16, 20 or 24 pages which makes layout quite alot more time consuming.

Your patience is appreciated. Craig W Heale, Editor

## IN MEMORIAM

Greg Soderling passed away on Sunday, September 15th doing what he loved most — riding his RT on the nicest motorcycle road in the province. While he was not a long - time club member, Greg left his mark. He was an enthusiast, and a man to whom family and community was everything. Greg was one of those few who truly made the world a better place and is sorely missed by all who were privileged to know him.



**There is no room in the brain for idle thought (except on the highway, when idle thoughts appear and float and reconfigure in endless array), and a biker can go for miles and miles without waking up to any sudden realization, including the one that nothing at all has been thought for miles and miles. The faster you ride, the more closed the circuit becomes, deleting everything but this second and the next, which are hurriedly merging. Having no past to regret and no future to await—the rider feels free.**

**Melissa Holbrook Pierson, 1997**

**BCCOM Halloween Resurrection Dance**  
**Saturday, November 2, 2002**  
**Dance to "Incognito"**  
**Costumes Encouraged!!!**  
**at the New Westminster Armouries (530 Queens Ave - corner of 6th St)**  
**This is the Coalition's big fundraiser of the year so please support it!!!**  
**Doors open at 8:00pm**  
**NO MINORS!**

**tickets must be purchased in advance**  
**Get your tickets now!!! available at the office and various shops for \$20.00**  
**for more information call the BCCOM Office at**

## Upshifts

### Long Rides, Short Rides



The last Saturday of summer presented the usual list of errands to run. I needed a tube of caulking to close up some gaps around the upstairs windows, a cheque had to be deposited at the credit union and... we were out of milk. I checked the capacity of my backpack; yup, two four-litre jugs will fit perfectly; another

“utility ride” coming up.

Some Puritan genes must have made their way up to Shropshire; I doubt they would be from the Irish side of the family! I need a purpose to ride, a mission or a destination. Seldom do I head out just for the sake of riding and I shy away from group rides.

This Saturday errand run was similar to a hundred others but had the added charm of it being an absolutely perfect morning; clear, sunny, perfect temperature. I’ve been through those Marine Drive curves about 10,000 times (yeah, no kidding) and familiarity brings not contempt but the pleasure of greeting old friends at each apex, the view of English Bay is always different but always the same. It’s an indulgence to be able to use the bike to carry out the minutiae of life, a run to the library, up to Safeway or across town on business. No matter how small the mission, rolling the bike out of the garage, firing up the airhead, feeling the torque twist the bike and smelling the metal heating up foretells adventure.

Destinations that are more distant present a whole different adventure. The possibilities of the day can’t be predicted. With the brain encased in protective plastic for hours on end, circulation compromised from sitting in one position too long and having to pee but not wanting to stop, I find myself repeating aloud profound comments like “yeah baby” completely at random. Pure pleasure! But there is always purpose, someone to visit, business to do or a rally to find. Along the way life unfolds. You meet characters like the Japanese Harley rider stopped at the side of the road between Cache Creek and Lillooet, fringed leathers, brown as a nut, white Fu Manchu mustache, grinning from ear to ear, pointing to the gathering clouds and repeating “rain...rain!” as he pulled on his waterproofs. The man was utterly happy to be exactly where he was, doing what he was doing. You put together a series of perfectly clipped apexes on the Duffy Lake Road, hoppin’ and boppin’ over the frost heaves, pushing hard, no traffic, getting air, slightly crazy. You turn from a conversation about rally catering with Willi in the mid day gloom of his pub in Nakus and see three old friends standing

in the shadows, grinning. “We thought we’d find you here, you reprobate”. We all break up, delighted to be together again.

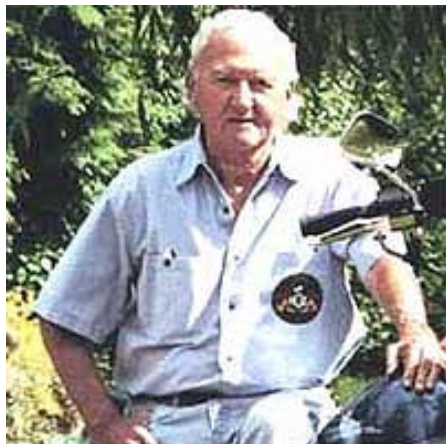
Part way home I realized that I should have picked up sandpaper while at the hardware store. Oh well, that’s an excuse to ride back later. I wheeled into the driveway and there is Mike’s ZX6R on its trackstand in the driveway, chain freshly lubed. “Hey Dad, want to ride to Squamish?” For a nanosecond I thought “a ride with no purpose?” but quickly recovered. The day was perfect and I don’t get to see enough of Mike these days...“sure”.

