



POLIERLAPPEN

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From the Editor's Desk



This month we have a special women issue. I called on a few favors and many were answered positively. Not too many women enjoy the road on two wheels like we do, but for those who do, they happen to be Super Women. I am always amazed at this. These female riders are very often very good riders and good companions on the road. They have their fair share of stories to tell around the fire. In the following pages you will be able to read what they wanted to share. Among them, Liz and Neda, have planned to send us more stories on their adventures.

Even though we are getting the last chapter of Paul's Bus Tour, I am expecting another good article from him because he is planning a trip to Yellowstone Park with another member of the club.

July is a very busy month for the travelers. Unfortunately, again this year some will have to make a difficult choice between the MOA National Rally and the BMW SummerFest. I wish these two organizations could share their calendars and not overlap themselves. MOA and RA have scheduled their rallies a week apart, guess most of the riders will opt for these two events and it is just too bad for the SummerFest because it is another fantastic event supervised by BMW Canada.

As you must all know by now, the new BMW S1000RR will arrive in Canada for the end of the year, till then you can read more on this bike on page 14.

PRESIDENT'S CORNER by Hubert Laurin



July! Time sure flies!

As reported last month, we are in violation of some kind with our club name! Imagine that!

Our club crest needs to be changed. So much to do!

At the last club breakfast meeting we had a discussion about this and some very favorable comments were made about:

FOREST CITY MOTORRAD CLUB

It does have a certain ring to it!

Now Patrick has tried this out on the club crest and it did look good!

Hopefully Patrick can insert this sample logo into this paragraph for all to see. I was unable to save the sample he sent.

Hopefully this will stir every member a bit and cause him or her to send off a comment or two, or even another suggestion.

We need your input!

Apparently the BMW roundel can be added along side of the club name as a stand alone graphic.

In next month's newsletter we will post all the suggestion received and then we may be able to get a vote on this.

Sounds like fun!



Samples of what BMW would like to see.

If we want to keep the letters BMW. Our logo will have to be designed according to the new standard send to the clubs worldwide.



BMW TECHNOLOGY / Air Damping System

With the new rear strut for the HP2 Enduro, BMW yet again presents a world innovation in motorcycle chassis construction. With the new air damping system, air exclusively undertakes both suspension and damping functions - such a gas spring damper system provides a weight advantage of nearly 2 kg compared to conventional struts with steel helical spring and oil damping: the innovative component weighs only 2.3 kg in total.

The basic layout of the air damping system features analogies to conventional struts: a piston travels in a cylinder, but displaces instead of oil air that flows from one chamber into the other. Damping is achieved when plate valves throttle this air flow; suspension is obtained when the trapped air is compressed.

Air as a medium provides the optimal conditions for use in a spring damper system.

- Under high load (when the suspension is highly deflected) and at high temperatures (over longer use) the pressure in the system rises, causing a natural progression of the spring rate: the higher the pressure in the chamber, the greater the force needed for further compression. This physical behavior therefore ensures good overload protection that improves under higher loads.
- Also the increasing viscosity of air causes under high load a natural progression of damping at rising temperatures, but without the risk of overheating as with conventional struts.



- Precisely matching the internal flow system and the gap throttles gives rise to frequency-independent and frequency-selective air damping: the rear wheel ideally follows all unevenness, also e.g. over very short and fast excitations (corrugated metal track). The optimal ground contact in every situation means in turn the ideal transfer of forces during acceleration and greater braking safety.
- The system's smaller unsprung masses also exert a positive effect on the strut's response characteristics and rear wheel traction.

On the outside the air damping system consists of an aluminum cylinder that forms the actual strut with two air chambers and gastight rubber bellows that completely seals the strut including the piston rod.

The system is therefore protected against soiling, facilitating maintenance and preventing e.g. dust from abrading the piston's O ring. The strut is filled with ambient air through a normal Auto valve; a high pressure hand pump and pressure gauge are included with the product.

Varying the filling pressure in the strut means that the motorcycle can be quite easily tuned to various loading states or the seat height can be adjusted. A bubble on the frame indicates the motorcycle's normal position as an adjustment aid. In addition, the only other adjustment facility is a small hand wheel that varies the damping characteristics between the two variants Sport and Competition by opening up a small bypass between the air chambers.



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NEXT MONTH

- Different strokes for different folks, front suspensions...
- A Trans-America Tale.
- BMW's lighter bikes
- Cool Cycles Ice Cream Co...
- Volkswagen Motorcycle?
- 70 years ago, a BMW compressor wins the Tourist Trophy.
- Reaching the summit by Neda Skific-Lee.
- Kalahari Sand by W. Jooste
- Erzberg, the race review.



I TOOK A BUS TOUR !! *from Paul Ruffell (Part 3 of 3)*



Ok, finally in civilization with a restaurant. Entered the first one, entered and stripped off my riding gear. Got the usual question from the locals already seated. My usual response is that

"NO, it's not hot, since it is vented and the additional layer prevents the sun from burning me directly." I didn't bother telling them that no matter how I am dressed or how hot the bike or weather is, I seldom ever feel either heat or humidity, nor do I perspire much in the heat. At home when I feel quite comfortable in the house, others will walk in and immediately turn on the air conditioning and question my sanity.

As I ate a large bowl of spaghetti and pored over the Montana map, the waitress advised me to not head to Minot ND for the night as I had intended. The oil industry was having a revival there and rooms were rather non-existent. She and her family had discovered that first hand the previous week.. Instead she had suggested that I head to Williston which not only had motels, but camping available as well.

Well, this route meant that I was not in Montana for much of the ride, but almost immediately hit North Dakota roads for a few hours before stopping in Williston. According to the road map there was camping nearby but I could nor could find signs indicating such nor was the GPS able to point me to any nearby.

It had been a long day so a motel with a swimming pool seemed to be in order. Three motels in town each had one. The first two I stopped at were reasonably priced, but sold out. The third one, the Airport International Inn, was not as reasonably priced, had a less than friendly clerk, with no AAA discount, no senior discount, no smile and no room on the first floor. At least they did have a room and an indoor pool. Unfortunately the room was on the second floor, quite a hike with all of the gear and not even close to where the bike was parked. Went to the front desk for a pool towel and waited while a couple booked into a cheaper room on the first floor! The desk clerk gave me a smarmy smile and told me there had been a cancellation. I wondered. Did a number of laps in the

pool, as well as relaxing in the hot tub. Sleep came easily that evening.

In the morning of the 25th, I rode to Hwy 2 to head towards Duluth, then onto Michigan's UP. The roads gently rolled up and down the North Dakota hills. This was an interstate with very little traffic, allowing me to travel at a relaxed pace and enjoy the North Dakota scenery. Once again the Throttlemeister was used for longer than usual.

This morning ride was actually cool even though an electronic readout reported the temperature as 68°F. All day I rode counter steering the bike to the left, as the North Dakota wind was quite strong. There were many oil pumps on the landscape in North Dakota but these pumps were on a much larger scale than ours found in Kent and Lambton Counties

Around 3:00 p.m. I stopped at a rest area to make a clothing change and to return a call from my son Fraser. Planned stop time was to be fifteen minutes. As I prepared to leave, a white haired, weatherbeaten individual about my age, missing a tooth, came in to the centre and starting asking questions about the weather. He wanted to know if the wind affected the ride and of course the answer was no. It certainly was not like the South Dakota winds I struggled with the previous year.

He was from California and was surprised by my accent that it wasn't my home. It turned out that, Bill, was a thoroughly lost individual, who had given up on life. He questioned his own sanity. Seems he had the idea to find himself by leaving Los Angeles on April 4 and his goal was to walk across the U.S. to New York City. He did say that he did have help getting through Montana, as no one could possibly walk through that state. Bill didn't know if he'd make New York before winter, but that was his goal. He never said what had caused his downward spiral. Could have been drugs, alcohol a job lose, or even a marriage breakup. It seemed to me that he had succeeded in his quest, even though he was still well short of his New York destination.

When I had stopped around three, the wind had not made riding difficult. What a difference one hour made! The wind

had become significantly more powerful, making staying in the lane very difficult, and passing especially dangerous, as being beside a truck would create a vacuum moments before being thrust into the path of the northerly wind. It was like my South Dakota ride in '07!

This day's ride ended at the Super 8 Motel in the city of Bemidji, Minnesota. Immediately next door was a restaurant which served cod dinner. Back at the motel, I made good use of the motel's hot tub and sauna.

The morning was wet from the previous night's rain, overcast and cold. I should have started the day wearing my electrics. Unfortunately by the time I did stop and put them on, it took what seemed forever to get warm. Of course it didn't help that when I did stop, I ended up in a long conversation with a young man who was driving east with his wife. He used to ride a Yamaha and was interested where I had been and where I was headed. I don't know when he would have left if his wife hadn't insisted that they resume their trip. Once they left, I finally got the electrics on and not too soon as once I was back on the highway a cold rain began to fall.

As I continued into Minnesota, I pulled over and reexamined my instructions for finding my way into Duluth to the Riders Warehouse. For whatever reason, my GPS was unable to locate their warehouse so it was necessary to write step by step instructions and place them into the tank bag window. I had one item that I needed from Aerostich; a pair of rain glove covers. Tried on a couple of sample pairs and ordered a size large which had to be brought up from the basement, already packaged.

I pressed on and this cool, dull overcast day turned into a sunny one complete with heat by mid-afternoon. Around three o'clock, I stopped at a wildlife sanctuary in northern Wisconsin. I distinctly remembering speaking with the guides at the wildlife sanctuary saying that I was looking for a meal nearby that was reasonably priced and definitely not super-sized. They agreed with me that too many meals were over proportioned and suggested a good lunch was to be had nearby at a small upscale brewery/hotel in Ashwood. I ordered, Mexican and do remember that it was tasty but,

there was much too much food for me. I must have left a third of it behind. The guides and I obviously had different definitions of super-sized.

From Ashwood, I made my way to Ironwood in Michigan's UP. The Super 8 in Ironwood was considerably more than the one in Bemidj but with no pool. Since it was early, there was time to check other accommodations in town. I had doubts about checking out Quinn's Motel, with the \$30 sign out front. I mean what could one expect for thirty dollars? Turns out there was only a double room left, at the same rate. The room was clean, had two new queen size beds (each good and firm), microwave and fridge, cable TV and radio all for \$30 plus taxes. Leliah, the friendly owner/operator had direct/no charge dialling to Canada. She let me use her office phone to make direct calls to my granddaughter and then another call to my son Matthew. If I could find motels like this everywhere, I'd travel without a tent. Tea was had at Mike's Restaurant nearby down the street. Supper was not necessary after the feast earlier in Ashwood.

Breakfast the next morning was also at Mike's. I was actually quite pleased that it had been raining throughout the night and was still raining. No traces remained of the prairie grasshoppers. As well, rain would allow me to try out the rain glove covers from yesterday's stop at Duluth. As luck would have it, the glove package was marked large, but the gloves were mediums. When I did contact Aerostich, they apologized saying that a lot of product was put away from the previous week's Most Boring Rally and some items were mis-packaged.

As I made my way across Michigan's UP, I took Hwy 28, more to the north than Hwy 2. I had travelled on Hwy 2 on the Wisconsin trip in early May. Hwy 28 gave me some new scenery to ride through. Unlike that trip, there were no dead deer on the road. At that time, there were about a dozen deer scattered along the roadway.

