

# BLACK GOLD BEEMERS

## News

2005 January – May

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### NEWS RIDER'S FIRST LAMENT

Wil Wosar, News Rider

As newly volunteered News Rider for the BGB a number of issues have bubbled to the surface that I should have dealt with earlier. I was slow in contacting members for submissions, the Executive teams names and contacts numbers are not present, and technical news is almost totally absent but for an informative article on the origin of Kevlar.

You will notice immediately there are no BGB logos, headers complete with graphics, or an up-to-date 'Bargoons' section. Quantity and variety is down but they and quality can and will be resolved in the future. I have found little time to dedicate to the task of News Rider and have come to appreciate how members like Daren Lebranche must have felt holding two positions simultaneously – both President and Registrar of the club – thanks Darren for carrying out the duties of both positions for the time you did.

In short, I have strayed albeit only briefly from the previous format, and thus may not have delivered the newsletter that readers have been used to in the past – not a bad thing at this point but it something that I am aware of and will resolve in issues to come. I feel there are enough members in the club and enough information to publish on a monthly basis during the ride season – April to October. These are some worthy and not too lofty goals and all input by club members or riders outside the organization will be welcomed.

### JOKE(S)

The only thing you need to know about men and women is that women are crazy and men are stupid, and the main reason women are crazy is that men are stupid.

Barbara Peter

### E-MAIL OF THE MONTH

On Apr 11, 2005, at 03:57, Wil Wosar wrote:

Hey Gerry - how's the Rallybastard? - get used to the title as we will all hate you come June 17...!!! I went to a couple of major rides in the states last year and I am going to fax you some of the sheets I got from one of the rides - it will give you some crazy ideas. Have you a fax number...???. Are you aware of '[www.rallymasters.org](http://www.rallymasters.org)'...? It will be nice not to have to compete against you this year...!!!

Wil

waw

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Thanx for the kite Wil!

New and diabolically perverted rally ideas are always welcomed in this camp!

My home fax is now defunct, but you can ship to me at work at 780-524-4349. Make sure you clearly mark it to my attention so that our efficient office staff does not throw it out as spam!

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Yes I am aware of Rallymasters.org, and in fact the AB2K has been listed there for a couple of months now.

I cannot imagine why you feel that I EVER provided any serious competition for you as a rider.

If you think that my not being in the saddle for this years addition will some how make your ride easier, or help you to achieve better personal results, you are mistaken! LOL!

In fact, the contrary is true! As official Rallybastard, it is my job, nay my DUTY, to ensure that there shall be nothing easy or simple, nor even comfortable in your attempt at success this year. All I can do is wish you good luck; and I am working towards eliminating even that (luck) from the scenario! :-)

GBG :-)

Later!

### 2005 ALBERTA 2000

Gerry Golany, our Rallymaster for the Iron Butt Association sanctioned 2005 Alberta 2000 endurance ride has asked me to pass on the following message:

*While you search for stuff to write about for the news letter, please add a blurb about the AB2K – please mention that entries are coming in for what promises to be the most challenging AB2K ever, that the field is not yet filled, that the deadline for entry is May 30, and that you would have to be some kind of sick puppy (or is that pussy) to NOT want to do this!*

*Please also thank Pat Widder, and Rocky Mayer for their sponsorship.*

*Thanx in advance,  
Gerry Golany  
Rallymaster*

All potential riders please note as we have asked in years previous, judge your ability to participate in this event very carefully and with the highest degree of objectivity.

### THE NORTHWEST PASSAGE

by Wil Wosar, News Rider

After a post 2004 ABK2 chin wag with then Rallymaster (read Rally bastard) Bob McKay I became aware of ‘rallymasters.org’ – my direction in life changed dramatically and forever at that point. After numerous e-mails, using FedEx to get funds to the U.S., and a long trip to Chelan, WA, Barbara and I were eager participants in the 2005 version of The Northwest Passage Rally hosted by the ‘West Coast Irregulars’ – a nice play on words. However we didn’t have many nice words to say about the Rallymaster, Joe Zalaski, during or after the event. He led all riders on a chase that was a brilliant conundrum of choices, themes, and strings that took us through Washington, Idaho, Oregon, Montana, and B.C. over the course of 2.25 days. It was simply the most exhausting and thrilling ride I have ever been on and if there was ever any doubt as to whether I was Iron Butt material before hand there was none thereafter. We were the only Canadian entry, the only entry two up and we finished in the top third out of 37 riders. A Calgary rider whose name eludes me at this time (Ron X) and had finished in the top five during the 2004 ABK2 finished second over all in the event on his BMW – he rode from Chelan WA to a Canadian border crossing, then to Tijuana, Mexico and back to another Canadian border and back to Chelan, WA – over 5000 miles in 55 hours. Repeat after me – YIKES!