Traffic on the Sea to Sky was reasonably civilized. One nitwit put his Stupid Urban Vehicle astride both lanes and accelerated to 110 km/h in the first passing zone so Mike passed close on the left and pulled a 13,000 rpm shift as he went by; his new Yosh pipe howling scorn. I passed on the right out of fear that he might move further left and punt me into oncoming traffic. You just never know. After that we had a civilized and mostly legal ride to Squamish. I had not been in the town for years so we checked around and had a look at the waterfront. Then I thought we should check out the old Squamish Valley Road. The route to Whistler goes up the Cheakamus while the Squamish Valley leads to logging country. A road less traveled. We chased each other along the narrow two lane, in places completely covered by overarching trees. This would be deadly in a couple of weeks with falling leaves and autumn rain but this day it was perfect. Suddenly the pavement ended so I went to have a look at the Interfor signage and maps posted at roadside and was amazed to find that we were near the confluence of Aschlu Creek and the Squamish River. Last time I was here it was the end of a rough dirt road from Squamish and we were hunting deer. What took Mike and me about 15 or 20 minutes at 100 km/h took over an hour in a VW Beetle or ’55 Chevy, back in the day. On the way home I did the math...the last time I was at the Aschlu was forty years ago!

Thanks Mike, sometimes I need to go for a ride for no reason... and with good company.

**IN WASHINGTON STATE  
AND NOT A  
STARBUCKS  
IN SIGHT  
FOR FIFTY  
MILES!!**





**NO SURPRISE TO THOSE WHO KNEW HIM!**

A small charity in Canada is stunned to find itself the beneficiary of a £2m bequest in the will of one of the biggest names in motorcycling

**Trev Deeley**, inherited a thriving Harley Davidson dealership in Canada, but he built himself a fortune, and a legend, as the man who brought Japanese motorcycles to

North America. " We've never before received anything like this " , said Dr. Brian Weirnerman, head of the British Columbia Cancer Agency, " It's a gift of truly inspiring altruism " he added.

As well as selling bikes Deeley also raced them as a top factory flat track rider for Harley in the 1940s and 1950s. After he retired from racing Deeley took over the dealership and was eventually invited to join the board of the company, the first non-American to do so. Although Deeley died in March this year, aged 82, details of his will have only just been released.



**DETROIT, MICHIGAN:**

How about these apples? According to the AP services, Harley-Davidson is NO LONGER the bike of choice for thieves. Of the 25 most stolen motorcycles in 2001, eight were Hondas, seven were Suzuki's, six were built by Yamaha, three by Kawasaki and just one by Harley-Davidson, according to the study by CCC Information Services Inc. The most popular bike to steal was the Yamaha YZFR6. Honda was the most stolen make regardless of model.

I'm sure Harley is pleased to pass the honour on, and I'd guess Honda would sooner sell bikes than have them stolen.

By the way, BMW's and Goldwings are usually the least stolen — ed.

**Bee Cee Beemers  
Executive, 2002/2003**

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**Full Throttle**  
**As the leaves fall!!**

**I**N the motorcycle world here in B.C. the riding season can be judged by events – it begins with the Boogie Bash on the May long weekend, and finishes

with the Valley Toy run, the third week in October (or the last chance ride over the Cascades). In between we have five precious months of decent weather, so we pack in as many rides and events as possible. What a summer it was – from the time I removed my Volvo’s insurance in late June, till mid September, I have only had to put on my rain pants twice in sunny Richmond!! And they say BC is a wet place!!

It was a good summer for the club as well (apart from the terrible tragedy on Black Sunday, Sept 15<sup>th</sup>) we had lots of rides and the rally was a great success. We had over 100 riders in Nakusp, everyone liked the campsite, the roads were great and the food outstanding (a million thanks to Derrick) and we made some money for a change. (about \$1000 in the black) We are going back to Nakusp next year and should have even more riders attending now that the word is out throughout this province, Alberta and Washington State. Three cheers to all who came and to those club members who helped out and to the town and merchants of Nakusp. We had dozens of door prizes donated by local motorcycle shops – look at the thank you list under the cake photo. Next year, we will need more helpers and Rally Chair Derrick will need many assistants especially if the numbers climb near 200 as they may! Anyone with ideas on how to do things better, or some original or unique ideas for next year’s rally, please let us know. **Mark off August 14<sup>th</sup> to 17<sup>th</sup> next year and book your holidays now!!**

We had a good showing at the AGM Sept 10<sup>th</sup> and reshuffled the deck on our Executive abit. **Chairman Bill** was coerced into a third year as **Pres** and **Reinhard Bartel** stayed on as the **Vice Chair** for the 5<sup>th</sup> straight year!! I have moved from Rally Chair to **Newsletter** and **Derrick Ward** will captain the Rally next year since he knows all the

food contacts in Nakusp off by heart. **Bieu Williams** moves to **Treasurer** and **Sherry Mathews** stays on as Webmaster. Same with **Tom Flynn** who is doing a great job keeping track of all the members.

