



# BMW MOTORCYCLE CLUB OF OTTAWA NEWSLETTER

November 2005

<http://www.bmwmotorcycleclubottawa.org>



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## 2005 Calendar of Events



November 7

Club "Annual General Meeting, Lindenhof Restaurant

## Member Highlights

### Mike Donegan

I have been riding Mbikes since '65 and BMWs since '76, and I had about 500,000K on my 78 R100RS.

### Robert Godin

I have about 10 years riding experience total. I stopped for a number of years and started back 4 years ago. My current bike is an R1200 CA (2000) which I would like to sell and switch to an R1200 GS, but I have never had much luck selling stuff!!! I ride about 10K kilometers per year and have been to Americade and the Trenton national rally. Now that the "kids" are off to university, I hope to ride more.

## Birthdays

### Happy Birthday



November 1: Pierre Poirier

November 7: Teresa Eckford

November 25: Roland Duval

November 26: Jennifer Houselander McGrath

## Editor's Note



The fall is upon us. The colors are beautiful and we have had a few days of warm weather. I hope to be able to produce an interesting series of newsletters through the winter, but I need your help. Please send your profiles (if you have not done so) and any stories and pictures from your riding season (please zip your photos). Please forward to [jennihouse@yahoo.com](mailto:jennihouse@yahoo.com)

## 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)

## Reviews

*Any reviews of books, rides or events*



*would be greatly appreciated.*

From Stephanie Coulshaw:

AT LAST!

Long Way Round, the story of Ewan McGregor and Charlie Boorman's trip around the world via BMW Adventure motorcycles is finally showing in Canada on the Outdoor Life Network.

[http://www.tsn.ca/oln/news\\_story.asp?ID=138231&hubName=oln](http://www.tsn.ca/oln/news_story.asp?ID=138231&hubName=oln)

Starting November 1 at 9pmET with the first two episodes, then continuing every Tuesday with single episodes at 9pmET. We will see the 7 episode series that was shown in the UK. I imagine they'll bleep out all the swearing, though.

Last year I saw this on the US Bravo channel on my big dish. I really enjoyed the series, it was just the thing to keep my mind of the impending winter.

Also, the DVD will finally be available on Dec 13 according to the Amazon website.

## New Model

BMW F800S Twin Cylinder  
(Courtesy of webBikeWorld)



BMW Motorcycles Announces New Mid-Range BMW F 800 S Twin-Cylinder

BMW has finally announced what has long been rumored: a completely new mid-range sports bike. Note the "S" designation on these motorcycles, which intimates that the motorcycle will have strong performance and good handling.

The styling also seems to have emerged from the Chris Bangle era, which is a very good thing, in our opinion. It's reminiscent of BMW motorcycle styling of old, and although it doesn't stretch any new limits, it at least demonstrates a tie to the K-bike era. This is the first BMW motorcycle in a long time which we all agree looks good - at least in the photos.

The F 800 S will be the fourth new model series to come off the Berlin assembly lines in the first half of 2006. Here's what BMW's press release had to say about the new bike:

The F800S is an 800-cc twin which offers lots of character, an excellent suspension and typical BMW properties. The athletic F 800 S sports bike has a dry weight of under 419 lbs. (approx. 441 lbs. ready-to-ride) and is the first model of the new and separate model series.

The precise suspension is designed for high directional and cornering stability as well as optimum handling. The classic BMW qualities such as safety, compliance with the highest environmental standards, ergonomic seating position and comfort also for the passenger define the new standard in the mid-range bike. A closed-loop three-way catalytic converter, state-of-the-art digital engine electronics and optional ABS are also a matter of course for this motorcycle.

### Belt Drive

With regard to the driveline, BMW Motorrad is continuing with the innovation introduced on

the F 650 CS and makes use of the low-maintenance and quiet-running belt-drive. It is lighter than shaft drive and represents the optimum combination of weight, space requirements, efficiency and service life in this performance class.

