



# 1990 Bumble Bee debuts at TROC 2016

by Andre Guerin

Another beautiful 2016 BMW VIR TROC with a splendid view of Mount Baker from Island View Beach gave me the chance to unveil my little 1990 R100GS.

This original was born in Vancouver and ended on the Island some years ago with less than 48000 kms. It peacefully sat in a dry garage until my eyes got a glimpse of her in Mar 2015 while looking for available oldies. The second owner, Mr Lee Smith, had performed several maintenance updates and we worked to make it roadworthy including bringing back her splendor.

After several hours of deep cleaning on every millimeters of 25 accumulated years of crusty melted dirty dust, her real beauty appeared. Followed by numerous days of "initial" detailing to preserve its original presentation and current preservation. The original discolored and cracked single yellow vinyl seat is at a local shop. Additional finishing detail will be performed in the coming months.

This is only is the second time on the roads since June 2015 at the West Coast ride for Prostate Cancer. Again she sat in my garage during my long summer riding



trip until December 31, 2015 for a warm up before the BMW VIR 2016 TROC.

To all, Happy New Year and thanks for appreciating this Bumble Bee.

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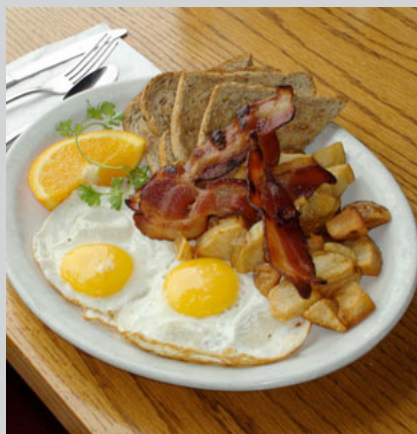
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## Next Breakfast/Brunch

### Sunday, February 7



## WHERE:

Spitfire Bar & Grill  
9681 Willingdon Road  
Sidney

## WHEN:

9:30 am





# Cross prairie three month journey

by Cindy Liboiron

“Across Canada on motorcycles, what an adventure that would be!”

So said our friend Terri, and as it had been something on our radar, we decided to join her on her journey. As it turned out, our schedules didn't match very well and although we managed to meet up three times – in Bonnyville AB, from Winnipeg MB to Espanole ON, and again in Corner Brook Nfld – we didn't see much of her. But we did meet up with other friends Lucy, Marion and Jimmy for part of the journey. So thanks for getting us going, Terri!

We started this 3-month journey on new tires. Dan's orange-red 2012 Triumph Tiger had Pirelli Scorpion Trails, and Cindy's candy-lime-green 2009 Kawasaki Versys had Michelin Pilot Road 4s. Both bikes had removable hard bags. Dan also had a Triumph soft bag on top,



Trying out some of Canada's gravel byways.



Leaving the Badlands at Drumheller, Alberta.

and Cindy had a waterproof green duffel with our camping gear. We intended to stay indoors on this trip but took the camping gear for emergencies such as small towns with all motel rooms booked up.

We left Duncan, BC on beautiful Vancouver Island on June 26 in

hot sunshine and spent the first 2.5 weeks rambling through BC, Alberta and Saskatchewan visiting extended family and friends. It was fun and really interesting talking with them all, reconnecting with some we hadn't seen for many, many years

– we figured out that 50 years was the longest! We got tours, rehashed family histories and had lots of laughs. Motels and restaurants get boring on a long trip, so we appreciated all who opened their homes to us and fed us so many delicious meals.

It was slow going with so many stops: Vancouver, Burnaby, Chilliwack, Summerland, Kelowna, Castlegar and Cranbrook. Then into Alberta: Crowsnest in the Rocky Mountain foothills, onto flat prairies to Lethbridge and Medicine Hat, north through fields then rolling hills of farms and trees to Alix and Edmonton, and NE to Bonnyville Beach. Into Saskatchewan on mostly flat prairie: north from Prince Albert to Bells Beach on Christopher Lake. Lots of bright yellow canola fields, and others of various shades of green.



## Trip featured many stops along the way



***The three amigos... Cindy, Terri and Dan enjoy some refreshment.***

Every tiny community used to have tall granaries and although we still saw lots, there seemed to be fewer than previous years.

BC, Alberta and Saskatchewan were hot with high 20's to mid 30's C temperatures. Winds from the NE picked up in Alberta and continued to hamper us through Saskatchewan and Manitoba. East of BC we had forest fire smoke from northern Saskatchewan, uncomfortable at times and with visibility down to about 1 km in some places coming into Prince Albert. At Bells Beach we were only about 100 kms from the fires further north at Lac la Ronge.

We stayed off major highways when we could, with the unexpected result of missing out on the provincial "Welcome to Saskatchewan" and "Welcome to Manitoba" signs. We were disappointed, as a picture of each province's sign would be fun. In Saskatchewan and further east were lots of "Moose 16 kms", "Moose 24 kms" etc signs (seems after the 16 or 24 kms there was another moose

sign), but no sightings of a moose yet.

Once east of Prince Albert, SK heading north east to Flin Flon, MB we were finally out of the forest fire smoke. These mostly flat and straight roads running through hundreds of kms of boreal forest of pine, spruce, tamarack, poplar and birch are a section of road less travelled. We had been warned there may not be gas between Prince Albert and Flin Flon so we topped up at the first little spot that had gas, and again at the next spot. These weren't towns or even villages, just a store, cafe and gas station. Some weren't even on the map. We thought about topping up our gas again at the third spot but decided we had enough to get to Flin Flon. Every little siding along the way had gas! The further north we got, the shorter and skinnier the trees got. An outcropping of cream coloured granite marking the western edge of the Canadian Shield visually surprised us among the dark green trees. There was almost no other traffic and virtually

no other bikers. A strong NE wind blew most of the time. Bikes and riders were coated in bug guts - there are so many more bugs here than on the Island!! At rest stops clouds of horseflies descended on the bikes for the dead bugs but thankfully left us alone.

