



BMW MOTORCYCLE CLUB OF OTTAWA NEWSLETTER

September 2005

<http://www.bmwmotorcycleclubottawa.org>



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2005 Calendar of Events



September 2-5

Finger Lakes BMW Rally,
Watkins Glen, New York
SCMA 30th Annual Three Flags
Classic, start Tijuana, Mexico,
finish Calgary, Albert

September (tba)

Mac Peterson's brunch and ride

October 2

Club ride led by Michel Dozois – details to be announced

October 6-9

Annual BMW RA International Rally,
Shelbyville, Tennessee

October (tba)

Ride around the Rideau

October (tba)

Aids Walk – awareness for aids crisis –
volunteers needed to escort

November 7

Club "Annual General Meeting, Lindenhof
Restaurant

Editor's Note

The summer weather was perfect. I look forward to receiving everyone's stories and photos to get us through the winter season (please zip your photos). If you have not forwarded your bio please do so. I want to make sure to highlight each member (don't forget to include your birthdays and anniversaries). Please forward to jennihouse@yahoo.com

Member Profiles

David Rogers

Bike: 2001 K1200LT

I bought my first bike, a Suzuki 250cc in 1967 when I worked at Expo 67 for the summer. My next bike was a used 450 cc Honda automatic inline twin. In 1990 I bought a brand new 750 cc Suzuki Intruder V twin Intruder which I had for 12 years when I bought my current bike a 2001 BMW K1200 LT. I've ridden it to Americade, the Blue Ridge, route 129, Birmingham Alabama, New Orleans, Vegas and Colorado, Vancouver BC, etc.

Susan Young

Bike: 2005 Suzuki Boulevard C50SE

Purchased my first bike in 1987 (1982 Honda FT500 Ascot), the second in 1997 (1996 Yamaha Virato 535 SE) and now I have my third bike, the 2005 Suzuki Boulevard C50SE. I rode my first long-distance trip to the Maritimes when I turned 40. Since then Marc and I have traveled across Canada and the US. This year we will be heading to Lima, OH for the National.

Buy, Sell and Trade

If you have any goods or services that you wish to advertise to buy, sell or trade please forward, along with an image (if necessary).



I have 2 parts to sell for a 1999 to 2005 BMW 650 GS:

1) high seat, black vinyl, used 3 or 4 times, BMW part no.52 53 2 345 735 was \$285 new last summer, asking \$150

2) Tank Bag, BMW part no.71 60 7 653 287 was \$220 new last summer, asking \$100

Contact: Tony Street
by e-mail at tstreet2@sympatico.ca, or
by phone at 514-894-1559

I have a 2001 BMW F-650 GS for sale. The particulars are: The bike has 16,600 kms and is yellow in color. Included with the bike are two large metal pannier saddlebags made by Hepco & Becker, heated handle grips, hand protectors, windshield, metal engine guards, new battery, new tires. The bike has been thoroughly checked by a BMW mechanic who also did an oil and filter change. The bike is in excellent condition. I am asking \$8,000 OBO. If you are interested or know of someone who might be interested, please call me at 613-836-7243 (Ottawa area) or, email me (joanarmstrong@cyberus.ca).
Joan Armstrong.

2004 BMW F650 GS
Motorcycle (\$10,500.00)
Yellow. Factory lowered model (seat height 750mm). Only 7753 kms. Comes with Hepco Becker aluminum cases (37 litres each), BMW hand protectors, BMW engine guard and BMW high windshield. Under factory warranty until September 2007.
Contact: Jean-Sebastien Levesque or Daniele Robichaud
Phone: Day 951-2557, Evening 841-9596
Email: levesquerobichaud@sympatico.ca

Technical Tips



If you have any technical questions that you wish to see answered in future issues, please forward them. If you have any tips or tricks that you wish included, please contact me.