We welcome newcomers **Otto Reive, Graham Lorimer, Deborah Chamberland, John Caspell** and past President **Fraser Crinklaw**, all helping out as directors at large. It’s nice to see so many people get involved as it spreads the workload out so a few don’t get burned out. As I write this, we are moving from the riding season to the planning or “talking season” as I call it. Next year’s rides and events will be hammered out over the winter months. Please get in touch with Heidi as she is working on the ride schedule **herbie@intergate.ca** In addition, this November, we have civic elections to contend with and a number of motorcyclists have put themselves on the ballot. In Surrey look for **Ted Allen**, in Vancouver, vote for **Nancy Chiavario** and **Stephen Rogers** and avoid the candidates who have been anti motorcycle in the past!!

**YOUR VOTE CAN CHANGE THE COURSE OF HISTORY**

**Election day is Saturday Nov. 16th, and your vote is important. In case you don't think so, just consider:**

**1645: One vote made Oliver Cromwell prime minister of England.**

**1649: One vote caused Charles I of England to be executed.**

**1776: One vote caused America to adopt the English language, rather than German.**

**1845: One vote brought Texas into the Union.**

**1868: One vote saved President Andrew Johnson from impeachment.**

**1876: One vote changed the French form of government from a monarchy to a republic.**

**1923: One vote gave Adolph Hitler control of the Nazi Party.**

**Remember your vote makes a difference.**



**Baltimore, MD** Police are pulling scooters over and impounding the bikes since the City Council outlawed Vespa-style motor scooters and mo-peds two years ago. The mini-horsepower machines were included in a bill that primarily targeted off-highway motorcycles. The motor scooter/mo-ped prohibition prompted little reaction at first, but complaints have increased in the past year as scooters gained popularity among professionals and blue-collar workers. Driving the vehicles' growing appeal is a change in state law that waived many requirements, such as the need for a motorcycle license to operate scooters. It's legal to ride scooters and mo-peds on public roads under Maryland law, but the city has the right to enforce a more restrictive ordinance, city and state officials say. At least one City Council member wants to reverse the mo-ped and scooter ban, but police say there's a good reason to keep it. "They're all a nuisance," said Col. Robert Biemiller, the city's chief of patrol. He said drivers of dirt bikes, scooters and mo-peds tend to ride on the wrong side of the road, run lights and ignore other traffic laws. "While dirt bikes might be their vehicle of choice, drug dealers also use scooters and mo-peds to ply their trade and flee police, even though their top speeds are about 35 mph to 45 mph," Biemiller said. Councilman Nicholas C. D'Adamo Jr., whose southeast district includes several gentrified waterfront neighborhoods that are short on parking and long on scooter fans, has introduced a bill to make the vehicles legal again. It would require owners to register scooters and mo-peds with the city's transportation department.

D'Adamo expects his bill to have a hearing in the fall, but he's having trouble convincing council colleagues that it's a good idea. Maryland had been classifying scooters as motorcycles, which require a special driver's license, license plates, insurance and helmets. A law that took effect July last year reclassified scooters with engines smaller than 50 cc's as mo-peds, which require only a regular driver's license. Since then, local dealers say, scooter sales have soared - despite Baltimore's ban. The surge is part of a trend across the United States, where scooter sales are expected to jump 25 percent this year to 50,000 to 60,000.



**MASSACHUSETTS APPROVES HANDICAP PLATES FOR MOTORCYCLISTS**

Until now, Rick "Bubba" Young of Palmer, Mass., an amputee, could park his truck but not his motorcycle in designated handicap parking spaces.

