



BMW Vision Next 100 Cycle



Meant to embody the motorcycle of the far off future, the BMW Vision Next 100 Motorcycle is about as technologically exotic as you'll see a concept bike get. Its black frame triangle is meant to reference the company's first bike, but is covered in matte black textile and is actually designed to flex, eliminating the normal joints of a traditional bike and adjusting the steering strength as needed. It's powered by a zero-emissions drive unit, can balance itself, includes a data visor that makes a normal dashboard unnecessary, and is so safe, it would make helmets entirely optional.

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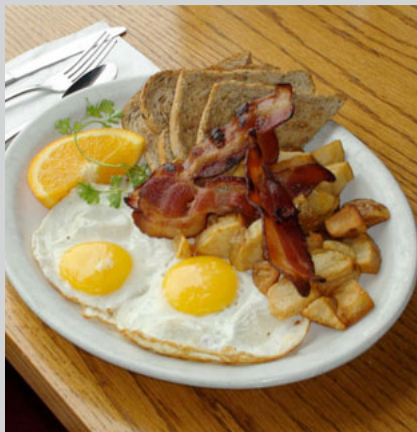
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Next Breakfast/Brunch

Saturday, November 5



WHERE:

Spitfire Bar & Grill
9681 Willingdon Road
North Saanich
near Victoria Airport

WHEN:

9:30 at the restaurant



Boats, Trains and Motorcycles

by Klaus Kreye
(with apologies to Trains, Planes and Automobiles....)

I have known Ron for just over 30 years and we have done much riding and touring together. Ever since I have known Ron, he's had this bike... bought it new ... and it always looked and rode great. I said, Ron, don't sell it, let me know when you're ready. Many years passed. Ron has unfortunately not been able to ride for some time and the bike sat in his lounge as a piece de art. Earlier this year I got "the nod" to come and pick it up.

A plan was hatched early in September my girl-friend Elke arrived from South Africa, spent the weekend in Metchosin and then we were off on the Clipper to Seattle. There we transferred to the train: Amtrac's Empire Builder took us across the USA and we detrained (that's what they call it!) some 40 hours later in Wisconsin Dells. Ron picked us up and we headed straight over to the dealer in Madison that had given the bike a quick once-over and persuaded it to run again after 6 years of standing. It fired right up and the six cylinders of Honda's classic CBX whisked me away. We spent a few days with Ron getting the bike ready, new front tire, fitting bags, top box and small screen.

On Saturday we headed out, with a weary eye on the voltmeter. The



Departing from Ron's with the new ride

shop had reported that the charging was "not so good" We took the rolling back roads of Wisconsin onto Highway 14 and then joined I90 at La Crosse. I really don't like the interstate, but we had to make distance to get to Port Angeles by Friday – the "notified" day for the motorcycle export. Day 1 got us as far as Fairmont, MN with the voltmeter a bit lower at the end of the day.

Day 2 I pulled most of the fuses and we ran well with hand signals etc, the battery only powering ignition and headlight. But after lunch the voltage showed signs of further dropping. Our day's riding got us as far as Kadoka, SD. We stayed in a nice clean motel right across from the large "mechanical

deer".

Day 3 I pulled the headlight fuse and I could see we were now on a "total loss" system. Weather continued to be great, with exception of the daily headwind. In Moorcroft, about 30 miles outside Gillette I called it quits. The voltage had dropped below 10 volts and we did not want to be stranded next to the road. There was one local hardware/motorspares/general dealer shop and they even had the right battery, but it was a standard lead-acid and would have to be charged. No thank you. Back at the large fill-up plaza we parked and took off our gear. 30 seconds later a Harley rider came up and said "neat bike – haven't seen one of these for a while". We chatted



On the road on a classic Honda



Large mechanical deer in Kadoka, South Dakota

and within another 5 minutes Mark took me into Gillette. We had to go to 3 locations before we found a small U-Haul truck...it just did not have a loading ramp. We swung past Mark's house, picked up his ramp and headed back to load the bike. Within 2 and a half hours we were back on the road heading west, albeit in a U Haul. But we lucked out: It was a brand new U Haul truck. Elke and I shared driving to run later into the evening and make up time/distance. We called it a day in Ranchester, WY, stayed in the only motel in town and had a beer in the local pub... which is always quite interesting in these small towns.

Day 4 our first stop was Billings.

I was referred to a battery centre and picked up a nice AGM gel battery – and they come fully charged! We continued in the U Haul until Superior, MT. Overnight I charged the batteries – I had taken the precaution of taking one of my small battery chargers.

Day 5 we went to the U Haul depot in Spokane to unload the bike and return the truck. We had made up enough time to re-plan the last few days for shorter distances to Port Angeles. The depot was unmanned so no one to help with a ramp to unload. Plenty of trucks with ramps, but the ramps can't be removed. So we backed up against a large U Haul (one with a ramp) and horizontally transferred

the bike to the back of the other truck, then used that trucks ramp to bring the bike down – easy! Two full batteries and we're off. Lunch and battery swap at Moses Lake. The cold start had taken its fair toll on the battery. We ended in Ellensburg, WA with a cold one at the Iron Horse Brewery, followed by a very nice dinner at the Italian restaurant.

Day 6 dawned just as nice as all the other days and we took a slow cruise through the Yakima Canyon on route 821, over White's Pass to Packwood for lunch at the Blue Spruce Saloon. We've been here before and like their burgers....

After six days of near perfect weather there was rain in the forecast, so we pushed further ... and our batteries took us all the



A little roadside TLC



A piece of history makes its way home



Taking a break in the Yakima Canyon

way to Shelton on the Olympic Peninsula. That would leave a short ride the next day to Port Angeles and the noon ferry. By now we, or should I say Elke, also had the push starts taped! So apart from the early morning electric start, the rest of the day was spent pushing after every stop....

Day 7 did indeed dawn wet, dark and cold, so I was forced to re-insert the headlight fuse. The 55W H4 lamp draws close to 5 amps and makes a serious dent to the voltmeter. Under these conditions I calculated less than 3 hours running. Half-way the skies lightened to allow the headlight to be switched off again and we



On the ferry home at Port Angeles

made it. Got the title stamped in Port Angeles and pushed the bike onto the Coho. The paperwork in Victoria took a bit of time, but the customs folks were great and we were on our way again around 3pm and just managed to avoid the Friday Victoria rush hour. Mission accomplished.

Club 2016 Event Schedule

Date	Event	Location
Saturday, November 5, 2016	Monthly Gathering	Spitfire Bar & Grill
Sunday, December 4, 2016	Monthly Gathering	TBA
Sunday, January 1, 2017	TROC	Island View Beach / Bob's House
Saturday, January 7, 2017	Monthly Gathering	Cherrie's Breakfast Bistro