Executives, Directors and Volunteers

Club Executives

President: Don Dobson

Vice President: Patti Griffin

Membership: John MacMillan

Treasurer: Larry Clements

Directors

Regalia: Werner Bausenhart

Member Relations: Andre Gareau

Directors cont'd

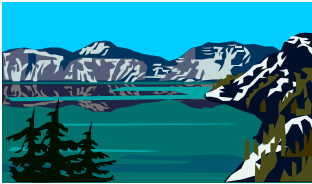
Member Relations: Ray Pelletier

Volunteers

Ride Captain: Michel Dozois

Ride for Dad "Liaison": Patti Griffin (currently performs this role by virtue of her role in delivering "host services" at the Nortel Campus)

Finger Lakes BMW Rally



(Excerpts from Don's email)

The dates for the Finger Lakes BMW Rally (Sep 2-5) are quickly approaching. The Finger Lakes Rally has been the one rally that the Ottawa BMW Club has attended in force. In past years we have numbered 20-plus members.

Some people leave for Watkins Glen on Friday morning; others on Saturday morning.

Our camping spot has been the same for a bunch of years. It's about 50-75 meters past the "gate" on the left, up against the tree line. [Just walk up to someone in this area and ask where the Ottawa BMW Club is.]

Patti and I will only get back from our trip to Vancouver and Edmonton on the Thursday. If we're not too tired, we plan to leave Ottawa on Friday morning. If we're tired, we'll leave on Saturday morning.

But our availability to lead a group will be affected by a number of factors. This means that we won't be able to guarantee to lead a group. It will all be very last minute.

DAVID ROGERS has announced that he's going to the Rally and would be happy to have other riders join him. His invitation is:

"I'm going and will have breakfast at Summerhayes on Baseline Rd near Woodroffe at 7am and will leave there by 7:45am via Manotick. Please let the club know so perhaps I can meet up with other riders. Leaving Friday morning Sept 2nd." (Dave Rogers)

PLAN "B". If others are going to make the ride, you can make up your own groups. Typically, we have met at "Angelo's Restaurant and gas bar, on old Highway 16 i.e. the access route to the bridge to Ogdensburg. [Follow Highway 416 to Exit 1; take Exit 1 on our right and watch for Angelo's on your left.]

Our typical departure time from Angelo's is 08h30. Arrive early if you want to eat breakfast. Gas up before you go in for breakfast, especially if you ride a "cruiser". Right, Rolly?

Reviews

Any reviews of books, rides or events



would be greatly appreciated.

Birthdays and Anniversaries

Happy Birthday



September 29: Roger Briggs

Happy Anniversary



Member News



(Excerpts from Don's emails)

Hi Fellow Club Members,

Mike Downey got something going on the subject of "tar snakes". His Topica e-mail got the attention of Rolly Duval, an editor at CJOH. He suggested the issue to the CJOH Assignment Editor as an investigative report. John Ruttle took the "bull by the horns" and gave the assignment to Carole Anne Guay.

Not being particularly fond of rides for Dad's prostate, or for Mom's boobs, I decided to make up one of my own, a bit farther than the Calabogies. So by the time you sink your teeth into one of Jill and Lori's fat Bratwursts, I'll be in Panama, trying to bridge the Gap to Colombia, and then to the Guyanas, which I missed on my 1997 trip to the Tip. Will keep you up to date. Enjoy the picnic. I'll be thinking of you, while suckin on a tall cool one.

She interviewed Mike Downey and I, took some video footage, spoke with the Canada Safety Council and the City of Ottawa, all with the intention of creating a 60 second spot for today's local news. I don't know whether the report will actually "air" on the 18h00 or 23h30 news or will spill over to another day - she hadn't finished the interviews I suggested by 13h00.. And she was under a lot of pressure to get on with it.

Greetings, Werner (Bausenhart)

With luck, we should be able to follow-up the news spot with some questions to the Ontario Minister responsible for roads and highways.