### LOE 1000

By Wil Wosar, News Rider

Not only did my conversation with Bob McKay lead me to ‘Rallymasters.org’ and ‘The Northwest Passage’ rally, but I also discovered

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the LOE 1000. The Land of Enchantment 1000 is held in Albuquerque, New Mexico and takes participants throughout the state of New Mexico over the period of 24 hours. A long trip to get there for sure and much tougher in the month of October when sunset is quick and dirty the further south you get and a great deal of the travel time you have planned can be in the dark. Future vignettes on this trip are forthcoming but the short of it is my ride broke down less 3 hours before the tech test the night before the rally. My now resident mechanic in Albuquerque and I are still unclear as to what the root of problem was but carburetors seem to have been involved in my Cavalcade dying suddenly after taking fuel in a quaint little place called Cuba, New Mexico. Getting towed was an experience in itself and the next week there tuned out 2 million percent better than I had could have asked for in spite of the breakdown

### A FRIEND FOR LIFE

By Wil Wosar, News Rider

The LOE 1000 proved to be my Waterloo in 2004. Having survived a number of cold and treacherous trips to the coast and back, then 'The Northwest Passage' rally in Chelan, WA, the LOE 1000 was supposed to be a piece of cake. I was going way south to supposedly warmer weather and great highways. The trip there was fraught with many surprises and a mechanical breakdown was not in the game plan. After missing the pre-race meeting and subsequently the race (rally) a great guy named Jerry associated with the LOE 1000 met me in Albuquerque and lent me his KL1100LT for the better part of the next week...!!! There is way more than you can fathom on this story in issues to come.

### FROM ALBUQUERQUE, NEW MEXICO

-----Original Message-----

From: Wil Wosar [<mailto:wwosar@ckua.org>]

Sent: Sunday, May 08, 2005 4:15 AM

To: jerry  
Subject: ???

Where are you? I keep hoping to hear from you but...

As I mentioned before I am the News Rider for the club newsletter for the Black Gold Beemers this year and I am looking for a few good articles - perhaps I could get you to write and submit an article about your new machine...??? I know the members would be keen to know your views. Please stay in touch...

waw

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Wil,

Sorry for the silence. I have had the bike apart the past few weeks to get the wiring re-done, adding the PIAA 910's, some more lights on the back, and wiring in the Street Pilot GPS and the Valentine 1. Right now I am trying to figure out the best way to add the fuel cell and make it easily removable. Busy traveling for work a bit as well, and leaving Thursday night late for the Iron Butt Association annual meet in Omaha, Nebraska. Actually this week I am headed to Detroit via plane today and back tomorrow, in San Diego Thursday, and off to Omaha Thursday night about 10:00.

I have also been getting the K1100LT ready to sell. I'll get something to you in a week or so - maybe a write up on the mods to the K1200GT adding in the farkles. Hope all is well with you and the riding season has started in the great white north.

The info has started to arrive for the Iron Butt rally this year as well. Got the release forms to have notarized and submitted. Start, Finish and one checkpoint are all in Denver. One checkpoint still planned for Reynolds Motorsport in Maine. Nothing else probably until the night before the start... all the best, Jerry

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### GL1800 SNOW PLOW

By Geoff Wilson

February 11th marked an awful day in our motorcycling world. After a very long battle with cancer, including some previously untested experimental treatments, John Helms passed away. John was a long-time executive member of the Southern California Motorcycling Assoc., as well as a key player in the Christian Motorcyclist's Assoc. As the person who shouldered many years of responsibility for checkpoints on the "3-Flags Classic," John's influence was most noticeably felt in Edmonton in 2000, when the 25th running of that famed ride terminated in our city. Black Gold Beemers members who volunteered for that checkpoint, would be numbered among those whose hearts deeply felt the loss of such a fine rider.

After several decades of motivating participants, it's normal for club mentors to develop a rather crusty demeanor, yet John was always the consummate gentleman. Irrespective of last-minute panic, he was always a calm, resilient resource, ensuring that riders would finish their runs without any undue stress or concern.