#### Engine

The engine is also a completely new design. It was developed in cooperation with Bombardier-Rotax GmbH. It is manufactured in the Austrian Rotax plant and is delivered to the Berlin production line ready-for-assembly.

The first two-cylinder inline engine in the history of BMW Motorcycles features a four-valve design. High 12:1 compression and a combustion chamber designed similarly to the one used in the new K-engine ensure effective and low-emission combustion, as well as efficient fuel consumption which will be considerably lower than that of the competition.

Mass compensation for the crankshaft balances unwanted vibrations without foregoing the vigorous characteristics associated with two-cylinder engines. The compact engine unit with integrated 6-speed gearbox has been designed for balanced power delivery and uncomplicated riding pleasure. A peak output exceeding 80 bhp with respective torque will also satisfy a sports-rider's needs.

The new BMW F 800 S will be presented to the international press and then the public for the first time at the EICMA Motor Show in Milan on 15 November 2005. The price has not yet been set.



Text and photos courtesy of BMW AG

## David Rogers' Travels



(emails courtesy of Don Dobson)

Hola Don from Portugal, On Tuesday I had an accident at 100 kms app. Hit bike ahead on left and went into a high speed wobble and flew over the handle bars. Broke a rib and my left shoulder blade. I'm now out of the hospital and back on the tour riding in the chase van as my left arm is wrapped tightly to my chest! Dave

Hi Don @ fellow club friends, I'm still wrapped like a mummy but feeling great! I'm in Toledo today on a rest day. Went to the largest Cathedral I've ever seen and walked by the famous Moore Alcazar! Will fly home on Friday. Following the motorcycles, in the chase van, is great! At least I'm on the same roads. Dave

## Werner Bausenhart's Travels



Yesterday morning in Escuintla I saw in the newspaper that the worst has happened. Over 100 people dead, 1000s homeless, roads destroyed, landslides, and many bridges out. Thus the two transit routes for Central America are closed. Only local traffic. But how about me???

Interesting how a routine 12,000km commute home can turn into high adventure. It started to rain when I left San Jose, Costa Rica. Then it rained harder. In Nicaragua the capital Managua lived up to its name. Part of the city was under one foot of open sewer. The rain increased in Honduras, and there were many landslides, even more in El Salvador, where the CA1 divides into the CA1, Pan American, and the CA2 Pacific, or Litoral. I took the CA2. When I entered Guatemala, I had to cross rivers that ran over the bridges. The bike became a submarine. More landslides. By sheer luck I made it to Escuintla. But what now?

After breakfast I talked to truck drivers, since nothing moves down here. Port is idle, and road to Guatemala City is closed because of a missing bridge. Tapachula, Mexico is said to be cut off as well. The truckies said, the only option is Antiqua on a new road not yet complete. The by-pass around Antiqua is not finished yet. So traffic has to go through the narrow cobblestone streets of the town, and the big rigs are barred.

Off I went. Got to Antiqua, and on the CA1 east to Guatemala City. Took me over one hour to find the CA9 going north to Porto Barrios. Good going on the CA13 to Tikal. Whole stretch paved and in good condition. Stayed overnight. Today I made my way through Belize, and am now in Chetumal, Mexico. Wow!!! What a ride.

For you guys trying to get to Panama, I suggest you take the Belize approach, and turn left to Copan, Honduras, rather than going south, for the time being. No telling how long Salvador, Guatemala, and Mexico will take to clean up this mess.