News



Jean-Guy Ratliffe of Kenyon, one of our local BMW mechanics, in the news. He won a major round of the Superside America Sidecar Championship on June 26. In addition to his Honda, Jean-Guy also runs a BMW K75 outfit.

<http://www.superside.com/>

[2005_Superside_America_Sidecar_Champions.1520.0.html](http://www.superside.com/2005_Superside_America_Sidecar_Champions.1520.0.html)

Canadian Thunder Race Report Round #1



For the season debut at Shannonville on the Victoria Day weekend, the BMW Motorrad Canada race bike arrived with 2 km. on the clock and stock tires. Thursday was our break in day for the motor and Friday our set up day as Pro Six supplied some sticky Dunlop race rubber. Racing a 500 pound motorcycle requires some serious attention to tire pressures and riding styles. Ground clearance is another major issue when racing a Boxer engine BMW. By Saturday I was feeling pretty good and I was getting happier with the performance of the bike and my riding style too. I continued to play with the overall set up of the bike right up to the time for qualifying. Then the rain came. Without sufficient time switching to a proper rain tire, my team fired up the tire groover and cut some more grooves in the dry tire I had used in practice.

In the qualifier, the OpenRoad BMW ridden by Dr. Steve Walker was incredible as he muscled his rain tire mounted BMW R1100S in fast pursuit of eventual winner, Buell's Darren James, split by second place Ducati mounted Derek Vammus. I soldiered on to a seventh place, hampered by our dry tires but still with a good starting grid position for Sunday's final race.

Sunday was an on again off again rain day, as everyone tried to guess what tires to run. The BMW Motorrad Team kept our options open until the last possible moment, and then went with a soft compound set of Dunlop 208GP race tires. The race stayed dry and I rode the wheels off, or more correctly the cylinders, to finish a solid fourth and the first BMW. There were some significant cheering BMW fans, some attending BMW co-workers, pit-crew and even cheers from some of the Japanese OEM teams. After the race, the bikes are checked for total horsepower and weight restrictions. At the dyno following the race, the BMW Motorrad bike yielded a 93.8 horsepower figure, just under the limit class maximum of 95 rear wheel hp and with a finishing race weight of 496lbs., a hundred pounds over the competition. Considering the weight differential, the result is pretty credible.



The first race weekend was a great success with a lot of positive feedback from the bike, some acrobatic riding in Allen's corner when I ground a cylinder on the inside curbing, received tremendous support from my friends, family, and pit crew. Once the race series moves to Mosport (July 14-17), I think the longer straights and flowing corners will benefit us more than the competition.

Other BMW mounted riders:

Steve Walker, Open Road BMW, 10th place; Dino Paron, Wolf BMW, 15th place;
Larry Tate, Wolf BMW, 16th place

I want to end by thanking those who have supported me for this effort:

BMW Motorrad Canada
Mechanic, Bill Mathison
Motorrad Department Staff
Dunlop Race Tires supplied by Pro Six
Friends and Family

Member Highlight

My Life With Motorcycles

By: Roger Briggs

How did I get into Motor-cycling?

When I was about a year old someone gave me a cardboard paged book. My late mother told me that, before I could walk, I would drag this book across the kitchen floor, pull myself up, lean on a chair and stare at a certain page in the book. I still have that book! The picture was of a boy directing traffic coming from all directions – cars, trucks, ships, motorcycles, cranes, you-name-it! Things with engines have always intrigued me. One of my boyhood dreams was to own and fly a D. H. Tiger Moth biplane. Another was to race a 1930s Ulster Aston Martin two-seater. Some hope!