In Ishpeming, I stopped at for a foot long Subway, half to be eaten at lunch and the other half to be eaten later on the road. Today was a day for riding. And ride I did. As the day wore on, it began to rain again. This was not a problem. However, there was one former slight nuisance which seemed to be getting

worse as the ride continued. In the past, down shifting would occasionally be difficult after the bike got warmed up after four or five hours on the road. However, on this day, most downshifts were becoming a regular hit and miss operation. It shouldn't haven't been splines or transmission as Hubert put one of Gerry's transmissions in last winter, but it was somewhat irritating today. It was especially aggravating when I encountered some construction. I was the lead vehicle and the closed road was diverted to a nice twisty paved road. Problem was I was having too much difficulty downshifting, with too many cars behind me. Finally I simply left it in second gear and rode the rpms high.

It is amazing how different my reaction was to crossing the Mackinaw Bridge on this trip as compared to my first crossing in 2005. The 2005 crossing seem terrifying with the bike weaving from side to side at thirty miles an hour and the steel grate beneath seemingly going on forever as I continually cursed before reaching the tarmac. This was now my fifth crossing. Speed was about 40 mph and the apprehension was gone. Of course I had ridden this bike about 70,000+ kms since August of '05.

I was definitely in the home stretch, making my way south along I-75. At a rest stop where I stopped to finish the rest of my sandwich from lunch, four Gold Wing riders pulled into the rest area. They were making their way back to Kalamazoo that day, after also having left Ironwood in the morning. The rider with the newest GW, the 1800, asked about the size of my Beemer's engine. When told that it was a 1000cc, he quite seriously asked if it had troubles maintaining speed when climbing hills or mountains. He was serious! Told him the only time there was difficulty was when carrying only fumes in the gas tank back in Montana. Otherwise, the bike has never faltered in the Colorado Rockies, the Black Hills of South Dakota, the Adirondacks of New York State, the Appalachians of Vermont and the Cabot Trail or the Smoky Mountains of Tennessee/North Carolina. His question and my answer kept me chuckling for many miles after that stop.

I have a MO when on the second last day of a trip, I try to push to get home. Actually this is the only day of any trip that I have a burning desire to get home. Must be thriftiness of not wanting to



spend additional funds on an extra breakfast and motel when I'm within two or three hundred kilometres from home. On this trip, it was a mistake as around 1:00 a.m., just east of Strathroy, with only a short time to go, a heavy rain started. With it being night, and sharing the road with trucks, my usual rain riding confidence just wasn't there. It must have been a combination of fatigue, old eyes on the look out for deer and too many raindrops on the visor that prompted me to reduced my speed, and slowly made back to my garage in London by about 2:00 a.m.

My new M.O. will be to not press on the final day of a trip. This final day of pressing always takes more out of me than all of the previous days on the road. In the future, a campsite or motel will be found on the second last evening of a tour to make the final day a short, less tiring ride.

I have been to Corner Gas and took a bus tour. I didn't get to meet any of the show's actors and only got to see them perform from afar, but then, meeting them was never on my original agenda. On the plus side, I have been inside a studio set and had a very enjoyable time.

Days on the road? 14 Total mileage? 6,057 km. Mental Health? Restored to Normal

The Reason I Ride from Marty Sluyter



I ride as much as I do primarily to see all of the women/females in my life...I've got a slew of them as many of you know.

Marcie is here in Tallahassee where I spend most of my time believe it or not... Here I ride every day to work...so I can cover my share of the bills eh!...Each day to a different place depending on where my detailing job is. I'm actually home in Tally about 9 months of the year...the rest of the time I'm out riding to visit the other girls in my life...I've averaged 30k +plus miles a year for the last 10 years ...coincidentally I've been operating my detailing business for that period of time also...imagine that eh!

In the winter, I frequently ride to South Florida to visit my sister Anna who lives in Naples. Its a 900 mile round trip if I go straight to her house..This rarely happens since I frequently find myself visiting friends and customers on the east coast as well as the Tampa Bay area. Marcie and I also have a one year old granddaughter named Olivia. She lives in Jacksonville with Marcie's daughter Katie and her husband Mike. Naturally frequent visits are required over there also...Yet another 400 mile round trip if I go straight. You guessed it that rarely happens. Just in Florida its really easy to turn a 900 miler or a 400 miler into 1200 or 600. The miles just keep piling up eh!

When Spring comes, at least up north, its time to start heading up there... primarily to London, Ottawa and Vancouver. I have a daughter in each of those towns. Except for the first couple of years that I lived here in Tally, Lori has lived in London... so I'm there at least 4 times a year. Once or twice I will pick her up and we'll ride to Ottawa to visit Joanna. Lori lives for these rides. She grew up on the back of my bike and was a great sidecar passenger during the years that we 3 wheeled here in Tally. The sidecar is no longer in the picture so when we take a long ride from London to Ottawa I literally strap her to me because she gets so relaxed that she falls asleep...How trusting is that eh? The last couple of trips to Ottawa have been one way rides for Lori. I can

usually only stay for a couple of days as Im always headed to a rally somewhere to make some money to cover my Blonde bills and travel expenses. Lori stays for a week or ten days then flies home. As long as she is escorted to and from the airport and put on the right plane its a done deal. Many of you know Lori and that she has Downs Syndrome. She is without doubt the greatest little passenger and loves it when I come to visit. This year, I plan to ride up in April, June, July and August to visit both Lori and Joanna.

In May however, Vancouver beckons...I need to see Jen at least once this year. The 49er rally occurs at the end of May. This year will be my 4th visit to that rally...business is always good and pays for my trip out there and then some. Jen and I have made some amazing rides over to Vancouver Island in past years. We rode over to Tofino one year and the following year we did a cicle tour onto the island and then back down the Sunshine Coast to Vancouver...Visiting Jen frequently turns into a 10k mile ride...with several thousand mile days thrown in. .

Marcie has flown out west at least twice that I can remember and we've had some great rides out there as well. I think it was '04 we took a ride over to Vancouver Island and then caught the ferry in Port Hardy up the Canadian Inside passage to Prince Rupert with our motorcycle of course. From Prince Rupert we ferried over to The Queen Charlotte islands for 3 fabulous days of riding and camping along the Pacific coast... Over the years we've been married (12) I've met Marcie at airports in Denver, Chicago, Detroit, Syracuse, Newberry, NY....In '05 we even took a trip to Europe and spent 5 weeks on a borrowed K-75...Joanna was in France for a couple of years then so visiting her over there was imperative.

As I write this little tale the odometer on my bike reads 298,474.....all but the first 20k are my miles plus I've put at least 60k on the other odometer in my possession. We have 2 red K-75s. They are both Marcie's. That brings it full circle....

You can see I have lots of reasons to ride and smileMarcie, Anna, Olivia, Lori, Joanna and Jennifer...need I say more....

See you at the next rally eh!

I met a Girl from H Laurin



I met a girl! She is really nice! We had lunch the other day! It was in a small fishing in Mezquital, Tamaulipas Mexico. She rides a nice orange color Harley. You can't hold that against her, her husband Ron put it together with nice loud pipes and gave it to her.

Ron is such a nice guy.

Carol loves to ride and she loves her Harley.

She rides like a girl! I told her that! I gave her a few pointers and she says she has more confidence now.

Nothing wrong with a tall blonde riding down the highway with her blonde hair blowing in the wind!

May she ride forever.

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HOW I CAME TO MOTORCYCLING *By Donna Schettine*



I was a very young girl when I went on my first motorcycle ride. Maybe I was 5 years old. My uncle Dean had a big shiny Honda. He pulled me up on the back and told me to hang on tight. He lived in the hills of south-western Ohio where the roads were still rutted and dirt. I will never forget that feel of the sunshine on my face and the breeze and holding on tight to my favorite and only uncle. Uncle

said you could always tell a biker because they smiled all the time. Oh, and the bugs in their teeth.

Since that time I have taken as many rides as I can get on motorcycles. I grew up in the 70's when it was still cool to hitchhike. I got my share of rides on all kinds of bikes. The bikers seemed to be the best sort of folks. They all smiled and took you on. Maybe not always straight there but I always enjoyed the roads they picked and the feel of exhilaration like flying. I always knew where their hands were too. That was a plus! I liked riding.

There were dirt bikes and a boyfriend that tried to teach me to ride his bike. You can imagine how nerve racking that was for him. I had it in a wheelie in no time flat. Then at 18 I moved in with Bart. He had a 360 Honda. We both got fired on Memorial weekend from our separate jobs. Well, He got fired. Someone was harassing me at work so he called up and told them that I quit. We had an apartment and bills to pay for. What will we do now?? I told him that I had never seen the ocean. So we left Cleveland on Friday with a duffle bag and some hot dogs and 1 can of food and headed East. We rode through the Pocono's. I had never seen such beautiful scenery. We stole a campsite on the way. We left full throttle in the morning with the guy at the gate chasing us. We ended up in Jersey city. I don't know about now but back then it stunk. We rode to the docks and I saw all of this garbage washed up on shore. He said that this was not a good example of the ocean and we should have probably gone somewhere else to see the ocean. I ordered a pop from the vendor there and he laughed at me and asked if I wanted a mom too. We ended up enjoying our trip there as we boarded a boat that took us around the statue of liberty and on to Ellis island and some other island but by then I had my head on his lap and I was sleeping off the worse sunburn that I have ever gotten. When we got home we had rode 1400 miles in 3 days on this little 360 Honda and I was walking like John Wayne for 2 weeks. I vowed never to ride that far again on a bike! Bart had put me in front a few times and scooted me up on the tank and done the shifting. So I was used to riding a bit.

Bart got arrested on one of our afternoon rides. It was something about a burned out taillight citation and he had not taken care of. So they had a warrant for his arrest. I was left standing there on the side of the road with the bike and no way home. His friend had my friend on the back and couldn't take me. So it was time to really learn. I rode the 30 miles back home. I stalled it at every light and no one told me to put the kickstand down while you kick start it. So People seemed to be pointing and laughing. I vowed never to ride by myself again. I hated that feeling.

I would however get on the back of almost anybody's bike. Somewhere down the line. I had come to the conclusion that there where just too many people drinking or doing drugs and riding and that if I were going to be on a bike and die that I should probably be the one who is driving. I had owned enough junk cars that I knew my way around an engine well enough. I mean, how different could it be? So in 86 I bought a Suzuki Savage. It was a single cylinder 650 belt drive. I owned it a few years. I determined that even the bigger CC bike hurt on long trips. I needed a bigger one yet. (I guess size does matter!) I rode my Suzuki to the Harley bars and got poked fun at. They would ask "When are you gonna get a real bike?" I then had the opportunity to own a 1984 HD Softail that had been end over ended. I bought this basket for \$3000. It was big black and ugly. It had the headlight broken out, dents in every part of it, no mirrors and a tweaked front end and a bent rim where it had left the road. My friend Rick had died on it. Once I had the engine going I couldn't wait for the aesthetics. I hammered the dent out of the front rim and pulled it out of the garage and rode it. I did put a few buck into it to make it pretty. It was pearl white with pink plug wires. That's about the time I started hanging with the BMW folks. Again I was razzed. "What's that smell? Oh yeah oil" Or the ever popular "Did you trailer that here?". I rode that bike for many, many miles. No one was going to give me a hard time for being a girl or being on a Harley. I kept up.