On Saturday, September 7, 2002 at Tibby's Harley-Davidson dealership in Springfield, the Deputy Registrar of Motor Vehicles Steve Sebestyen presented two local residents the first issue of handicap registration plates for motorcyclists who qualify, announced Jimi Ricci, chairman of the Massachusetts Motorcycle Association and a member of the National Coalition of Motorcyclists (NCOM) board of directors. Bubba and other handicap riders and members of the motorcycle association, have been fighting over eight years, for equal assess and "equity" to be able to park their motorcycles in handicap spaces. But until now, it's been against the law. Last month Governor Jane Swift signed into law House Bill 4099, an act authorizing the Registry of Motor Vehicles to issue such "equity plates" to motorcyclists who qualify. "When the international access symbol was first issued in 1978, I think it was just an oversight and preconceived opinion a person with a handicap couldn't ride a motorcycle," said Paul W. Cote, the Association's Legislative Director. "However, to those with some handicap, riding a motorcycle is one of the greatest freedoms."

**WEIRD NEWS OF THE MONTH: WEIGHTY EXAMINERS TOO HEAVY FOR MOTORCYCLE TESTS**

Motorcycle tests in a Norwegian town were postponed because the available examiners were too heavy to ride tandem. All the thin examiners at Elverum Traffic Station were away on summer vacation, and those left on duty to put people through the light motorcycle test weigh too much. The license regulations include a maximum load that assumes the driver weighs 165 lbs. A tandem passenger who breaks the limit by himself isn't allowed, reports the Aftenposten newspaper. Examiner Bjoern Mellembakken, who weighs 202 lbs, says the station only has three people who are light enough to accompany learners during the practical test. He said: "This is a problem for us in general. We're big guys." He said he doesn't foresee diets or liposuction being used to reverse the trend.

**Financial Statement for Bee Cee Beemers as of Sept 10th**

Opening Balance		\$2,395.77
Income, Membership	\$3,496.52	
Income, Other	789.00	
Expenses: Newsletter & Postage	\$1,163.93	
Other	2,895.08	
Total Income	4,285.52	
Total Expenses	4,059.01	
Closing Balance		\$2,622.28
Gain on Club Operations		\$226.51
Rally profit close to \$1000 .		
Current balance over \$2400 in separate Rally account.		

**MEET THE 2003 Executive**

**Sherry Mathews - Webmaster**

R1100RSL (1996) Riding for 6 Years. Database Administrator/Software Engineer/Project Manager/Owner of Athena Software Solutions 3 Years in the club. Hobbies and other stuff: Stained Glass, Faux Paint Finishes and Scuba Diving.6. Other Clubs: Free Wheelin'

**Debra Chamberland – Director at large**

9 years riding, one year with the club, current bike F650ST, graduated from a Virago owner, Proprietor of Studio B Gallery on beautiful Bowen Island. Like riding, world travel, cooking and art collecting

**John Caspell – Director at large**

Ratty old black K75C (86-Centennial Edition!) ) 30 or so years riding experience in no particular order (guess which one is the "job"):karate, music, pinball/video games, SF, serve the cat goddess; 3 years or so with the club.

**Bieu Williams - Treasurer** -18 years dirt and street

Information Technologies Manager, Money's Mushrooms Ltd. Yamaha R1 street bike, Yamaha R6 track bike. 4th year with club

**Fraser Crinklaw – Director at Large + Past President**

I ride 2 bikes - 98 Honda VTR; 90 GS BMW Riding experience 34 years. Current job: Instructor Kwantlen University College - Langley Campus Access Programs for People with Disabilities Department - I teach employment skills to individuals who have severe learning difficulties. Member of the club for 14 years - have been Chairman twice and rally chair once

**Graham Lorimer – Director at Large**

2002 K1200RS Picked her up last week and put on 1200 KMs over the weekend. WOW an awesome bike! Previously rode a R75/5 and a 1984 R100. Been riding for thirty years. Busy with family (two teenage daughters keep you on your toes). Work with BC Parks for the last twenty five years in South West BC. Great job! Get to enjoy some of the finest spots on this planet and get paid to do it. We have such a diverse landscape and climate throughout BC. I really enjoy exploring different areas around the Province. No better way to explore than on a bike. Enjoy the blast of cool air when crossing a bridge over a mountain stream on a warm summer day or feeling the heat radiating from a rock cut face on a cool clear evening. Been with the club for 4-5 years and have enjoyed the rides. As a new member at large I look forward to helping out and learning from the experienced members of the executive.

**Otto Rieve – Director at Large**

Current ride: 2000 1200KLT (bought March 00 and I rode it to the Rotary Convention in San Antonio TX in June of 01; still have the 79 Honda CBK 750 that I'm willing to sell. Low km. Started riding 1971, therefore on the road for 30+ years. Previous rides have been Honda 450, 750 and above 750. Chartered Accountant, retired as partner from Manning Elliott ( a public accounting firm) in Dec 2000. Now I'm a Business Counselor, Executive for Hire since I'm not on anybody's payroll. Given the market decline and mRRSPs that went with it, I'm looking for opportunities - i.e., positive cash flow. Member of Bee Cee Beemers less than 2 years. I'm planning a trip ~ June 2003 around Australia. Opa Erwin is planning to join me and I have another candidate. Looking for ideas and advice.