Not sure how I got interested in motor-cycles. My late Dad used to talk about 'bikes he had and the trips he did with my Uncle in the early 1920s when roads were rough, often unpaved, and tire technology meant that you needed to know how actually change tires by the roadside. He had a Scott or two (of course, the yowling two-strokes were built across the Valley in Shipley, near Bradford), and at least one P&M Panther (Phelon and Moore, built in Hunslet, Leeds) that had been raced in the Isle of Man. But his favourite was The Sunbeam (never just Sunbeam). The first photo attached was taken about 1926 of him in his Sunday best. I'm sure he used the highly polished shoes as mirrors to check for crankcase oil leaks! There was the odd Ariel but I do not remember him mentioning any others, and he never had any photos. I found those later, in a box, after my Aunt died. But he used to take me to race meetings. There was the Bradford speedway team at Odsal Top, but it was road racing that most appealed. In those days the racing season started on Easter Monday and we used to go off to Oulton Park in Cheshire. There were courses all over Britain including a local one built around the local sewage works at Esholt where men like Dennis Parkinson, the Manx GP winner, would beat all comers.

The 1950s were the post-war 'Golden Age' of British motor-cycles. Norton developed the Featherbed frame; AJS produced the 7R 'Boy Racer'; Velocette reached the heights with the KTT racing bike and the KSS road version; BSA brought out their DBD and ZBD Gold Star. Royal Enfield and Ariel were winning Trials like the ISDT. And, of course, Vincent had their 1,000cc V-twins. I remember reading in one national paper of a rider who had been clocked by the police doing 102mph on his Black Shadow in a 30mph restricted area! There were still many smaller companies experimenting – and losing money: the old Douglas factory with their fast horizontally opposed twin 350s; the peculiar Wooller and, of course, a dozen famous names using various Villiers engines. Then there were the unattainable bikes from Europe: the black BMWs, the engines of which powered their racing sidecars, the mysterious MV Augustas, the flying red Gileras and the fascinating Moto Guzzis. But the best looking racing machinery of all were the NSUs with their gorgeous fairings. I decided early on that I would train as a mechanical engineer so I might get involved in all of this.

The Isle of Man Tourist Trophy races were the epitome of motorcycle road racing. First run in 1907 the June meetings are still run over public roads that are closed for practice and on race days. When I went away to school in the early 50s it was still an important enough sporting event that it was broadcast. When the Junior (350cc) and Senior (500cc) races were being run – six laps each over the 37 mile course – the BBC would break into scheduled programming to give the latest update and who was in the lead. Graham Walker, father of Murray, was 'Mr. Motor Cycling' on the radio and shared knowledge as only a pre-war Rudge racer could do. In 1953 at

school we were all gathering for lunch when a fellow enthusiast came in with a long face. Les Graham has just been killed on his MV Augusta while leading the Senior. The student's dad sponsored Jack Brett who was a works rider for Norton. These were the days of Geoff Duke winning everything on his Norton single and then riding for Gilera. There was Les Graham riding the AJS 'Porcupine' before MVs. Fergus Anderson with Moto Guzzi; the Irishman Reg Armstrong, the Scot Bob MacIntyre, the German Walter Zeller, the Italian Carlo Ubbiali, the Rhodesian Ray Amm - all these incredible, courageous riders to excite a schoolboy! Then came Surtees, Hailwood and Agostini, et al!

I went home for Christmas in 1953 and my father told me there was something in the maintenance garage at the quarry I might be interested in. My family operated a small sand and gravel company. The following morning I went off with him and headed for the garage. The mechanics stopped whatever they were doing just to say 'Hello' I thought. I used to hang around them when I was smaller. But hidden behind a bench were two wheels. I know I could not thank my father enough later but I never shared my first flush of mixed feelings. In those days it was the dream of every boy I knew to one day own a BSA Bantam 123cc two-stroke. Over the years it was produced built in its various guises, the Bantam was BSA's best seller. The 123cc Bantam was green with a bit of gold striping. The engine was basically a DKW design that had been pinched from Germany at the end of WW2. I went closer and discovered the 'bike was not green but a blue-grey. It was a Royal Enfield. It too was a 125cc but this one had a hand gear-change on the right side of the tank and it's nick-name was 'The Flying Flea' (a lightweight which had been used by paratroopers in the war) - what boy wanted his first motor-cycle to be called a 'Flying Flea'? But I learned to ride a motor-cycle on it and, despite two broken big-ends, traveled hundreds of miles on it. I always thought I was flying indeed until I discovered that the speedo read about 20mph faster than actual! Mind you, at night you had to keep up the revs because 'The Flea' had no battery, only magneto lighting. Let the revs drop at traffic lights and your lights would dim out!