I had Devon in 1992, She's my little girl. That's when I bought my first BMW. I bought it for her when she was 3 months old. I got a 1970 R75/5 with a toaster tank and a sidecar. I refused to learn to ride it though. Her dad rode a K75 and we were going to many of the BMW rallies. If I learned to ride the sidecar bike I would never see my Harley again. After he and I split up I sold my Harley for \$8000 and bought a 1995 K1100LT for just \$8500. That was a great trade eh? 11 years newer and for just an extra \$500. I have over 100,000 miles on that bike. I have owned a K100RS and a K1200GT.

As you can tell I got over my fear of long journey's on the bike. Devon still has the /5. She just turned 16 and is as crazy for bikes as I was, maybe worse. She argued with me that she did not want an auto license just a bike license. What have I created? I have a few good years left for riding. I hope to retire soon and ride into the sunset!

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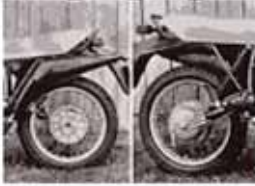
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1980



Debut for the mass-production Enduro R 80 G/S: this newly styled bike is the first to be equipped with BMW's single swing-arm "monolever". Weight is reduced and maintenance is easier.

ABS goes into production. The development of the **Formula 1** engine begins. BMW motorcycles win the Paris to Dakar Rally - the toughest course in the world - and BMWs go on to win it another three times.



1981

BMW becomes the first European carmaker to establish a subsidiary in Japan.



1982

In a class of its own: BMW wins its sixth Formula 2 European Championship.

The Steyr production facility starts up as the fifth BMW manufacturing plant. A decision is taken to establish a sixth plant at Regensburg.



1983

Formula 1 World Champions

Brazilian Nelson Piquet beats out Frenchman Alain Prost for the Formula 1 World Championship after earning 59 points in a Brabham powered by a BMW four-cylinder turbo-engine.

BMW incorporates **diesel engines** for cars in its range. In Geneva, BMW for the first time demands lead-free petrol in Europe.



1984

Power Ride: German Chancellor Helmut Kohl (front), with the Mayor of Berlin, Eberhard Diepgen (center), inaugurate BMW's expanded motorcycle plant in Berlin at the launch of the K series.

The first European models with catalytic converters appear. BMW Technik GmbH is founded. Computers and robots revolutionize work in planning and production.

Founding of BMW Technik: one of the new division's first products is the **BMW Z1** prototype.

BMW produces more than 37,000 motorcycles in the year of the centenary of the two-wheeler. Celebration of completion of the BMW Research and Engineering Centre. The BMW 325iX is the first BMW with four-wheel drive. Just-in-time methods start to alter the way work is allocated between production facilities and suppliers.

1985



Alternative fuel: the **BMW 745i** with direct fuel injection is the first European car with a liquid hydrogen tank and internal fuel preparation.

The motor car celebrates its centenary. BMW holds a major retrospective exhibition on the car in art. BMW also celebrates its most successful year in the market in the United States of America (96,800 registrations) and year one at the new Regensburg works. In with 13 other European manufacturers, BMW starts "Prometheus" projects for improved traffic flow during the 1990s.

1986



BMW think tank: the Research & Development Center in Munich (FIZ) employs some 6,000 people.

BMW presents the first German twelve-cylinder automobile engine in half a century, develops an electronic diesel injection system, implements on-board diagnostics in models of all series, and, with the **M3**, wins the only World Touring Car Championship that has ever been held.



Milestone: BMW is the world's first motorcycle manufacturer to use an electronic-hydraulic antilock braking system (ABS) for bikes. The photo shows the results when brakes are fully applied on a slippery surface with ABS (left) and without ABS.

The **Z1 roadster** is launched. A BMW repair center is opened in Moscow and an import center in Japan. Regensburg work begins shift on a four-day cycle, including Saturdays. Assembly plants in South America, South Africa and countries in Southeast Asia assemble 250,000 cars. **BMW clubs** now have 100,000 members.

1988



In the year the Iron Curtain fell, BMW has another first by producing half a million cars. The company also has a turnover of DM 20 million, and acquires Kontron GmbH, a specialist in process engineering. The year sees the launch of the K1 motorcycle and the **850i Coupé**.

1989



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An Extreme Adventure

with Doris Wiedemann



Doris on the frozen ocean at Prudhoe Bay in Alaska

On New Year's Day, German adventure traveller Doris Wiedemann started a 16 000 kilometre, ten-week trip that many thought would be impossible – to ride north through Alaska in wintertime, crossing the Arctic Circle en route to Prudhoe Bay and the frozen Arctic Ocean.

Three months later, having ridden around the United States, across Canada and then north through the frozen wastelands of Alaska on her BMW F 800 GS, Doris and her travelling companion Sjaak Lucassen have encountered extremes of blistering heat and severe frost, and experienced a fascinating diversity of natural wonders while riding their motorcycles.

Having recently arrived back in Germany, Doris is still coming to terms with her achievement and plans to write a book about this amazing journey. "It was incredible trip and there were so many different highlights along the way," said Doris.

"There was such a contrast from the early stages of the journey to what we encountered as we were nearing its completion. In the 'lower 48' States, I loved the Florida Everglades as well as the swampy land around New Orleans and the dry country in Arizona.

However, the wintry atmosphere in Canada and Alaska was very special and I am still fascinated by the snow-covered tundra in the northern parts of the Dalton Highway and at Prudhoe Bay, where the frozen ocean of course offered another highlight."

When Doris and Sjaak neared their final destination, they had their doubts whether they would actually be able to 'dip a toe' in the ocean at Prudhoe Bay – not just because the sea was com-

pletely frozen, but also due to the fact that because there are no 'normal' tourists at this time of the year, access is prohibited for members of the public.

Fortunately, a friendly employee from local civil engineering contractor Cruz Construction, gave Doris and Sjaak special access and even transported them the final few miles to Prudhoe Bay, albeit in a truck rather than on two wheels!

"We knew that there would be no tourist tours in this area in winter but we did hope to find a way to the frozen ocean, where we wanted the trip to end," said Doris.



Putting extra studs in her tyres on the famous Dalton Highway

"What I didn't expect was for it to be so difficult for us to obtain permission to make the last few kilometres of our journey. Naturally, the people who live in Alaska have a strong sense and understanding for an adventurous lifestyle since this is what their everyday existences entail, due largely to the harsh climate they are living in.

Therefore they are by nature very supportive, but ever since the 9/11 bombings, there has been a tremendous increase in security measures all over the States, so it was a big surprise and a great honour that we were finally given

permission to go into the security area at Prudhoe Bay.”

With the temperatures they encountered ranging from a sweltering 29 degrees Celsius in Florida, down to minus 31.5 degrees Celsius on the Dalton Highway in Alaska, Doris was glad she had chosen the best clothing and equipment for this trip.

However, nothing could have prepared her for just how cold she would be on her motorcycle, with no shelter from the elements, and snowstorms restricting their progress on one day to less than 40 kilometres.

“It was certainly the coldest I have ever been in my life – and not only when on the motorcycle,” said Doris. “We had very good equipment (Doris took Ortodox and Held thermal underwear, Klan heated clothes, BMW Streetguard suit and BMW Winter gloves, Klan heated gloves for temperatures below minus 15 degrees, Carinthia G-Loft Windstopper suit and Held rain suit) so I managed very well while riding.

Waking up and cleaning the snow off her F800 GS was a frequent occurrence. However, during the necessary stops for taking pictures and filming, the cold quickly got to my hands and my face suffered from the cold wind almost as soon as I opened the visor. This type of cold was almost unbearable – mostly due to the wind-chill – and I had to do something against it immediately.

At times, it was just too cold to take pictures, because I couldn’t open my visor. Often I’d have to warm my fingers inside the heated gloves with the engine of the motorcycle running so as to not discharge the battery.”

Where Doris and Sjaak have been very successful is in providing pictures and video footage to Sjaak’s colleagues at

the Dutch website, www.Reismotor.nl. Marcus Kingma and Ripko van Alberda have edited and posted many videos, which have allowed lots of adventure travel enthusiasts to follow Doris and Sjaak’s journey on a daily basis.

In order to allow friends and family to follow their journey online, the two explorers used POV.1 helmet cameras from V.I.O. and a Canon HF100 camcorder for the filming. For the photos, they each used a Canon EOS digital SLR camera and a laptop for image selection.

Furthermore, Doris also used a ‘geotagger’ from www.geotage.com to tag her pictures with GPS coordinates, before putting them online at the www.panoramio.com website.

This automatically places the pictures on a Google Earth map and allows not only viewers to see exactly where and when the pictures were taken, but also allows Doris to easily select pictures in the future with GPS coordinates, using www.cdfinder.de software, when she starts publishing articles.



On reflection, Doris is undecided about which was the most important piece of equipment she carried with her from New York to Alaska. While the camera was useful to document the trip, and she would have struggled without such good quality clothing, her biggest discovery was studded tyres, without which the majority of the trip would just not have been possible.

“Naturally, your riding skills improve with every kilometre travelled, but I just couldn’t believe what excellent work studs can do in a motorcycle tyre,” she said.



Is this the first F800 GS to cross the Arctic Circle?

“I was amazed just how much grip you have with these little nails pointing out of the rubber. Overall though, the F 800 GS was definitely a very good choice of bike for me to use on this trip. It never let me down – neither in the blistering heat or in the freezing cold – and I had lots of fun riding it on gravel and asphalt, as well as on ice and snow. It served my needs perfectly and the only modifications I would make on a future trip would

be a headlight protector and wider crash bars to make it easier to pick up when fully loaded!”

The bike is now on its way back to Europe and will be on display at various meetings and shows during the next few months. As for Doris, her book about a recent motorcycle trip to China has just been published, so she is currently engaged in publicity for this.

Following that, her plan is to make a video of the Alaska trip and write some magazine articles about the adventure, as well as consider writing a book about this trip.

And last, but not least of course, there is the dream of another trip, because as any adventure traveller knows, once the adventure travel bug has bitten, it’s hard to stay at home for too long...



Return to Trenton Rally 7 August 14 - 16, 2009

Centennial Park, Trenton, Ontario

GPS: N 44° 06.036', W 77° 33.822'

Come and enjoy seminars and tech sessions provided by experts in their field and the comradery of other riders.

Pre-registration by midnight July 30, 2009 is \$40.00. Registration at the gate will be \$45.00. Registration includes a rally pin and a rally mug for the first 200, 2 nights of camping, hot showers, 50/50 draws, field events and great door prizes. Friday night hamburgers or tube steaks, Saturday morning free breakfast at the Trenton Lions Club, Saturday night steak dinner with all the trimmings, and bottomless coffee/tea/hot chocolate, soft drinks/sodas and water are also included in the registration.

Another special feature will be a "Sidecars in the Park" event, organized by Mike Baker and Rita & Tom O'Leary. This will be the 3rd continuous year for this growing "Show and Shine". R&T Motorrad will be giving Trophies for "President's Choice", "Most Functional Sidecar" and "People's Choice". Last year's winners were all BMW rigs. Bring your hack and join in the fun!