**Bill Keichle - Chair**

1999 R1100S about 17 years riding Mech. designer, CAD Manager, Operator. CNC Programmer, Oh, yeah.. and BMW parts person at Shails Somewhere around 6 years, I think with the club. I'd stop all wars and make people be nice to one another by hitting their heads together.. Tehe.. Oh. That's the Ms. Congeniality answer.

**Craig Heale – Newsletter Editor**

19 years riding experience, 8 years with the club, now on R100RT, 1991, 105,000kl Skytrain Attendant – your ticket please!! Also member of AIM, BCCOM, and VROM. Ride to Live, Live to Eat!!

**Tom Flynn – Membership Director**

1987 R100RS ( with collector plates ) 20 Years riding, 12 years with the club. Job: Program Supervisor for Social Services {the old name, the Ministry has changed its 'branding' so frequently I lose track}

**Derrick Ward – Rally Chair**

1983 R65. Been riding 10 years, 6 years back in the dawn of time and 4 years since "re-entry" Job: What's that?? Self employed Human Resources Consultant when the clients call,(10% discount to club members!) semi retired when they don't. Member of Bee Cee Beemers for 4 years, newsletter editor for about two years

**Reinhard Bartel – Vice Chair**

I ride a K100RT, 1985 vintage have been riding about 23 years. I have worked at Lion's Gate Hospital for 28 years and now am a Registered Orthopedic Technologist. I also have two private clinics 19th and Lonsdale and Lynn Valley. I have been with the club 12 years. I love long distance riding and camping

***The easy way to change the rear tire on an RT—remove the can, and everything comes off in 3 minutes!! - Ed***



**How I spent my Summer Vacation or Why I did not Attend the Rally  
by Barry Fregman**

Wow 23,000 Km round trip ! This really is a big country.

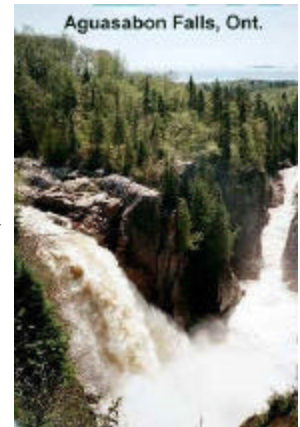
Departure date June 4<sup>th</sup>, 2002, returned August 20<sup>th</sup>, 2002.

This adventure had been planned ever since I bought my first bike, a 1967 Suzuki X-6 Hustler. "One day I will do a cross Canada motorcycle tour", I said.

So, just 35 years later we're off. The week before, I had bought a Combi-Camp tent trailer. It is an exact duplicate of the Freedom trailer by Leesure-lite. I'm not sure which was the chicken or the egg. It's an '89, but looks brand new.

Departure day was cool but sunny, around 15° C. The Crows Nest was decidedly cool. We over nighted in Calgary and then took on the Prairies. Surprise! It was more interesting than I remembered. 100 km/h cross winds added to the charm. They subsided about Portage La Prairie. The trailer felt funny. We pulled over and found 3 wheel nuts loose. Hmmm was it me or the bumpity-bump of the frost heaves. The bolt-holes now look oval. Lift it up (it's light) and change to the spare tire.

A couple of days in Winnipeg are needed to assure my parents I'm not any crazier than before and yes I intend to go clean across the country with the bike. We leave in a light rain that turns to Hurricane Camille like proportions. The bike is starting to hydroplane. Wow, lightning with no pause between flash and boom. Too close! Turn around and spend an extra day at my brother's. Mike also repairs the rim. Thunder Bay is cold and wet so we wimp out for the hotel. The Mackenzie Inn is under construction, so we turn around to leave. The owner comes out and says he will give us a hell of a deal, if we did not mind a few 2 x 4's. Being like most BMW tour people (cheap), we ask "HOW MUCH?" \$20, 40, 50 he says. Judy has a \$20 in his hand before he's finished. So we walk up a flight and get a four poster bed, 36" TV, Jacuzzi tub room. Oh yes, we did see a couple of 2 x 4's in the hall.



The trip around the lake was superb; new roads and sunshine, cool but no rain.

Sault St. Marie is our first night camp. Mosquitos are bad. We leave our gear on and dive into the tent at 7:30 p.m. and stay there. The trailer tent goes up in one minute. Love it!!