Flin Flon is a mining town on the SK/MB border at the western extremity of the Canadian Shield, about the same latitude as Dawson Creek, BC. Flin Flon has the highest per capita income in Manitoba, which probably explains the high cost of the hotel (the motels we saw looked really iffy!) and its meals. Our Telus and Koodo phones were unable to get cellular service here. Telus and Koodo obviously don't have agreements with Manitoba Telecom as there was zero cell service anywhere in Manitoba except within Winnipeg.

Heading south from Flin Flon meant hundreds more kms of mostly flat straight roads, boreal forests, NE wind, bug guts and hungry horseflies. There were three towns marked on the map and we debated whether to fill with gas at one of them but fortunately decided to fill in Flin Flon before leaving. Those three communities no longer exist - no signs, no houses, no stores, cafes or community halls, and definitely no gas. Just the opposite of yesterday! In Swan Lake we met a young European couple who had not filled their rented motorhome in Flin Flon, and ran





# Over 4000 kilometres later.. Winnipeg



**Fueling up in Flin Flon, Manitoba.**

out of gas on the way south.

We knew from the map that south of The Pas we were more or less along Lake Winnipegosis, and expected to find a rest area on the waterfront. Although there were a couple of dirt roads heading towards the lake, they were long and straight with no water in sight. The only picnic and camping site was on a reedy slough near the bottom of the lake. Shortly after that we were out of the trees and back into mostly farm land.

Our route to Winnipeg took

us through The Pas, Swan River, Dauphin and Portage la Prairie. We went through road construction regularly, and lots of grooved pavement. Manitoba has the distinction of having their “motorcycle beware” signs in the middle

of the grooved sections, instead of warning us before getting into them. Not sure what their logic is for that! All straight, flat roads except for the scenic portion of Highway 10 through Riding Mountain National Park that actually had hills and curves! It was too short but sure felt good

after all the straight roads. From Swan River to Winnipeg was our first day of riding in rain, but good riding gear kept us dry. At the end of Yellowhead Highway 16 where it joins Trans-Canada Highway 1 was a signal light. You'd think the junction of two major cross-Canada routes would warrant an overpass, but maybe it's just too flat.

4,302 kms to Winnipeg, where we met up with Terri T. Considering that Vancouver to Winnipeg is 2,312 kms on the Trans-Canada, that's rambling! Dan's rear tire showed signs of squaring off after all the straight roads, Cindy's still looked round, and otherwise the bikes did well.



**Dan posing in front of the Wild Rose sign.**

## A Reminder to All...

If you haven't already paid your 2016 BMW RVI membership dues please complete a membership renewal form and forward it with your payment to Peter Juergensen.

Alternatively you can hand it to Peter at the next breakfast meeting.

**Please click [HERE](#) to download a copy of the Membership form from our website.**



# A couple events south of the border

## *Café to Café Grand Tour 2016 Ride to Eat – Eat to Ride*

Do you enjoy long rides on scenic roads and great food along the way? If so, you're gonna love the Café to Café Grand Tour presented by SoundRider ([www.soundrider.com/cafetocafe/](http://www.soundrider.com/cafetocafe/))

The Cafe to Cafe is an annual grand tour of 15 restaurants in the Pacific Northwest. The restaurants, a.k.a. "targets" change each year. Riders are provided a list of the 15 restaurants and may ride to each one anytime they like between

March 1st and September 30th (spring & summer). Once there, all that's needed is a photo of the rider with their bike and signage in the background identifying the location. You'll email your photos in as per the guidelines in your registration package.

Those completing the entire list of 15 locations are awarded a special, customized certificate to certify their bragging rights. Dining at the locations earn riders bonus points toward special prizes that are passed out during the annual awards banquet held each October at Café Veloce in Kirkland, WA.



**February 12 to 14th are the dates for the One Show, a motorcycle builders' show in Portland, Oregon. [www.the1moto.com](http://www.the1moto.com)**

## Club 2016 Event Schedule

Date	Event	Location
Sunday, February 7, 2016	Monthly Gathering	Spitfire Bar & Grill
Saturday, February 20, 2016	Pot Luck – Chez Lucy's	620 Toronto Street, Victoria
Saturday, March 5, 2016	Monthly Gathering	Crooked Goose Bistro
Sunday, March 13, 2016	MSF Rider Training	TBD
Sunday, April 3, 2016	Monthly Gathering	Mary's Bleue Moon
Saturday, April 16, 2016	Cow Bay Run	Cow Café in Cowichan Bay
TBD May, 2016	Annual BCCOM MLA Ride	Victoria
Saturday, May 7, 2016	Monthly Gathering	Olympic View Golf Course
TBD May, 2016	BMW Demo Ride	Island BMW
Sunday, May 15, 2016	Monthly Ride	Saltaire Pub, Ladysmith
May 27 to 30, 2016	49er Rally	Mariposa, California
Saturday, June 4, 2016	Monthly Gathering	Shady Rest Pub, Qualicum Beach
Sunday, June 5, 2016	Motorcycle Ride to Live	Fountain Tire, Langford
June 18 & 19, 2016	Up Island Event	TBD
June 17 to 19, 2016	Chief Joseph Rally	John Day, Oregon