My father made it quite clear that I would not be allowed to ride it on the road until he said I was ready. I never figured out how he had got round my mother to let me have the bike in the first place and I suspect this was part of the agreement. I learned to handle a bike in the rough tracks of the quarry, maneuvering round and over rocks, learning to adjust speed with clutch and twist-grip, all the while changing gear with the right hand. The day came when I was allowed to get my 'Learners' licence. In the UK learner drivers have to display a large red "L" on the front and rear of the vehicle. I got my "Ls" up in a flash and disappeared up back rural roads. I remember keeping a daily diary of how far I went and kept a long list of corners I wanted to revisit and learn how to get round faster. Petrol was a bit of a problem - I did not use much but I had to buy it out of pocket money. Doing odd jobs to keep my tank filled so I could ride, ride, ride was such a chore! But then I thought I was ready to try for my full licence. I had been allowed for some weeks to drive into Leeds, a large industrial town. I had mastered some of the last cobbled streets in the country but I was having a bit of trouble with tramlines! Trams (streetcars) were the main public transport in the city and the same width as 'The Flea's' tires! One had to cross them at an angle but that got tricky if it was raining - as I discovered one day. But I got the hang of it and the day of the test came. I arrived at the testing station in good time and the tester seemed good humoured and encouraging. He gave me the written test and then told me what he wanted me to do on the street and round the block. I thought I was doing alright until it started to rain and I got nervous. I knew I needed to be careful crossing a set of tramlines and, then, it happened. My tire went into a groove and I could not get out. I was not even credited with presence of mind! Right in the middle of the road I hand signaled (we did not have brake lights or indicators in those days) that I was going to stop. A tramcar full of passengers had to wait behind me while I stopped the bike, got off, lifted it out of the track and rode on round the block! So much for a good humoured

tester! Ah well, I got my licence later in the summer on holiday in North Wales where they had never heard of trams!

I was still riding the Royal Enfield when I left school and started work until I decided how I was going to get into engineering. I did courses at the local community college as well as by correspondence – life was pretty busy. But all year round I went everywhere on that little bike until one sunny day after lunch. For some reason I had gone home for a quick sandwich and was on my way back to work. A black car whistled past and the next thing I knew it had stopped – no brake lights and no hand signal. I reacted quickly but my ankle just caught his bumper and I went flying across the road. A truck coming the other way managed to slow and miss running over me. I really cannot remember what happened next but a few weeks later I was up in court and fined. But they did not take my licence away. I discovered later that I had run into the back of a local doctor who was one endorsement away from losing his for careless driving. I think I was used as a scape-goat! But the tragedy was that the frame on my little steed was broken and badly bent. I was back to neglected my five-speed.

One of my uncles was a very keen motor-cyclist and I was his only nephew. He did not have any children of his own. My 20th birthday was coming up. He told me he could not bear to see his only nephew not riding a powered 'bike. He also admitted that he had never ever bought me a present! One of his great pals was Bill Bancroft of Horsforth where we lived. He sponsored Alan Shepherd who made a name for himself on Nortons and AJSs in the late 1950s early 1960s. My uncle told me to go down and see Bill and choose a new 'bike. Do I believe in heaven?! Well, Aladdin has nothing on Bill Bancroft. I was down his show room like a shot – on my 5-speed. They were Nortons, Royal Enfields and Panthers, road models and trials. In his window he had one of the Norton Featherbed racers Alan Shepherd used and before I had been in there ten minutes I was laying down on that beautiful white tank going down Bray Hill in the Isle of Man! It took me many days to make a choice. I knew I did not want to drive a high-powered machine – yet. It came down to the choice between the lovely silver 350cc Norton with a Featherbed frame or the less spectacular locally built 250cc Panther long stroke single. That Norton really shone in my eyes but it was quite a bit more expensive and I chose the Panther. I think Bill and my uncle were surprised at my choice, but Uncle had never said how much he was prepared to spend and I was a penny pincher!