Location: Centennial Park is located on the East side of the Trent River on Couch Crescent near the Amphitheater. If coming from the East or West on Highway 401, take exit #526 and head South on Sydney Street to Byron Street. Turn right on to Byron Street to Bay Street. Turn left on to Bay Street and follow the signs into the park. We hope to see you at the 7th Edition of "The Return to Trenton Rally".

For further information and Pre-registration forms go to our webpage at www.ltbmwr.ca



BMW's lighter bikes leave racers 'Thunder'-struck

by Larry Tate

Courtesy of Wheels.ca



During test runs late last year at Shannonville, Larry Tate found that BMW's lighter and tighter HP-2 turns more crisply and with less effort than its previous-generation racer, the R1200S (number 10, above).

Evolving machine gets sleeker and more powerful

Canadian Thunder, the aptly named class for twin-cylinder racing motorcycles in Canada, features close racing and fan-friendly noise. It's the perfect showcase for smaller labels – BMW, Buell, Ducati, KTM – that don't have the resources to attack the superbike class against the Japanese juggernauts.

BMW has been involved in Thunder since its inception, and when the chance came late last year to ride three generations of BMW Canada race machinery at Shannonville, I was in like a dirty shirt.

I'd already ridden several bikes involved in BMW's program (or stock versions thereof). The initial BMW Thunder racer was the R1100S, and not only have I had tons of track time on that one while teaching at Wolf BMW track schools, I also raced one for Wolf at Shannonville in a wet and cold May Thunder race in 2005.

That was the first generation of BMW's challenge. It was powerful and stable but heavy. In 2006, the factory entered the R1200S, which had dropped nearly 35 kilograms in weight, added some power, and had stars Oliver Jervis, Chris Duff and past Canadian superbike champion Mike Taylor riding.

Some wins and podiums resulted and in 2007, further engine and chassis improvements made the bikes competitive enough that Taylor took the series title while teammate Mike Ferreira carded sixth.

In 2008, BMW developed a totally new bike called the HP-2 Sport. While this third-generation racer retained the BMW flat-twin-engine layout, there's not much else traditional about it – Formula One-level electronics, less weight, a new engine (although still a flat twin), carbon-fibre and other exotic materials everywhere. This bike is right on the edge.

At our track session after the last race of the season, I rode the 2007 factory R1200S that Ferreira took to sixth that year.

Compared to the earlier R1100S I'd raced, this one was stronger and lighter, but still felt heavy and long, albeit delightfully stable and easy to ride. The engine had a strong hit up high (due to the Canadian Hindle exhaust and Ferreira's tuning preferences), although it still retained the traditional BMW strength of explosive off-corner power.

At one point, fellow Wheels contributor Steve Bond passed me on the newer HP-2 model, and I found myself catching up to him coming off the hairpin and down the long straight.

After lunch, I bumped Bond off the HP-2. I'd ridden the street version in Germany at the factory a month earlier and had loved the electronics. Other riders had been ambivalent at Shannonville: Bond said he wasn't overly impressed with the quick-shifter or the complex dash display.

One gentle warm-up lap, a few more slow ones to display the bike for the

photographer, and then Bond came by on the 2007 bike. Visions of our vintage race at Mosport back in August came to mind, I put my head down, and the HP-2 became pure magic. I can only imagine how good it must feel to a top-notch rider.

The motor had noticeably less mid-range than the '07 bike, but there's a killer top end. It suited my riding style more than the older motor, as I could open the throttle earlier in the corner without fear of overwhelming the rear tire, hitting the real power as I got the bike upright. I drag-raced Bond down the long main straight and found that, while the '08 bike did give up a bit at the start, it was no contest in the last half.

The bike is only about six kilos lighter than the '07 machine, but it's smaller, tighter, more densely packaged and feels half the size. It turns more crisply with less effort, yet hasn't sacrificed BMW's legendary stability.

I love the quick-shifter, which uses electronics to disengage the clutch and make instant shifts – you just touch the

pedal with your foot and you're in another gear at the right revs, going up or down.

It's an unbelievable feeling to be charging through a corner at full lean under hard acceleration or braking, tapping the pedal, and having the gears change without a hint of unsettling the chassis. It's magical, and is certainly going to translate into safer road bikes in the not-too-distant future.

I might also add that the Brembo monoblock brakes, using a wicked new DP pad compound, are perhaps the best I've experienced, maybe even better than those of the Yamaha superbike I rode last year. You can lift the rear wheel at almost any speed, yet feel and control are remarkable.

As a final treat for the day, I got a quick chance to ride what I'll call Generation 4 of these BMW racers, a new F800S. Durham BMW employee Shane Poon raced this bike in 2008 and it was the only machine of this model on the track.

The suspension needs work, but it was as enjoyable to ride in its own way as the much edgier and faster HP-2. A linear engine response, good brakes and rigid chassis all have the makings of an excellent race or track-day machine and, with a relatively small amount of work, I believe it would give fits to many bigger bikes on Canada's generally short and rough tracks.

Plus, the lower and flatter power delivery make it a better bike for most riders – whether they admit it or not – including older race track veterans like me. I love the HP-2, but it's out of my league by, well ... a league. The F800, on the other hand, I'd be willing to try giving a serious whipping – time and money and home management all falling in line (in my dreams).

Canadian Thunder will look quite different this year, since both Ducati and KTM will not field official squads in Canada. However, Buell and BMW will have official teams and be helping privateer efforts, so the class should still be great to watch.

Sixth Annual Edition of the BMW "For Women Only!" Test Ride Event

Since 2004, the BMW "For Women Only!" Test Ride Event has offered female motorcycle riders the opportunity to test ride a full range of current BMW models in a relaxed and controlled environment.

Administered and hosted by seasoned female motorcycle enthusiasts in affiliation with BMW Motorrad Canada, the events were offered in three major Canadian cities: Vancouver, Toronto & Montreal.

International Female Ride Day is the inspiration of Vicki Gray, founder of MOTORESS, an international website developed to encourage and support women in motorcycling worldwide. Vicki works tirelessly to "Connect women with motorcycling" and the International Female Ride Day has spawned numerous female-only motorcycling events focused on the annual May 1 event.

BMW Motorrad Canada is a strong supporter of female motorcycling in Canada and a regular sponsor of MOTORESS since its inception.



BMW S 1000 RR headed for Canada. Elite BMW supersport motorcycle to debut in late 2009.



BMW Canada is pleased to announce that

the BMW S1000RR supersport motorcycle will arrive in Canada in the fourth quarter of 2009.

In development since 2007 and currently competing in the 2009 World Superbike Championship in full racing trim, the world debut of the BMW S 1000 RR will establish a true milestone in the supersport motorcycle category.

Combining an all-new high-performance engine with lightweight construction, sophisticated chassis dynamics and race-engineered brake and suspension components, the BMW S 1000 RR will set a new benchmark for ultra-high performance motorcycles - on both the racetrack and the road.

The 999cc water-cooled, DOHC, sixteen valve four-cylinder inline power unit is brand-new from the ground up, bred for racing, developing a maximum output of 193 hp at 13,000 rpm (rev-limited to 14,200 rpm) and maximum torque of 82.5 lb-ft at 9,750 rpm.

With overall weight of just 204 kg including fuel (183 kg dry weight, 206.5 kg with Race ABS) the S 1000 RR will also take its place as the lightest motorcycle equipped with ABS in the supersports category.

The combination sets a new standard in its class with a power-to-weight ratio of just 1.05 kg and, respectively, 1.06 kg (2.31 and, respectively, 2.34 lb) per horsepower without/with Race ABS.

The new BMW S 1000 RR has been designed not only to compete in the World Superbike Championship, but to take its place among the élite of supersports motorcycles.

"We are eagerly following the solid progress of the BMW Motorrad Motorsports team at the World Superbike Championships and excited to be introducing the S 1000 RR in Canada later this year", stated Norm Wells, Director of BMW Motorrad Canada. *"We are looking forward to having an ultra-competitive product in the supersport category and can already sense the anticipation of motorcycle enthusiasts for the arrival of the the S 1000 RR in this market."*

The specifications of the BMW S 1000 R are a testimony to state-of-the-art racing technology on all fronts – performance, handling dynamics, safety and ergonomics – not to mention the visceral packaging in the sleek S 1000 RR bodywork.

S 1000 R Technical Highlights

Engine

- Cylinder axis tilted 32° forward to optimize centre of gravity and weight distribution
- stroke/bore ratio of 0.621
- Aluminum crankcase and cylinders with nikasil-coated liners
- Wet-sump lubrication using Eaton oil pump and oil cooler
- Titanium valves
- Forged, heat-treated steel 180° crankshaft
- Extra-light (334 gm) forged, heat-treated steel

"crack-split" connecting rods

- Fully sequential, cylinder-specific fuel injection with integrated anti-knock control, ultra-fast processing and self-diagnosis

- Variable intake manifold length

Exhaust

- 4-into-2-into-1 system with pre-silencer, two electronically controlled interference-type butterfly flaps and rear silencer
- Two fully controlled, high-density, metal based three-way catalytic converters fitted in the pre-silencers

Transmission

- Six-speed with straight-toothed primary gears in compact case
- Multi-disc "slipper" wet clutch
- 525 O-ring roller chain
- Optional electronically controlled Shift Assistant for seamless and rapid clutchless upshifts

Frame/Suspension

- Light weight aluminum bridge frame - weighing just 11.98 kg - integrating the engine as a load-bearing element for optimum torsional stiffness and minimum weight. Aluminum fuel tank.
- Front upside-down fork with 46 mm fixed tube - with a wide range of adjustment of both the spring base as well as damper rebound and inbound control.
- Long (593mm) aluminum rear swing arm and central spring strut with adjustable spring base and adjustable damper inbound and rebound control.
- Ten-spoke pressure-cast aluminum wheels with 120/70 ZR 17 front and 190/55 ZR 17 rear tires

Dynamic Chassis Systems

- Four mode engine management system with Rain, Sport, Race (super-





Options

Available as an extra-cost option, the S 1000 R will also be available in the BMW Motorrad Motorsport Team colour scheme as on the Superbike Works racing bikes with paintwork in Alpine White Non-Metallic, Magma Red Non-Metallic, and Lupin Blue Metallic, with swing arms also finished in Eloxy Silver and wheels in high-gloss Black.

While Troy Corser and Ruben Zaus and the BMW Motorrad Motorsport racing team continue their assault on the 2009 World Superbike Championship, the S 1000 RR is now poised to take its place in BMW showrooms, offering an exciting new benchmark in supersport motorcycles.