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posted 29 September 2005 11:04 PM

I arrived at 7:30 in front of Girag Carga in Bogota. Drained fuel, took off mirrors, disconnected battery. At 8:00 I was in front of the exportationes window. No action. 20 minutes later, frustrated, I saw a gentleman walking by, and asked him if he was one of the jefe of Girag. He said "Yes." So I told him my story, that I wanted to ship my bike to Panama, that I had shipped with Girag twice before and had received first class service, but now that I was surprised that no one was looking after me. He was interested in bike touring and in shipping bikes by air

cargo. So I mentioned that Girag had quite a good reputation among North American bikers, also their run to Quito. We introduced ourselves and shook hands. He gave me his business card and said, "Go to the second floor and ask for Carolina. She will look after you. Your bike will be in Panama tomorrow morning." He went to his office. I looked at his card, it said, "Adolfo Giraldo J. Presidente." Wow!!! In my distant youth I had known of another Adolfo, who had promised to make the German trains run on time, among other things. Nomen est Omen. We'll see.

Carolina was a pretty little thing. Petite, 26, and still unmarried. She looked at my documents, made a pile of photocopies, and typed out my waybill. Now it was hiking time. Over to DIAN (customs) to get an inspector to look at the bike (thank goodness for that little thicket along the way). I walked back; he rode, the lazy buggler. At least he gave me a ride back with him. Got my documents. Then to the Passenger Terminal to change more money and to buy my ticket for the next day. Then to the airport police. Then back to Carolina, pooped. The police inspectors arrived at Girag just before 12.00. One of them, a real PITA, smelled each of my spark plugs, and looked at all the light bulbs and fuses, even sprayed my chain wax to see if it was real. He had to check me out against his will. At 12.30 I was done, and US\$400.00 poorer. Shook hands with Carolina, would have loved to hug her, but this would not have been professional. Will Adolfo deliver tomorrow? Stay tuned.

posted 29 September 2005 11:14 PM

I arrived at their office in the Carga area of Tocumen airport Panama City at 13:30. The bike had arrived this morning. This shows that it pays to reach high, and that a bit of flattery in the right places doesn't hurt either.

Now it was to aduana (customs) first, at the Carga Terminal, then over to quarantaine, then over to aduana again, then back to Girag. Two hours later, and US\$25.00 poorer I rode the bike back to my hotel. Long live Girag and its Presidente (may as well add Carolina to the list. May she find a good man).

posted 02 October 2005 03:36 AM

"You are not allowed to enter Costa Rica at this border," he said, and shoved my papers back at me. "And why is that,?" I asked. He replied, "In 1998 you entered here with a different bike, but the computer does not show that the bike left the country. Therefore you cannot enter with this bike. But I can do one more thing for you, I'll phone Penas Blancas and see if they have a record of your bike. That'll take about two hours." Predictably nothing happened.

How can I prove that the bike left the country? My expired passport? I always carry one with me. But this was two passports ago. No good. Ah... my last chance, my Canadian bike insurance, my pink slip from Allstate that had come in handy many times on this trip. On it both of my bikes are listed to be insured from 2005 to 2006. Their chassis numbers are given. I tried to explain this to that dummy. But got nowhere. I asked to see his superior, a lady, and explained again. She verified the number of the 1991 R100GSPD with the number in the computer, a perfect match. Now she went to her boss. They finally decided to let me in, three hours later.

But this was not the end of my problems. Riding away in pouring rain, I was stopped by a roadblock 25 minutes later. A head-on collision. It took three tow trucks with welding equipment to separate the software from the hardware in the two wrecks. Three hours later, still in pouring rain, I found a hotel in the little town of Neily. At least that came through, Hotel Andrea, a classy place.

But what are my petty troubles compared with the people on their ultimate journey in the two cars? One ought to keep things in perspective.

Wonder what's going to happen at Penas Blancas? Anybody know about the condition of Costa Rican jails? Stay tuned.

## Meeting Minutes



(courtesy of Don Dobson)

We were 29 strong at our first "indoor" meeting at the Lindenhof, last night.

Three new members introduced themselves.

Ralph Landry and Roly Duval stopped in on their way back from an Eidelweiss Tours get-together 1800 kms away.

Andre Gareau recounted how he got his bike to Edmonton from Dawson City YK and how BMW Canada paid his return airfare to Ottawa because it took three weeks to replace his main bearing.