We turned south and entered Michigan. Big Mac as it is called is quite the bridge. The border crossing was polite but firm. Ah, southern Ontario, brown air and lots of traffic. My wife has three brothers and many relatives here. Niagara Falls was the first stop. The weather again surprised us. Hail, enough to close the freeway temporarily. I drove up on the sidewalk and hid under an awning of a community bistro. Smiling and waving at amused patrons. My friend Kemp in Toronto was our next stop. He is still recovering from a large crash at Daytona. The previous year he had won his Vintage class. Nice meal and he has a new 900 Monster. World Cup fever has the neighbourhood in its grip. Brazil is playing. I try my pidgeon Portugese an OLA and we are accepted.



Kingston is the next stop. A Tai Chi teacher we know from Nelson is here. Eric has a Sportster. We plan on one night and stay 3 days. Fort Henry is fun but the 1000 Island Boat Tour is really relaxing. A very large man with short hair has an earphone and a bulge in his coat. "Working?" I ask. A scowl is the response. Afterward I ask the crew about this CSIS agent. "Oh him, he was for the Turkish Ambassador". Hmm, that was the lady I asked to take our picture at the railing.

We scoot through La Belle province, directly to Gaspé. Large cities do not call us.

Oh good, more rain! We take a motel and hide out for the evening; next day dawns clear.

Yaay!! A camp ground at St. Anne. The proprietor apologizes for poor English and makes up with a double helping of hospitality. Not only did he help us set up but insists on driving us around to buy cheap Lobster (cooked) from a lobsterman he knows. If we're not busy later come over for a beer. So our Lobster dinner (\$12 for 2) complete with a supermarket salad costs a total of \$15 CDN. We went for the beer and had an elderly Acadie sing traditional songs and play his guitar. We clapped and laughed and tried to sing along.

We decided to take route #198 through the centre of Gaspé. A car cuts us off at the interchange by going thorough the gas station lot and speeds off. I guess I was going too slow pulling the trailer. An hour later he is parked at the road side as we pass. Wonder if he saw the bear 200 meters behind his car? We meet him again in Murdochville. He waved us over to apologize; he thought we would be going slow. I said I was! Then he proceeds to tell us he just missed hitting a moose and that's why he was parked. Central Gaspé looks like parts of BC, lots of trees and hills.

continued next page.....

At Perce´ Roche we just missed the tide so we got most of the way to the eye hole. The weather was sunny and the roads were bumpy. Bonaventure, PQ was a large campground with everything. We took the sunset horseback ride and enjoyed the woods. Entering northern New Brunswick via Campbelton is the next highway we decide. Stopping in Shediac on the coast. Guess what, yup rain. Oh well B & B time. Nope, \$95; “forget it”! So we set up in the rain and met some nice people from Newfoundland. Bob Fudge tells us his brother Don is in Rocky Harbour and we should stop and say hello. Come-on over for coffee later they say. Their trailer is right on the water. We watched fireworks with the Fudges that night over looking the harbour. Next day we’re off to Miramichi. We chat with a Goldwinger who has brother in Kitimat where I used to live. Do I know Dennis? Yup, very well in fact it’s a small world.

My wife Judy has a cousin here she has not seen in many years. Elizabeth treats us like royalty, then starts expanding the family tree. Grandpa had 4 brothers not 2, plus 4 sisters and one of them had 14 children; good Catholics. This overnight visit lasted 4 days. Beautiful people; happy and hospitable. Day trips include Shippagan Aquarium, Caraquet, Ile Miscou and Shediac again for homard (lobster).

I have a friend in Moncton, so off we go. Mike and I worked together in Northern BC. He was born here and has retired here. We got a grand tour and history lesson. Thanks Mike and Eva. A great day trip from here was Hopewell Rocks. The Bay of Fundy tides were “only” 33 feet that day. We do a kayak tour at high tide and hike in the same spot at low tide, neat. You paddle in and out of rock carved by the tide. Oops did I mention rain? Our tour is cut short by lightening and rain. We tour across to Grand Falls, NB. to see, what else... the water fall. Judy finds a short cut that includes 30 km of gravel. I take great delight in teasing her about navigation. Surprise, the Potato festival is happening! The small town has a two-hour parade. Wow! We used the tourist information booths a lot. Most now have free internet to check your mail and will phone ahead to book campgrounds etc. Cape Breton and the Cabot trail. The weather looks threatening so we decide to do the Alexander Graham Bell museum in Baddeck. Incredible, the man was amazing. We are humbled by his dedication to helping handicapped kids. He dabbled in airplanes, hydrofoils and of course the telephone. We exit the museum and it looks not bad out so, let’s do the Cabot Trail. People tell us it is beautiful. I get a few glimpses in the dense fog and heavy rain. I’m starting to feel picked on.