The BMW S 1000 RR will be introduced to the Canadian market in the 4th quarter of 2009 and promises to be priced very competitively in the supersport motorcycle category.

sport street tires) and Slick (racing tires) settings

- Optional Race ABS with Dynamic Traction Control (DTC) and rear-wheel lift-off detector
- Four mode system fully-integrated with Race ABS and DTC when so-equipped

Brake System

- Floating double 320 mm front discs with two four-piston Brembo fixed calipers with 34 mm pistons and sintered metal pads.
- Single 220 mm rear disc with single floating caliper rear brake and sintered metal pads

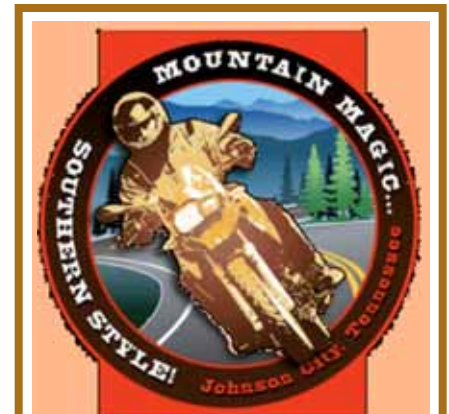
Controls/Instruments

- Multi-functional instrument cluster with racing features such as a lap timer and optimum shift speed indicator

- Riding modes selectable via handlebar controls
- New generation light/indicator switch cluster positioned on left handlebar
- Quickly detachable front flashers, licence plate support and rear flashers, for easy conversion to racing use.
- LED rear light cluster with clear lens
- Optional LED flashers

The new BMW S 1000 RR will be available in three dramatic standard color combinations:

- Mineral Silver Metallic with swing arms and wheels in Ostra Grey.
- Thunder Grey Metallic with swing arms and wheels in Ostra Grey.
- Acid Green Metallic with swing arms in Eloxy Silver and wheels in glossy Black.



37th BMW MOA International Rally

JOIN US IN 2009! The 37th BMW MOA International Rally, July 16 - 19, 2009 in Johnson City, Tennessee. The site is the Appalachian Fairgrounds, located just north of Johnson City. Situated near the intersection of Tennessee, North Carolina and Virginia this site has it all. Motorcycling in the area is amongst the best in the U.S.: Deal's Gap, Cherokee Skyway, Blue Ridge Parkway, the Great Smoky Mountains, and so much more. Come experience the Mountain Magic... Southern Style! More information at <http://www.bmwmoa.org>

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BMW Motorrad USA First Aid Kit Only available in the US

Excellent first aid kit that is not only for motorcycle use; can also be used for any outdoor activities including skate boarding, mountain biking, hiking etc. - Can easily be clipped to any users backpacks, fanny bags, or belt clip. - Small but well-stocked and practical kit that fits in every motorcycle side case. - Scissors, tweezers, disposable latex-free gloves. Sterile gauze pads, antiseptic wipes and pads, adhesive bandages in different sizes, burn medication (cream), anti-bacterial moist wipes, itch eraser for fast relief after insect bites.

Product description

- Color: Dark blue and black.
- Size: 5.3 x 6.2 x 1 in.
- Material: Canvas.
- Features: Snap clip and two-way zipper. First Aid Emergency Handbook & Reference Guide included in front pocket. Back pocket for additional storage. White BMW Motorrad USA imprint in front. BMW Original Parts

[Sierra BMW Motorcycle](http://www.sierrabmw.com)

BMW Motorcycles First Aid Kit

BLUE => Part # **72000444634**

BLACK => Part # **72000444635**

Price \$16.75



Motorcycle First Aid *By Randy Price*

We are going to start a series on Motorcycle first aid, but before we do, I'd like to make a

couple of things clear. The decisions you have to make at an accident scene are numerous and can be very hard. If you make a mistake, someone could die, possibly one of your friends. But I am sick of our litigious society dictating that we should not help because we are not licensed professionals or are afraid of a lawsuit. There may come a time when you are the only hope someone has and if you do nothing they will die. There is a law called the "Good Samaritan Law" that basically says; if you are trying to save someone's life you can not be sued for it. I am not trying to get you to practice medicine without a license; I just want you to be aware of some very basic first aid. Good luck and I hope you never need any of this advice. - Michael C. Richards, Editor

Picture this...You're out on a country road with your friends. The weather's terrific, the bike's running like a top - life's perfect. Tranquillity is destroyed when, suddenly from nowhere, a car runs through an intersection and takes out the rider directly in front of you. Do you know the basic methods to save your friend's life?

After two recent crashes in our group, we came to the conclusion none of us were totally prepared. We checked with Captain Paul Dezzi, Quality Assurance Officer of the Sarasota County Fire Department for a little advice. While this advice is not intended to make you a paramedic, it can help you tend to an accident victim and minimize risk of further injury until the professionals arrive. Just a few minutes study can arm you with lifesaving techniques.

When The Accident Happens Securing the Scene

Dezzi's first piece of advice was the most obvious and perhaps the most forgotten: "Make sure the scene is safe first. Protect yourself, then help." Administering first aid with traffic whizzing around invites additional injury. Assign another group member or some other bystander to control traffic, point out fluid spills and keep smokers away. If the crash occurred in the twisties, send

someone up the road so traffic will have ample opportunity to slow down. Look for other hazards. Are there any other hazards such as fire or downed electrical lines that must be controlled?

Primary Survey

You will need to learn to conduct a primary survey with the intention of identifying and immediately controlling life-threatening problems. Try to determine if the victim's injuries are urgent. If unsure, consider it urgent.

Early in the process or during the primary survey, it will become apparent whether the crash victim will need transportation. Nowadays, many motorcyclists ride with cell phones, so dialing 911 is easy. According to Dezzi, when 911 is used on a landline, the dispatcher immediately knows the caller's location. It doesn't work that way with a cell phone. Be prepared to relate specific information about your location. If a cell phone is unavailable, delegate another rider or passing motorist to call for an ambulance.

Here are the priorities of the primary survey in order of importance:

- Airway & Breathing
- Circulation & Bleeding
- Spinal & Neurological Status

A rider who is up and walking may not have obvious injury, however, in time, he may suffer significant problems once the adrenaline of the moment has worn off. In our interview, Captain Dezzi emphatically recommended a hospital evaluation for all motorcycle crash victims. And a high speed off is a definite trip to the medics. Settle the "walking wounded" so you can perform a primary survey. Assertions by the victim that they're okay are not good enough. Perform a primary survey.

If the rider is lying on the ground, determine his level of consciousness. Is he alert, responsive to voice commands, responsive to pain, or unresponsive? This will give you instantaneous clues about his airway. CAUTION: Don't start moving an unconscious or partially conscious victim unless it is life threatening not to do so.

PRIORITY 1 AIRWAY & BREATHING



Determining if the victim is adequately breathing is obviously most important. A person can die within a matter of minutes without oxygen. It's the fastest way to check out! Follow these tips to determine if the victim has a clear airway and is breathing:

1. Look for obvious signs of breathing - chest movement, exhalation from nose or mouth, talking (swearing if the bike's torn up!).
2. Identify the quality of breathing - deep, heavy, labored, shallow, normal.
3. Observe the airway (nose and mouth) for obstructions or trauma. Broken teeth or severely damaged jaws can obstruct breathing. Look especially for this type of trauma with riders who do not use full-face helmets.
4. If the victim is not breathing, it will be necessary to open the airway and possibly begin ventilation. This may require removing the helmet. **Remove the helmet only if the victim is not breathing or if CPR is necessary.**
5. Once the victim is breathing, his airway and breathing must be continuously checked. This is called airway maintenance.

PRIORITY 2

CIRCULATION & BLEEDING

Determining heart beat and bleeding is second only to airway maintenance. Obviously, with no heart rate, you won't live to pull your next wheelie. Here's the sequence of events for checking circulation:

1. Check the victim's pulse at the carotid artery in the neck. It can be

- found on either side of the rigid airway near the Adam's apple. Press two or three fingers against the artery until the pulse can be felt.
2. Verify the quality of heartbeat - strong, weak, fast, slow, absent.
3. Absence of pulse indicates Cardio-Pulmonary Resuscitation (CPR) is necessary. [Consult the Red Cross for CPR education.] **Remove the helmet only if the victim is not breathing or if CPR is necessary.**

If the victim has an adequate pulse, bleeding control becomes important. This is the process:

1. Control areas of copious bleeding first - open arteries, amputations.
2. Spurting brightly colored blood is arterial - first priority.
3. Oozing dark blood is venous - second priority.
4. Apply pressure directly to the wound. If practical, elevate the body part above the level of the heart to slow bleeding.

PRIORITY 3

SPINAL & NEUROLOGICAL

The most important aspect of this portion of the primary survey is to decide if a spinal trauma has occurred. **REMEMBER**, during airway maintenance and bleeding control, absolute minimal movement of the victim must occur. Consider every motorcycle accident a spinal injury. Look for signs of spinal trauma:

1. Odd angles or protrusions of the neck or spinal area should be conservatively treated as a spinal injury. The absence of obvious trauma does not mean the absence of a spinal injury. If in doubt, immobilize.
2. Complaints that the victim cannot move body parts or limbs. (After his career ending crash, Wayne Rainey immediately complained of an inability to move his lower body-the

result of a severe cervical spine injury).

3. Immobilize the victim's head and neck to reduce the risk of further injury. If the victim is awake let him know what you're doing!
4. A victim sitting up and moving around may not have an immediate life threatening spinal injury but could have a significant head injury.
5. Gauge the victim's neurological status with questions - Who are you? Where are you? What time (or day) is it?

Waiting for the ambulance is the perfect time to collect information for the paramedics. If the victim loses consciousness, you will have valuable information ready. To collect victim information, use AMPLE:

- **A** - Are you ALLERGIC to anything?
- **M** - Are you on any MEDICATIONS?
- **P** - What is your PAST medical history?
- **L** - When was your LAST meal?
- **E** - What were the EVENTS leading up to the injury? (What was the speed of the crash? Was it a highside? Lowside?)

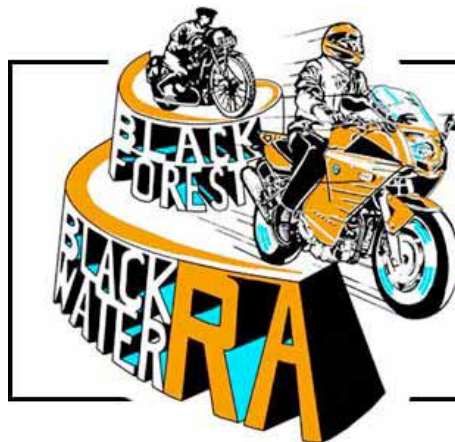
Final Words

Nothing takes the place of hands-on experience. Take a few minutes to practice the jaw thrust, spinal immobilization and helmet removal techniques.

Practicing may feel awkward at first but that little bit of knowledge may be the difference between life and death.

Enrolling in a first aid, emergency responder or even CPR class is a great idea.

- Contact the Red Cross
[Canadian Red Cross](http://www.redcross.ca)
- Contact your local fire department for information about paramedic, emergency medical technician or first responder programs.



BMW RA
2009 International Rally
"Black Forest to Blackwater"
Canaan Valley WV
July 23 to 26, 2009

BMW Motorrad Summerfest

July 17-19
2009



Once again motorcycling enthusiasts from all over will gather at BMW Motorrad Summerfest, from July 17th – 19th 2009 at Mosport International Raceway. There's always a fantastic atmosphere – with a party on Saturday evening featuring live music by a selection of Canadian talent, lots of new things to see plus getting together with old friends – there's always lots to talk about. Popular events this year include great off-road and on-road demo rides and the fast-paced race action of Superbike, Pro 600 Sport Bike and the Canadian Thunder Series.

Come for the day or stay for the week-end. Choose from on-site camping, RVing, or off-site B&B and hotel accommodations to ensure your BMW Motorrad Summerfest weekend gears up the way you want. Don't forget the BMW Marketplace too, with product demos, service specials, parts and accessories, branded apparel – this is where you'll find it and more!