The SCMA kindly delayed its memorial tribute to John until May 01, a date when those of us above the snow line could presumably ride to Los Angeles for the ceremony.

Ken MacDonald and I headed south for the celebration of John's life on Friday, April 29th--- a week when unseasonably cold weather here couldn't resist the urge to ambush us just one more time. It was -5C when we pulled out, with all the electrics doing their best to keep our bodies functioning. We got a glimpse of melting as we blew through Lethbridge, but a heavy snowfall was in evidence as we passed the Sweetgrass Hills.

The further south we got into Montana, the more ice build-up we noticed in the wheel wells of the northbound cars. The bridge decks turned into skating rinks, and it soon became apparent that our planned schedule simply could not be maintained. A sweet cowgirl (who had 80 head of cattle to brand the next day) told us there were two inches of snow on the highway, 30 miles south of Great Falls, and we were forced to wait out the storm.

But, our time in Montana was invested wisely. Although three decades old, the "Montana Tenderloin Tour," that noted "Rite of Passage" ride for Alberta motorcyclists, is an ever-evolving event. So, Ken and I checked out the newest suggested waypoint, the "Cattlemen's Cut"---which has now been happily added to the official route.

By the time the highway was suited for two-wheel travel, we could no longer make SoCal for the memorial service, but a number of toasts (actually two and a half jugs of rum) were made to the memory of the fine man to whom credit belongs for introducing several Alberta bike clubs to the international riding circuit.

We headed home when the road cleared, and popped into Linden, AB, home of the "Linden Pie Run," where our spirits were suitably lifted via the delectable creamy offerings from those fine Mennonite ladies.

When we got back, I poured my apologetic heart out to Libby Helms via letter. We will always regret not making John's memorial service, but although we've lost another ace from that rapidly shrinking roster of A-List riders, we will always hold John Helms close to our hearts.

Geoff Wilson

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### THE STORY BEHIND HIGH TECH PROTECTION FROM ROAD RASH

by Wil Wosar, News Rider

I don't think it would be a stretch to say that serious riders - endurance, road race, off road endure, Groat Road junkies, or otherwise – sometimes take our riding jackets, pants and other associated gear for granted. We have become so used to the safety factor that high end riding gear offers that we would be foolish not to make use of it each time we climb on board. However, where did materials like Kevlar come from, what were the impetus and obviously the research and testing that brought about their existence. We all need something to read on long air hauls and I picked up a copy of the February 2005 issue of 'Technology Review' on a red eye to Hong Kong. In the section called 'Trailing Edge', because it was on the last page, was the article entitled 'Life Vest' about how two guys, Lester Shubin and Nicholas Montanarelli, turned Kevlar into life saving armor. Shubin was with the National Institute of Justice in Washington, D.C. and Montanarelli was an army-firing specialist and had been testing Kevlar since early '70s. After folding the material a few times and shooting at it with a .38 they found that the bullets bounced back. There was a photo in existence at the time of a man suspended from a beam by a thin Kevlar fiber. Thinking out of the box, even then, they were able to find significant research funds and the bullets that allowed them to strap pieces of seven ply 14-inch squares of Kevlar onto 100 anesthetized goats to protect them from the gunfire they would be subjected to thereafter. Only one goat died and autopsies on several others revealed that that wounds were not life threatening.

OK – all righty then - lets try it on humans that are getting shot at a lot – like policeman! In December of that year a Seattle policeman survived after being shot while wearing a Kevlar vest. After further research the military and law enforcement adopted its use almost overnight.

The use of Kevlar evolved quickly to clothing meant to protect one in high-risk activities such as motorcycling. The next time you see a goat on the road don't curse them for slowing you down – rather tip your hat to them for their involvement in creating equipment that protects us in our high speed pursuits.

### BARGOONS

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Lu Carbyn wants to sell his 1983 Honda 650, excellent condition. Asking \$1900.

Low mileage

Please call 481-2274

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Brian H. – do you still have your bike trailer for sale?

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Darrin L. – are those PIAAs still a hot item?

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### BGB NEWSLETTER SUBMISSIONS

As we know the road to hell is paved with good intentions – a newsletter every month might be the path to that same destination but only if you and fellow club members choose not to submit riding news – each of us does interesting things to and with our bikes for a good portion of the year. It may be boring, cliché or tiresome to you but it is still ride news within the club. We look forward to hearing from you.

Please submit anything and often to 'waw@ckua.org' or 'waaw@shaw.ca'.