The wind whips the spray off the salt water across the highway in points. Sydney, NS is the hopping off point to Newfoundland. We decide to go to Port Aux Basque on the west side and leave via Argentina on the east. It’s a seven hour ferry ride out and fifteen back. Welcome to Newfoundland & Labrador (the new name) says the sign as I squint in thick fog to read it. J.T. Cheeseman Provincial Park is the closest one from the ferry. The next day is reasonably clear but cool. The BMW temperature gauge is struggling to get up from cold. In Cornerbrook we detour and drive out to Blow Me Down, lovely drive against the sea. We try for Deerlake but it is full and heavy with rain. Pasadena it is and at \$9.00 is just fine. The tent is getting a real test for leaks and so far

is keeping us bone dry. Thank you to whomever! In Rocky Harbour we find Bob’s brother Don Fudge. He runs the Irving gas station. The nice man chats for a while but is quite busy. Do we need anything? A phone, to check for camp grounds, etc. Here’s my cell, give it to the cashier when you’re done. “Oh and by the way, me and the boys will be playing at the pub tonight, its good fun.” So we stayed in Rocky Harbour, \$9.00, free firewood, showers and an enclosed cooking area. We find a small bistro, Java Jack’s wonderful. Just like the Kootenays. Great coffee and homemade everything, reminded me of Nelson fare. The Anchors Away band was a lot of fun; traditional Newfie sea shantys and Celtic music. Ray the MC warns us it is an adult show. The jokes were risque occasionally not rude. We laughed and danced, it is a must do. Shallow Bay provincial camp-ground was pretty but expensive. \$18 tent site fee and \$11.50 park entry fee. Almost \$30.00 for an unserviced tent site! Back to Cow Head, I ask at the Hankook tire store about private Campgrounds, all the while complaining about the cost at Shallowbay “Put-er there BYE” says Craig the owner. “Go around my house and you got the best view of the bay. Stay tonight, stay tomorrow, stay all summer, I don’t care”. True Newfie hospitality. I buy a Baileys to say thanks. We stay three days. We watch a dinner theatre “The Ethie”, a local ship wreck. It’s well done and the meal was very good. St. Anthony’s is the top end of Newfoundland close to Labrador. It’s called Iceberg Alley. We decided to leave our trailer at Cowhead and take a B & B in St. Anthony. Average price was \$50 CDN, which was okay by us. It was cool and overcast and we took an Iceberg/Whale watching tour. The iceberg was as long as a football field and 8 stories high. We kept our Aerostich gear on which was a good thing because it was raining and cold. Most people were in shorts! It is the Atlantic Ocean right? Humpback whales were feeding on Capelan (a small sardine size fish). Lots of Oooohs and Ahhhhs each time they sounded, tail up. That night we went to a Viking supper. Moose stew, cod casserole, fried squid, typical fare. All the servers were in costume and put on a few skits as well; great bushy beards and horned helmets, lots of fun. The next day we went to L’Anse Aux Meadows and Norstead, reconstructed Viking sites; lots of people in costume and neat stuff. Well worth the look. Then, more icebergs, more whales, right from shore; killer whales chasing small fish. We scooted across to Grand Falls and Come By Chance. In Come By Chance we again get thick fog pretty much all day and rain. We hid in small camp ground and did not wander too far that night. It blew very hard all night rattling the tent stays. Next day we are told Hurricane Hal skirted the area. We’re running out of time with lots more to see. Down to Cape St. Mary’s sea bird refuge.



**To be concluded in next issue!!**

# HOTSPRINGS RALLY TAKES THE CAKE!

Many thanks to all of our sponsors who donated prizes and to local people who made our Hotsprings Rally 2002 in Nakusp a great success. Especially Rebecca Cale of the Chamber of Commerce, Herb Gillette, Campground Manager, David Emerson and the Emergency Services volunteers who put on the Sunday breakfast, Willi of Wylie's, Wolfgang (Laverda Man) Haerter and Debbie Guest who made the wonderful cakes ....how'd she do that?