<https://ssl.marcomweb.com/bmwsummerfest2009/>

Motorcycles to fight fire in Chennai (India)

By Petlee Peter



The red eye-catching fire engine with loud ringing bell might not be the only sign of arriving firemen anymore. Tamil Nadu Fire and Rescue Services (TNFRS) department will soon have motorcycles for fire fighting alongside Fire Tenders, Emergency Rescue Tenders and Skylifters.

Fitted with state-of-the-art Water Mist equipment, the motorcycles can have better mobility through nooks and corners of our city and can reach the fire accident spot in a shorter time.

Water Mist technology on motorcycles

Reliable sources at the TNFRS revealed that a proposal to introduce a fleet of fire-fighting motorcycles for the city fire brigade is ready and will be submitted to the State Government immediately after the Lok Sabha elections.

The motorcycle, mostly with 350cc engine, will have two portable imported Water Mist technology fire equipment fitted on either sides near the rear wheel. Each equipment has the capacity of 9 litres of water mixed with Compressed Air Foam (CAFS).

"The Water Mist device will be 10 times effective than the regular ones and will effective to fight fire in the initial stages before the bigger fire tenders reach the spot. Water mixed with compressed foam is sprayed with very high pressure and the fire is contained with a cooling and blanketing effect," said a senior fire officer attached to the city zone.

Apart from being compact and mobile, the device comes with a 2 kg extinguishing gun that has a spray and jet mode and uses only 70 percent less water than conventional water sprinklers.

My employer needs a fire motorcycle like this!

By Steve McKinney



OK, I have found what my employer needs.

Those of you who know me know that I am a career firefighter. I am volunteering to be the operator of the new apparatus. What I have found is a "Fire Motorcycle." Now Harley Davidson has what is referred to as a "Fire Bike" but it is basically one of their everyday bikes with some different badges and paint, it does no firefighting. The bike that I am talking about is an actual firefighting vehicle. This would be a dream assignment for me, as it is even based on MY BIKE! That's right people, it is a BMW R1200RT that has two tanks of water and a SCBA tank to propel the water. There is a booster reel where the trunk sits on my bike.

Because this bike uses a foam solution for firefighting, it appears to be very effective in their propaganda videos. I would love to see this work in person and see how well it does work.



BMW modified by FIREXPRESS from Denmark

I can see the big advantage of this fire motorcycle would be the ability to get through heavy traffic faster than a fire engine.

Even if there was not enough water to extinguish a larger fire, the water applied by the motorcycle could at least

slow the development of the fire until a real engine crew can get there. It is a pretty cool concept, at least I think so.

I love my job, and I love riding, so what could be better than being paid to ride?

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- ♣ TURN LEFT ON 14 AT LIGHT,
CROSS LAKE - TURN RIGHT ON CR
16 (1 MILE)
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MORE (TURN RIGHT AT CROSS-
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Alma Johnson - Wall of Death rider



'Dare Devil' Alma Skinner/Johnson passed away in 2008, a fascinating person with a rich history of stories and photographs depicting her life and times as a Wall of Death rider with partner 'Skid' Skinner.

Her pictures capture the maverick and intensely stylish nature of the individuals attracted to this dangerous and glamorous past-time.

Many of the riders came from the emerging dirt-track and speedway scenes of the 1930s, full of daring stories of speed and calamity. The individuals were allowed to flourish on the Wall of Death, elaborating their personas equipped with lavish costumes and a bundle of the latest tricks up their sleeves.

Alma was a remarkably strong, fearless and bold person who felt no discomfort in a world populated by dashing male riders.

PIPE DREAM



Thousands of people converge on the town of Maxville every summer to hear the skirl of bagpipes being squeezed by some of the best.

But there's a lot more to the Glengarry Highland Games than the irrepressible call of the pipes. One of the largest Celtic events in North America, the Games are a one-stop shop for all things Scottish - from fiddlers, drummers and Highland dancers to burly lads and lasses tossing field stones, iron hammers, cabers and other weighty items around a sport field.

A tartan ball and tattoo kick off the fun, which takes place July 31 to August 1.

For a complete schedule of events and additional information, visit

www.glengarryhighlandgames.com



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Der Polierlappen introduce you to Liz Jansen

I have the best job in the world. It involves motorcycling and people are always smiling. Even after being a rider for more than 30 years, each ride is as exciting as the first.

Growing up on a farm in Niagara, my younger brothers had a Honda step-through that somehow, I managed to get a chance to learn to ride on. Since then, there has only been a brief period when I was without a motorcycle and it has never been more a more significant part of my life than in recent years.

2003 marked a year of tremendous personal and professional change. My role in corporate Human Resources with a large manufacturer had become meaningless and I needed to find something more fulfilling. How better to clear my mind and sort things out than to take off on my motorcycle?

On August 4, 2003, I left on a 2 month life-altering odyssey, west across Canada and the western U.S. What a gift it was – to be given that experience. I had set criteria before leaving of what my next role would look like but it took until California before they crystallized. Sitting with friends at an outdoor restaurant in Clayton, near San Francisco, the concept of Trillium Motorcycle Tours was hatched. After that, I knew I could return and focus on growing that dream.

I'm now involved in a lot of different activities, mostly motorcycle related. The theme that ties everything together is that they create an environment where others can learn and grow.

Trillium specializes in tours throughout Ontario and we offer everything from fully guided group rides to day rides, customized routes, self-guided tours and maintenance workshops where riders bring their bikes in, learn the basics and even complete an oil change. Most of the tours and events organized by Trillium welcome both men and women, although there is a focus on women riders.



It's been interesting to watch this evolve. For example, when we first started doing Basic Maintenance workshops, they were for women only. We thought that men wouldn't be interested. They were and now the participant mix is about 50/50. Even a bit of knowledge about how to look after your bike and the discovery that it's not all that difficult is empowering for women and men alike. A novel activity that is seeing increasing

I have the best job in the world. It involves motorcycling and people are always smiling.

interest is Corporate Rides. The concept is simple. Organizations invite clients and employees for a day or weekend of riding. Trillium acts as the event coordinator, making all the arrangements and creating a unique event where invited riders need only show up with their motorcycles. There's a special bond that forms with a group of riders that you can't get through association meetings or golf tournaments and organizations are discovering it's value in strengthening professional relationships. We're hosting our first Professional Women's Networking Ride on July 15th which is open to all women and is getting an exceptional response. Trillium is one facet of my life, albeit a major one, but there are others. I instruct in the motorcycle program at

Humber College. For the past three years, I've been honoured to coordinate BMW's Exclusively Ladies Demo Day for Ontario and it's been a joy to watch more women considering BMW's. Requests for this season's ride started coming in last November.

In 2006, I was elected to represent Ontario on the Board for the Motorcyclists Confederation of Canada. It has been an eye-opener to learn about issues affecting us that as riders, we are unaware of. Being able to help effect positive change through MCC has been tremendously rewarding.

Late in 2006, MCC established the Women Riders' Council and formed a Steering Committee with representatives from across Canada. Our mandate is to "Promote and Celebrate Women Riders" and we do that through profiling women on our website, compiling resources and acting as ambassadors for riding and MCC.

This year, we're absolutely thrilled to be collaborating with the AMA on the International Women and Motorcycling Conference, being held Aug. 19 to 22 in Keystone Colorado. MCC is hosting the Friday evening International Street Party with a theme of One World, One Ride with special benefits throughout the conference for Canadian registrants, including a very favourable registration fee. The conference is open to both women and men and full of opportunities to advance our sport, network, have fun and partake in some amazing riding.

Motorcycling for me is part of the process towards self-fulfillment, not the end result. It is so rewarding to watch that unfold in others too. When I took that step six years ago, it was into the unknown. My motorcycle has taken me on some exhilarating rides since then and I wouldn't change a thing.

www.trilliumtours.com
liz@trilliumtours.com
519.943.1131

Toronto woman chosen for elite "Dirty Dozen" motorcycle ride

A Toronto road-riding woman motorcyclist has been chosen to be a member of this year's elite "Dirty Dozen" team. These women are so described due to their willingness to literally get dirty for the cures to breast and ovarian cancers through their fund raising and riding efforts on the Adventure for the Cures ride, says Neda Skific-Lee, the only Canadian in the group.

"To be successful, I will have to successfully travel over 750 miles, 80% of which will be on dirt roads

and trails" says Skific-Lee, a Program Manager at City of Toronto's Harbourfront Community Centre. "I have also pledged to raise a minimum of \$2000.00 which will directly benefit the Canadian Breast Cancer Foundation – Ontario Region

www.cbcb.org/ontario
www.cbcb.org/ontario

and its efforts towards creating a future without breast cancer. " Through grants made as a result of fundraising, the Canadian Breast Cancer Foundation - Ontario Region supports a broad range of innovative work addressing all aspects of breast cancer. Since the year 2000, it has dedicated over \$60 million of donors' funding to the most promising breast cancer research throughout Ontario. (Source: Canadian Breast Cancer Foundation – Ontario Region, 2009)

The trek, complete with sherpas, is organized by New York based

www.womensmotorcyclistfoundation.org

a charitable, educational organization whose efforts to date have contributed over \$2.2 million dollars towards the eradication of breast cancer by funding research. This year's ride, scheduled for August 8 – 16 is planned through the National Forest Districts in the Central Rocky Mountains of Colorado culminating in Keystone Resort and Conference Center, home to the fifth International Women and Motorcycling Conference

hosted by the American Motorcyclist Association.

"Over the past few years, I have travelled extensively with my husband through Canada, US, Europe and New Zealand by motorcycle" says Skific-Lee. *"I have always dreamt of an opportunity to venture off the beaten path and experience the challenges and rewards of*

off-road riding. The Adventure for the Cures ride is just the experience I was looking for combining dual-

sport riding with a group of adventurous women while raising money for cancer research. As a daughter of a breast cancer survivor, I am dedicating this ride to my mom whose courage and positive attitude are a true inspiration. I am also riding in celebration of the special women in my life and their continued good health."

Breast cancer is the most common cancer among Canadian women. In 2009, an estimated 22,700 women in Canada will be diagnosed with breast cancer and 5,400 women will die from it. Though one in nine (11%) Canadian women is expected to develop breast cancer during her lifetime (this means by age 90), only one in every 28 Canadian women will die from breast cancer. This means that about two-thirds of the women diagnosed with breast cancer in Canada will live through it. The significant improvement in survival rates for women with breast cancer since the mid-1980s is likely a result of improvements in screening and advances in treatment. (Source: Canadian Cancer Society. Canadian Cancer Statistics, 2009)

To arrange an interview or make a contribution contact:

Neda Skific-Lee

Email: ride_the_world@rogers.com

Phone: (416) 221-7433

www.ridedot.com

BMW Motorcycle Magazine

BMW Motorcycle Magazine is now available in Canada.

The fourth issue of the English language version of the independent BMW Motorcycle Magazine has just been published and is available now to BMW fans worldwide, who can subscribe online and have it mailed directly to their homes.

Packed full of BMW power and published by German company MO Medien Verlag GmbH, the latest issue features an impressive selection of features and analysis, including comprehensive tests of the K 1300 GT Gran Turismo machine and a K 1300 R naked roadster that is put through its paces on the test bench and out on the road.