I rode all over the U.K. on the Panther doing over 100 miles to the gallon. The new M1 Motorway opened in the late 50s and cruised up and down to London at 60mph. It never let me down and it was so easy to maintain. To renew the clutch one simply replaced corks! It was a wet sump engine and its biggest problem was that in city traffic it tended to oil the plug. If I had known better I would have realised that it was a bit sluggish – the frame and cycle parts were from the larger and much more powerful 350cc model. But it did me and was the last thing I sold before I came to Canada. The second photo attached shows me all kitted out in 1957. During those years I did get a chance to ride other machines like the Matchless 500cc single. While I was at College the Principal had a Sunbeam S8 ohc twin with Watsonian sidecar. I used to service it for him and had a chance to air it from time to time. Incidentally I never did train as an engineer other directions becoming more important.

Although I rode the occasional small Honda and Suzuki in the 60s and 70s, work in the Arctic and raising a family demanded other priorities. We were living in Ottawa when our children completed high school. Our son found himself a job before he went off to university and came to me one day saying he needed transport to get to work. “What do you have in mind?” We had never talked motor-cycles but he answered, “What about a small 'bike?” I told him he had better get Mum's agreement as well and that I would pay for him to go on Safety Council course. He

bought a 185cc Yamaha. The next thing I knew was that our younger daughter out of hearing of her Mum said she would like to get a motor-cycle licence. Suddenly this was getting serious! The deal was that I would pay for a course and that I would do it with her to get me back into the mind-set of riding again. I bought the Yamaha when my son upgraded to a lovely Suzuki 450cc twin. So I was back into it. The 185cc was sold and I bought a 1977 Honda 400/4 which still lingers in the back of the garage with only 7,000 miles on the clock. When my late wife was taken ill I took it off the road. I later returned to the Arctic for a few years and when I retired in 1999 I bought my first BMW, a 1983 R100RS. The third photo attached was taken in 2001.

Since 2000 I persuaded my American brother-in-law to get back onto two wheels – much cheaper than Porches! We have been all over in all kinds of weather and road conditions. Twice we have been over to the UK hiring bikes – BMW and Suzuki 650s – taking them to the Isle of Man for the June races. Last year we drove through rain to Mid-Ohio for the Vintage racing weekend and swap meet. BMW was the celebrated marque and I have never seen such an incredible gathering of machines from all years. I do not know how many hectares were covered by the swap-meet but we could have spent a week viewing all the stalls. Next July the Mid-Ohio Vintage meeting and the BMWMOA Annual Rally are back to back weekends not far from each other.

Last year I really got into driving a sidecar outfit when I bought his well-known BMW R69S and Dnepr sidecar from David Makin. What great fun! Especially in right hand corners! On a visit from Vancouver my son and I went off in it and even he is hooked. The fourth photo is of the two of us setting off the first time. What a great sport we share in. One of the things I have always enjoyed is the group of folk involved, especially with the older machines. I owe so much to my Dad and my Uncle, and to those past heroes of the two-wheeled racing world. Is there any sound as sweet as a carefully tuned and balanced motor-cycle engine? Well, maybe the sound of an old DHC Beaver taking off from water! Or maybe a Norton Manx on megaphone! Or maybe a Honda Six accelerating out of Gooseneck heading up the Mountain in the Isle of Man! Or my R100 RS on the road from Calabogie to Griffith!