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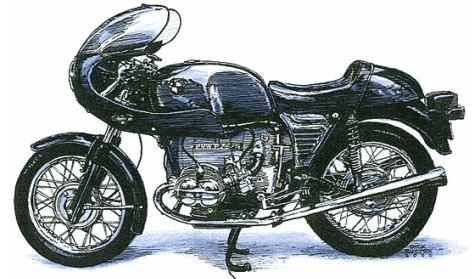
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The BeeCee Beemers motorcycle Club is a group of individuals who share a passion for motorcycling and for BMW bikes in particular. The cost to join the Club is \$25 which includes a subscription to our newsletter, 'das Rundschreiben', a 10% discount on parts at participating BMW Motorcycle Dealers, access to a comprehensive set of specialized BMW Motorcycle tools, a Club pin, a Reflective club decal, 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

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## **Tailpiece**

### **Bee in the Bonnet or ... "Adrenalin, What Colour is it Anyway?"**

Some of us wear BMW style two piece "open chin" helmets - you know the type - where the lower chin piece can be opened by pressing two thumb locks. Some people have also fitted their bikes with electronic cruise control or a version which operates on friction on the throttle - either way they hold the speed of the bike reasonably constant without any input from one's throttle hand. We also all wear gloves, which invariably fasten around the wrist with either a velcro flap or a press stud; some of the more expensive types have a zip fastener as well, among other features.

Picture if you will, one lone BMW rider with an opening chin helmet and a pair of good quality velcro fastened gloves sailing along the Hume Highway at 115 km/h (that's all I'll admit to!!) dialled in on the electronic cruise control. Weather is good, no cars in the immediate vicinity, scenery is boring, no cops, life is good!! Junction of highway with Albury/Wodonga Road about 5 km away, no need to slow down yet; bike is running beautifully!! Looking forward to lunch. Bugger! Is that a bee that just got into my helmet through the small gap I've left for some fresh air? Could be. Well, I'll just open my helmet visor to let him out. Visor up ...no, the little bugger is going to be stubborn, cantankerous even! He's not going to leave and is now behind my sunnies, must be tired from all that pollen hunting. Don't want to be stung on the eyelid -- I'll just open the chin piece on my BMW helmet (very handy) and get him out .... let go of handlebars .... squeeze the release buttons bike is nicely balanced and holding line well ... speed steady ... no cars ... this should be easy ... got the helmet open ... glasses off ... piss off bee! ... glasses on ... slam shut helmet ... hands back to bars ---- oh, sheeite! Thumbs of both gloves jammed in helmet!!! Gloves won't move even though I'm pulling like hell!! Wow, this will be interesting...can't quite press the release buttons with little fingers ... junction now 3.5 km away ... I know, I'll just pull one or both hands out of my gloves.... no, that doesn't work: "velcro is good stuff, won't come undone if you fall off!" I remember the salesman saying that. He was absolutely right, they're stuck fast, I'd have to tear my head off first. Well, next brilliant idea, what if I just touched the foot brake --- nooo, dumb idea! That won't work, this airhead Beemer has great engine braking and when I get to about 40 kph and can't balance the bike any longer and the dreaded BMW boxer wheel-wobble starts, which it will, I am going to have major tank slappers --- sheeieite!! I'll be off on my bum so quick and still hanging onto my helmet so tightly they'll have to bury me in it!! Won't do the bike much good either!!! Hell, I can see the junction up ahead about one and half km away and I am really starting to get the wind up ... tense even ... certain parts are beginning to pucker ... if the lights change to red and that huge B- double (a double tractor trailer only seen in Australia) waiting at the lights is in the middle of the intersection when I get there, jeeesus, I'm going to be a hood ornament next to that bloody chrome bull dog!! Must try and pull hands really hard ... can I make them any smaller ... 800 metres ... The left one is giving a little ... maybe the gloves are slipping on the sweat now pouring from every pore ... 600 metres yes, yes, that's it, they're wet with sweat ..... I am going to have to hit the footbrake in the next few seconds ... can't hit that @\$\*&@ big truck at this speed, it might scratch his duco ... yes! yes! ripper! Got the left hand out ... now hit foot brake to cancel cruise, de-clutch and slow bike with foot brake ... steer for the shoulder ... slowing down ...slide foot... stop ... ease out clutch to stall bike ... side stand down...switch off bike with left hand, right hand still glued to helmet ... tintops going past must think I've got toothache ... fall off into grass ... lie there for 5 minutes till the shaking stops and the adrenalin rush dissipates... now release helmet with left hand and remove sweat soaked head. Breathe out ---- shizer! Was that ever close! I'll buy a Tatts ticket. When I had recovered, I realised there were two observation here:- No. 1: It's not a good idea to open or shut your helmet when on the move. and No. 2: Did you know, "adrenalin" is brown!



**Spy photo of Al Toft back in Oz.  
Odd looking software AI, nice beard though!**

**From the Web, Submitted Harry Killick**