There is also a profile of BMW Motorrad's factory-built custom concept, a feature on the BMW Museum and even a visitor's guide to Munich for those interested in exploring this famous German city.

Classic and 'specials' fans are treated to some impressive restorations and machine profiles, including an R 51/3 that has been owned by the same man for over 50 years; an R 60/5 café racer restoration from the USA; a pre-Second World War R 66, complete with telescopic forks and plunger suspension; and a 'Dechaves D 1200 R' exotic special built by two Spanish engineering students to test their theories on front fork suspension.



Ottawa to Santa Fe *by Elisabeth Joy*



This is the first time I write a motorcycle related article. I learned to ride bikes 30 years ago in Holland, on a 1953 500cc BMW with sidecar. Since then, most summers have involved at least one long distance motorcycle trip exploring points in eastern and central Canada and the States. I have also ridden in Europe, Turkey, Mexico and Guatemala.

A long time dream of mine has been to ride across the States to California. Last year, Steve (my husband) and I decided to join friends traveling to a Moto Guzzi National Rally in California. I was looking for an opportunity to test my 6th bike, a 2007 R1200R and he had just bought a Buell Ulysses (touring version), but only had 15 vacation days. There would be limited opportunities for site seeing, shopping or taking photos.

The R1200R may seem an odd choice for someone who enjoys driving long distances and even going off road. Why not a GS or at least an RT? Despite preferring tall bikes, sadly, I am short. Not the perfect combination, and very tall bikes (GS), heavy bikes, or bikes with too much plastic are not recommended. Even with the R1200R low profile seat, my feet cannot touch the ground completely at the same time. The R1200R is a very light bike for its size (handy when stopping on uneven roads) and very well balanced even when loaded down for a trip. In heavy crosswinds, this bike is remarkably stable and has great handling in the twists .

I find it useful to know how people equip their bikes, what they bring with them and how satisfied they are. I hope you feel the same about the info below.

When I bought the bike, I had an adapter rack installed so that I could still use my old Givi mono key side bags. I also purchased a V-Stream wind screen, but despite the reviews, I find there is considerable wind buffering. I tried to correct this before the trip by ordering some "winglets" that can be installed on the screen, but they did not arrive in time – will test them out this summer. I hesitated about buying a throttle lock, so that my right hand could rest a bit while

riding, but decided to go with a palm grip, which did a relatively good job. (Will probably buy the throttlemeister this summer).

I ordered a map holder from Road Gear that wraps around the arm, thinking it might be easier to glance at the map on my arm rather than on a tank bag. While driving, the map holder kept slipping and I ended up buying a FS magnetic tank bag with a map holder at Apex in Colorado Springs. I transferred my camera to my tank bag and was able to sneak the occasional photo while driving – from a safety point of view, this is not a recommended technique.

Since we were camping for part of the trip, we needed a tent, sleeping bags and mats. I chose a 4 person Sierra Design Bedouin tent for the following reasons: Good ventilation, tall enough inside that one does not have to practice Cirque du Soleil moves to get dressed, and we have room for all our gear. Disadvantage is that it will not fit in hard bags.

When camping, I sleep on a surprisingly comfortable Exped mat that is self-inflating, has down feathers in the channels for insulation from the ground and packs quite small (You will have guessed that I am not a hard core camper). My sleeping bag is a Marmot





for women (extra insulation around the feet area). Since the tent would sit on top of the luggage rack, I bought a waterproof Eureka bag in which I could also fit a ground sheet and my sleeping mat. I used a "pacssafe" metal locking mesh to cover the bag and secure everything to the bike. This gave me some peace of mind when we left the bikes unattended.

Finally, I restocked my first aid kit – which came in very handy later in our trip – as it turned out I was the only rider with one.

Before leaving Ottawa, I had looked for a top case. At over \$400.00, I decided I could "pack light" and make do with my two 46l side bags. There was some overflow into Steve's empty top case at the beginning of the trip, but when it came time to decide between space for his beer bottles or my gear, my gear had to go. During the trip,

I was lucky enough to find a large Givi top case, same model as my side bags, which gave me the storage I needed and was a great deal at \$200.00.



Der Polierlappen

You might have noticed no mention of GPS unit or bike to bike communication systems. We are a relatively low tech couple. I get by quite well with maps (actually like using them) and some of my best touring experiences have happened because I got lost, discovered a less traveled road, or had to stop and ask for directions. Bike to bike communication system is another matter: Even a short half hour delay, because your partner took the wrong exit not noticing your hand signals to keep going, can be a great irritant when you are trying to cover as much distance as possible during a long riding day. If it was up to me, we would have had a communication system for the trip.

The Trip

We left Ottawa on June 14th, the sky was overcast and it had been raining the week before. No traffic crossing the border at Watertown and the first day was a short drive on the interstates to the outskirts of Cleveland, Ohio. Just enough distance to test the bikes and make any necessary adjustments. The original plan was to cross the upper mid-west states as fast as possible, then head south in Kansas. Before leaving Ottawa, we checked state road conditions on the internet and discovered the I-70 was closed in some states because of flooding. Plan B would mean zig zagging in a south-west direction. During the two weeks we were incredibly lucky weather wise: Only a few intermittent showers on the first day and the rest of the trip was mainly sunshine. On our return, we heard it had been raining in Ottawa for most of the time we had been gone.

We took the time to stop and visit the Rock and Roll Hall of Fame in Cleveland. I thought the museum was pretty interesting, enjoyed the exhibit on Jim Morrison and the Doors, but you had to be a passionate music fan to want to spend hours reading and seeing everything. The \$22.00 entrance fee is a bit pricey.



We rolled into Dayton, Ohio, for supper and met up with Phil who was riding a Moto Guzzi Quota. The next morning, we set off to ... Dayton's Harley dealer to find out why there was a lit warning light on the Buell dash panel. An hour later, Steve was told that the exhaust canister valve servo had failed open, it would take 10 days to order the part, but he could continue driving the bike without damage - time to cover some miles. Again we were fortunate: The flood waters had receded and the highway was open, even if in some spots the water was very close to the each side of the road.

Driving down the Interstates, my bike was handling well, and apart from a short left lane on-ramp in St. Louis, fairly easy driving. Next stop was Boonville, Missouri, sleeping at a motel off the highway. If I were going back, I would stay elsewhere in Boonville at the restored historic Frederick Hotel located by the Missouri River, taking the time to visit some local wineries.

We left the I-70 in Kansas and started heading south, stopping in Great Bend for the night. Phil's room was the only one with parking in front of it, ours was 10 rooms away down the hall.

At about 4 AM, I woke up hearing my bike's alarm. For a middle aged woman, I can run pretty fast with the right incentive. No one was around the bikes, but a wind storm had started sometime during the night, making the bike's cover billow (despite being tied down), which set off the alarm shock sensor.

Hoping no sleep deprived customers would touch our bikes, we removed the bike covers and reset the alarms. Phil never woke up. After that, we only stayed in rooms with parking in front for our bikes.

We did stop for lunch in Dodge City, which was not very impressive. After having been told that there was a high risk of tornados that day, we hightailed it out of there ahead of some very dark clouds to La Junta Colorado, where we stopped for the night.





La Junta was located in a plain just below the Rocky Mountain foothills. From there we headed NW to Pikes Peak, reputed to be the most visited mountain in North America with an altitude of 14,110 feet above sea level.

Before going up the mountain, I checked out the Apex Motorcycle store in Colorado Springs, and was a bit of a kid in a candy shop: Great selection and prices. After installing my new trunk and tank bag (still well below my allotted Canada customs limit),

I drove up to the top of Pikes Peak. The road was quite steep, and in some parts unpaved, with lot's of switch backs. Quite a fun ride solo, but I would not have enjoyed it as much with a passenger.



I got to the top, and the views were spectacular, but almost immediately I started feeling ill with what turned out to be altitude sickness. I was helped to the First Aid room and given water to drink. The medical technician told me that they advise people to drink lost of water and stay in Colorado Springs at least a day before making the climb if they are coming from the plains.

An hour later, sufficiently hydrated and my blood pressure back to normal, I was allowed to leave. The drive down was a lot more cautious than the drive up. I was pretty tired by the time I reached Salida that night.

For the next couple of days we camped near Salida, Colorado. Lots of scenic roads, especially along the Upper Ar-



kansas River (just watch out for the speed traps and distracted rafting aficionados). Salida itself is a very nice town, popular for kayaking, hiking, rafting etc. with good restaurants and shops.

A group of us decided to visit Royal Gorge Bridge and Park. The bridge over the gorge was built as a make work project during the depression and there are no major roads that join it. The ride to Royal Gorge was fun, the gorge impressive, the history interesting, but an expensive classic tourist trap.

The next day, we intended to cross the Rocky Mountains to Mesa Verde, stopping near the Grand Canyon, then on to California. But it did not quite work out that way...





We had picked up a fourth rider, Randy driving a Moto Guzzi Norge, for this leg of the trip. The drive over the mountains was spectacular. I love mountain roads: Scenic, often challenging the rider technically and mentally. The temperature got quite cool and despite my ballistic jacket, it got very chilly for a time. I was glad the R1200R had heated grips!

It was early afternoon when we got to Mesa Verde. Mesa Verde National Park is a World Heritage Site with over 4000 known archaeological sites, 600 of which are cliff dwellings. The area was inhabited for over 800 years, until drought forced the Pueblo Indians to leave the area around the 1300's.

Access in and out of the Park was through an unlit tunnel. Driving into the tunnel from the bright sunlight was disorienting: With no lights, and no time to take my sunglasses off, everything was dark, despite the bike headlights. I focused on the light at the end of the tunnel (not trying to be corny) and aimed for the middle. Steve and Randy had HJC Sy-max2 helmets with integrated flip up sun visors, and were able to adjust quickly to the dark. My next helmet will have



Der Polierlappen



this feature!

It was a quick visit to a few principle sites in the park, as we still had a long ride ahead of us. I hope to go back and spend several days exploring this amazing place.

Heading out of the park, Steve and I got stuck behind a very slow truck. Phil and Randy were way ahead of us. When we finally rode through the tunnel, you could smell burning rubber – not a good sign. Both men were parked just past the tunnel. Because of the dark, Phil had not seen the median line and had moved sideways into the tunnel's wall! His right foot peg and oil pan hit the narrow curb, he could not turn his front tire to get away from the wall and ended up scraping along the side. When he finally stopped, Randy was able to get him and his bike out of the tunnel. In hindsight, it was fortunate the traffic had been kept back by a slow vehicle. Steve went to get help, while Randy and I practiced our first aid training on Phil's scrapped and bleeding right arm.

Fortunately for Phil, he had been wearing his ballistic nylon jacket despite the hot weather, and while the right sleeve was shredded, it had protected him from serious injury.

The Park Wardens arrived quickly, followed shortly by the park nurse. Since Phil had insurance, they recommended he go by ambulance to the nearby hospital in Cortes. To our surprise, the hospital wanted to be paid upfront, but I called Blue Cross in Canada and they were able to convince the hospital administration to bill them instead. Phil's arm was cleaned up and bandaged, his thoughts torn between the good looking female ambulance attendant and getting his bike back to Canada. Before leaving the hospital, he was given the number of a local mechanic.