Patti Griffin reported on our ride to Vancouver and back to Edmonton for a wedding. BTW the Vancouver dealer, John Valk BMW refused to do an oil change - they were booked three weeks ahead. I think that I'll write to BMW Canada about that one. I think that BMW dealers have to be seen as supporting "long distance" riders. That's what the marque is all about, isn't it?

Mark Popov, recently returned from Afghanistan, talked about a German (BMW) motorcycle touring company. He got to ride a range of motorcycles, concluding that in Europe he go for the K12S. But in NA he'd choose an R12GS. If only speed limits in NA would accommodate a K12S.

Finger Lakes. This year we were 35 strong at the Rally adopted by our Club as the "Club Rally" for many years. The dealer representation was very good - lot's of bargains. And, even Whitehorse Press were there for the first time.

Cranberry Lake. Mac Peterson led a group of ten bikes (11 people) on a Club ride to Cranberry Lake. The "Lake" is about 80 kms south of the border in upper New York State. The staff at the restaurant/bar we stopped at were friendly and accommodating. In fact, our server followed Patti to the parking lot and sat on her bike. I'd go there again. Mac led a really great ride.

Michel Dozois. The Club presented Michel with a BMW MOA medallion in recognition of his contribution to the Club and individual members. He was gracious in his acceptance of the medallion.

Door prize. John Racine donated a "Helen Two-Wheels" duffell bag. The "prez" drew his own ticket, was granted immunity by all present and got to take the door prize homw. Thank you, John Racine.

Election of Executive and Directors. If you are interested in becoming involved in the direction of the Club, please contact Michel at: [mdzois@rogers.com](mailto:mdzois@rogers.com)

Next meeting. Our next meeting will be held at the Lindenhof Restaurant:

- Monday, November 7th
- 17:30 for dinner
- 19:30 for meeting

## Toronto Motorcycle Parking



-- From a press release --

October 26, 2005

Motorcyclists Confederation of Canada advocates for better parking, achieves breakthrough.

Toronto, October 26, 2005

Toronto City Council today passed a motion that will see free street parking for motorcycles and other improvements for motorcycles and motorized scooters in the City of Toronto. The relevant parking by-laws will soon be amended to exempt motorcycles, as defined in the Ontario Highway Traffic Act, from standard parking fees at all on-street parking meters or parking machines. Also, by-laws will soon be amended to allow motorcycles to park, where on-street parking is lawfully allowed, at an angle, but not more than sixty (60) degrees to the curb. In addition, the Toronto Parking Authority (the 'TPA') will submit a report to the Works Committee detailing how the TPA could designate a small area at all of their indoor and outdoor 'Green P' lots where motorcycles may park for free. The City will also evaluate allowing scooters to park on sidewalks.

The Motorcyclists Confederation of Canada's (MCC's) General Manager Peter Jacobs made a deputation to the Works Committee on October 11, 2005 making a strong case in support of the motion, advanced by Toronto City Councillor Case Ootes (Ward 29 Toronto Danforth).

"The City is demonstrating real leadership on this issue", says Jacobs. "Motorcycles use less space on the road, less space in parking, consume less fuel and produce less emissions. With motorcycle and scooter sales increasing steadily, this decision clearly indicates the City is committed to reducing congestion and pollution. We will work to persuade other jurisdictions to follow Toronto's lead."

MCC is Canada's largest association representing motorcyclists' interests. Its membership comprises more than 200 clubs and represents over 70,000 riders from all across Canada.

MCC is Title Sponsor of the Annual Awards Induction Banquet for the Canadian Motorcycle Hall of Fame Museum. MCC also serves on the Advisory Committee for the Canadian International Motorcycle Festival ([www.cimf.ca](http://www.cimf.ca)).

The MCC's vision is to foster the expansion of all aspects of Canadian motorcycling by working together to increase awareness of the positive aspects of motorcycling. Its mission is to provide leadership and unity in promoting and protecting the interests of responsible motorcycling in Canada.

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