It turned out that renting a Uhaul truck to get his bike back to Canada would have cost around \$2000.00 in rental plus gas. Phil called the mechanic, who came by the motel with a trailer to take him back



to the park. Steve and I were not needed, so we drove out to the Anasazi Heritage Center in Dolores to see the Esclanate Pueblo Ruin and the museum.

When we got back, Phil's bike was parked in front of his room and drive-able. One side of his front tire was scuffed, a makeshift foot peg had been welded onto the bike, the oil pan sealed and the exhaust pipe fixed. All for a few hundred dollars, including picking up the bike in the park. There really are decent people out there.

California was no longer an option, the new plan was to start driving back to Canada on Interstate 40 via New Mexico, stopping in Farmington to find Phil a new jacket. For our last evening in Cortes, Steve and I attended a dance performance at the Native center and a talk by one of the last surviving WW2 Navaho Code Talkers.

While the men went shopping for motorcycle jackets in Farmington, I checked out the Fifth Generation Trading Company, a treasure trove of old and new native jewelry, pottery and textiles. If you are in the area and planning to buy presents for loved ones back home (or yourself), this is a great place.



Heading for Santa Fe, New Mexico, we stopped for lunch at a roadside general store straight out of an old western movie, right down to the pot of beans suspended over a fire pit on the side of the restaurant. The Mexican food was really good. After lunch, Phil decided to backtrack and take a more northern route back to Canada.

The R1200R and the Buell needed to be serviced and the closest place to get this work done was in Santa Fe. Santa Fe BMW was booked through the week, but since I was traveling, their service department arranged to work on my bike the next day. Very courteous and friendly service. Santa Fe itself did not

disappoint, the museums are exceptional, and the historic part of the city fun to hang out in with art galleries and a great choice of eating places. Since I no longer needed my camping gear, I shipped it and a few other things via UPS to family in NY for \$40.00.



We had intended to drive from Santa Fe to Tennessee in the same day, but crossing Northern Texas was brutal: a direct head wind not only cut our gas mileage in half, it was pretty tiring. Several large cattle feed lots were located along I-40, and the smell was quite nauseating. I was missing the New Mexico desert. We got as far as Henryetta, Oklahoma. When we asked the hotel clerk why so many police cars were on the highway, she told us a shooter was on the loose in the area, and he seemed to be picking targets at random. Probably best to stay put for the night.

Three more days of highway driving and Steve was back in Ottawa on the 29th as planned. I had more time and took an extra day to come back via the Catskill Mountains and the Adirondacks. It was nice spending the last day of the trip riding secondary roads to the border.



Riding with others – Some of us are not really good at it.....

Until I met my husband, I only occasionally traveled with other riders. I used to drive an older vintage bike equipped with drum brakes that were notorious for not braking. As a result, my driving style is to anticipate in advance when to slow down, watch my distance from vehicles in front of me and adjust as needed by simply laying off the throttle, downshifting and going into curves as fast as possible without braking. I love leaning my bike in curves!

My husband is used to my driving style, but I discovered that other riders tend to watch for brake lights and only slow down when they see them. One rider nearly ran into me, not realizing that I had downshifted before leaning into a curve. If someone is following me, I now try to remember to tap my brakes, but I don't always remember Apologies ahead of time.

Accommodations on the road

- Here I will get on my mini soap box: I really dislike staying in big chain motels. There are some really nice, very clean and reasonably priced family run motels through out the States, sometimes not so new but with their own distinctive character. Here are a few we stayed at:
- Mid-Town Motel located off the highway in La Junta, Colorado (215 E 3rd Street 719-384-7741). The owner recommended a classic roadhouse for dinner called Boss Hogg's Saloon, within walking distance and quite good food. Breakfast next morning at the local coffee shop was quite decent.
- Budget Host Inn in Cortez, Colorado (2040 East Main Street 1-888 677-3738). Tequilla? Restaurant a few blocks west is recommended. ABVI
- Lamplighter Inn of Santa Fe (2405 Cerrillos Rd 1800-767-5267). Nice room, very clean and reasonably priced. The breakfast was included and turned out to have a very varied selection that included fair trade coffee and organic cereals. ABVI
- Green Country Inn in Henryetta, Oklahoma (Cigar shop across the parking lot).
- The Hessian House Budget Host Motel Staunton Virginia (540 – 337-1231- just off the highway) was clean and next to an exceptional German restaurant called the Edelweiss (540 337-1203).
- Check out America's Best Value Inns (ABVI) and their 15% discount cards

The Wife! *sent by Ron Smith*

A police officer pulls over a speeding car. The officer says, I clocked you at 80 miles per hour, sir.'

The driver says, Gee, officer I had it on cruise control at 60, perhaps your radar gun needs calibrating.'

Not looking up from her knitting the wife says: 'Now don't be silly dear, you know that this car doesn't have cruise control.'

As the officer writes out the ticket, the driver looks over at his wife and growls, 'Can't you please keep your mouth shut for once?'

The wife smiles demurely and says, 'You should be thankful your radar detector went off when it did.'

As the officer makes out the second ticket for the illegal radar detector unit, the man glowers at his wife and says through clenched teeth, 'Damit, woman, can't you keep your mouth shut?'

The officer frowns and says, 'And I notice that you're not wearing your seat belt, sir. That's an automatic \$75 fine.'

The driver says, 'Yeah, well, you see officer, I had it on, but took it off when you pulled me over so that I could get my license out of my back pocket.'

The wife says, 'Now, dear, you know very well that you didn't have your seat belt on. You never wear your seat belt when you're driving.'

And as the police officer is writing out the third ticket the driver turns to his wife and barks, 'WHY DON'T YOU PLEASE SHUT UP??'

The officer looks over at the woman and asks, 'Does your husband always talk to you this way, Ma'am?'

I love this part....

'Only when he's been drinking.'

Old Lady business *Sent by Steve Szelestey*

A little old lady was walking down the street dragging two large Plastic garbage bags behind her. One of the bags rips, and every once in a while a \$20 bill falls out onto the sidewalk.

Noticing this, a policeman stops her, and says, 'Ma'am, there are \$20 Bills falling out of your bag.'

'Oh, really? Darn!' said the little old lady. 'I'd better go back, and See if I can find them. Thanks for telling me.'

'Well, now, not so fast,' says the cop. 'How did you get all that Money? 'You didn't steal it, did you?'

'Oh, no", said the little old lady. "You see, my back yard is right Next to the football stadium parking lot. On game

days, a lot of fans Come and pee through the fence into my flower garden. So, I stand Behind the fence with my hedge clippers. Each time some guy sticks his Thing through the fence, I say, '\$20 or off it comes'..

"Well, that seems only fair" laughs the cop. "OK. Good luck! Oh, by the Way, what's in the other bag?"

"Well, you know", "not everybody pays".

Biker Chili *sent by James Frind*

A duded-up city rider walks into a seedy tavern in Sturgis, SD. He sits at the bar and notices a grizzled old biker with his arms folded, staring blankly at a full bowl of chili.

After fifteen minutes of just sitting there staring at it, the newby rider bravely asks the old biker, 'If you ain't gonna eat that, mind if I do?'

The old veteran of a thousand rides slowly turns his head toward the young pup and says, 'Nah, you go ahead.'

Eagerly, the guy wearing the shiny new leather fashions reaches over and slides the bowl into his place and starts spooning it in with delight. He gets nearly down to the bottom of the bowl and notices a dead mouse in the chilli. The sight was very shocking and he immediately barfed up the chili back into the bowl.

The old biker quietly says, 'Yep, that's as far as I got, too.'

South *sent by James Frind*

A guy walks into a bar in Alabama and orders a white wine. All the hillbillies sitting around the bar look up, expecting to see some pitiful Yankee from the north.

The bartender says, "You ain't from around here, are ya?"

The guy says, "No, I'm from Canada ."

The bartender says, "What do you do in Canada ?"

The guy says, "I'm a taxidermist."

The bartender says, "A taxidermist? What in tarnation is a taxidermist?"

Do you drive a taxi?"

"No, a taxidermist

doesn't drive a taxi. I mount animals." The bartender grins and hollers, "It's okay boys. He's one of us."

Important Marital Advice... *sent by James Frind*

Mike was going to be married to Karen, so his father sat him down for a little chat.

He said, 'Mike, let me tell you something. On my wedding night in our honeymoon suite I took off my pants, handed them to your mother, and said, 'Here - try these on.'

She did and said, 'These are too big, I can't wear them.'

I replied, 'Exactly, I wear the pants in this family and I always will.' 'Ever since that night we never had any problems.'

'Hmmm,' said Mike. He thought that might be a good thing to try. On his honeymoon, Mike took off his pants and said to Karen, 'Here - try these on.'

She tried them on and said, 'These are too large. They don't fit me.'

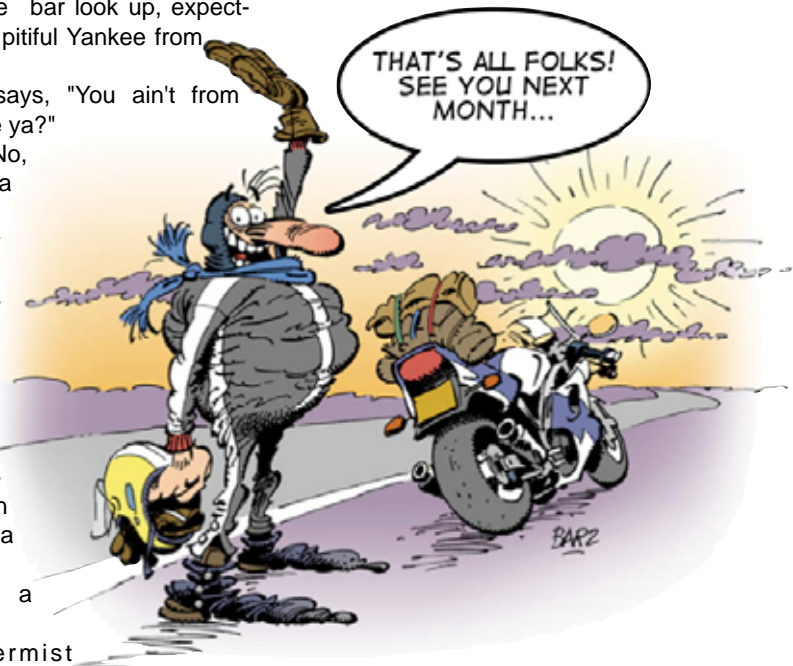
Mike said, 'Exactly. I wear the pants in this family and I always will. I don't want you to ever forget that.'

Then Karen took off her pants and handed them to Mike. She said, 'Here-you try on mine.'

He did and said, 'I can't get into your pants.'

Karen said, 'Exactly. And if you don't change your smart ass attitude, you never will.'

And they lived happily ever after.



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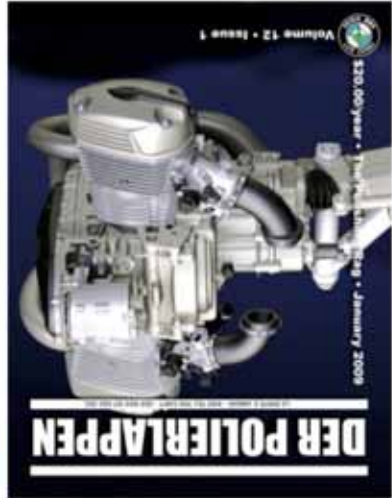
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