

BLACK GOLD BEEMERS

News

2006 March - April

2006 BGB EXECUTIVE MEMBERSHIP	1
LONG WAY ROUND	1
STRATOTECH PARK	2
THE LATEST FINE SCHEDULE	2
MOTORCYCLE INSURANCE.....	3
STEVE BROADHEAD'S 2004 NORTHWEST PASSAGE	4
DAN LEGG'S 2005 AB2K.....	7
JOKES	9
TECH NOTES.....	9
BIKE TRIP TO NORWAY	10
NEW MEMBERS	11
BARGOONS	11
BGB NEWSLETTER SUBMISSIONS.....	11
2006 MAY BGB NEWSLETTER.....	11

2006 BGB EXECUTIVE MEMBERSHIP

President: Rick Wortman
rickride@telus.net

Vice President: Jerry Gruenwald
mygarage@shaw.ca

Registrar: David Leeb
theleeb@telus.net

Treasurer: Dwight Hillas
dhillas@connect.ab.ca

Secretary: Melanie Wortman
wortman@telus.net

Road Captain: Brian Hanasyk
bhanasyk@aol.com

News Rider: William Wosar
waaw@shaw.ca

Webmaster: Daren LaBranche
spec-dee-d@telusplanet.net

LONG WAY ROUND

Barbara Peter

This is the story of 2 UK actors, Ewan McGregor and Charley Boorman, as they take the ultimate motorcycle adventure – from London, England to New York City. Like the title says, they went the long way... going eastward.

The Long Way Round adventure is documented in a 6-episode television series, a DVD and companion book. Reruns of the TV show continue to air in Canada on the Outdoor Life Network (Shaw cable channel 46 here).

Their trip took nearly 4 months, covered some 19,000 miles (30,000+kms) and 12 countries in Europe, Asia and North America. Starting in the UK, they passed through France, Belgium, Germany, Czech Republic, Slovakia, Ukraine, Russia, Kazakhstan, and Mongolia. In all that distance, there were only a few hundred miles that, because of non-existent roads, they did not actually ride. From Siberia in far north-eastern Russia, they flew the short distance to Alaska, then continued their road trip down through Canada and into the US, ending in New York City. The Canadian leg covered the Yukon

BLACK GOLD BEEMERS

News

2006 March - April

Territory and Alberta, with stops in Whitehorse and Calgary.

They made the trip on a couple of BMW R1150 GS Adventure bikes. Interestingly, their first choice was a KTM bike but the company pulled their sponsorship (and the free bikes) at the last minute. As it was, the BMWs stood up incredibly well to the rigours of the trip. At times, watching the documentary, you do get the feeling that the big bikes are too heavy and awkward for the job and that the 650 might have been a better choice.

After catching a few episodes on TV of Ewan and Charley on some wild rides, very cool experiences and some truly amazing stretches of road (using the term loosely), I knew I had to see the whole thing. As soon as the DVD was released last December, every store in Edmonton was immediately out of stock, so I ordered the DVD and the book from Chapters. It took only a few days for the DVD to arrive and the book followed a week later. The cost was very reasonable – around \$22 for a Special Edition 3-disk DVD and \$55 for a really nice 280-page book with hundreds of pictures, narratives by the travelers and detailed information about the bikes, equipment and route.

Both the DVD and the book are excellent. This is not a couple of pansy actors faking their way through a staged adventure. True, they had a cameraman with them (also on a bike), a support team a day or so behind them and, of course, top-of-the-line gear, but this is the real thing. These two great friends did it all – they worked hard and rode hard, and they experienced all the highs and lows, all the challenges and triumphs that you would expect to encounter on a trip like this. And then some...

Featured in a BGB newsletter a few seasons ago Stratotech Park has flourished and made additions and improvements to its operations.

- Register for Track Attack day classes online
 - Seven all day Track Attacks
 - 15 Evening Track Attacks
 - Leather rentals are available but boots, gloves and helmets are the responsibility of the rider.
- Arcobaleno Formula School In 2006
 - Next Newsletter

THE LATEST FINE SCHEDULE (per the Stratotech Website)

- Speeding 1-15km/h \$57-\$89 Fine (2pts)
- Speeding 16-30km/h \$103-\$177 Fine (3pts)
- Speeding 31-50km/hr \$187-\$351 Fine (4pts)
- Speeding 50km/hr+ Mandatory Court, Typical Fines around \$1300.00, 3 Month Driving Probation (6pts)
- Racing \$402 Fine (6pts)
- Stunting \$402 Fine (3pts)
- Careless Driving \$402 Fine (6pts)
- Dangerous Driving – No Fine, Criminal Offence
- Dangerous Driving Causing Bodily Harm, Criminal Offence
 - Can be issued to a rider who injures himself or another individual driving at a high rate of speed.

STRATOTECH PARK

<http://www.stratotech.ca/>

BLACK GOLD BEEMERS

News

2006 March - April

MOTORCYCLE INSURANCE

Tim Yip

Last year Tim Yip forwarded an insurance narrative by e-mail to some BGB Members – if you didn't get a chance to see it then here it is – definitely fuel for discussion...

Well, it's been an interesting experience getting motorcycle experience for the RT, particularly after having shared insurance quote horror stories yesterday with Speedy-D.

Daren Labranche and I have concluded that online insurance quotes aren't particularly accurate (although I had a better experience than Daren).

It's amazing how much variability there is in insurance quotes. (When you get a high quote, that just means the company REALLY doesn't want your business, and that's their polite way of saying "Please go somewhere else.")

The short story: Primmum offered the best rate for me. 2004 BMW R1150RT, \$1 M public liability, \$500 deductible collision, \$500 deductible specified perils, \$913. (That's only slightly more than I was paying for my ST1300A last year with Jevco, \$860 I think, but with \$500 deductible COMPREHENSIVE.)

So here's how the various companies stacked up:

LAST YEAR (PRE-CRASH)

Jevco, Honda ST1300A (new), (\$1 M plpd, \$500 ded collision, \$500 ded comprehensive), \$860.

POST CRASH

Jevco, Honda ST1300A renewal, \$1400 (62.7% 'surcharge' for crashing)

All quotes for 2004 BMW R1150RT: \$1 M plpd, \$500 ded collision, \$500 ded specified perils:

- Jevco, \$1100

- Primmum online quote: \$842 (online app has question about previous claims; I answered yes)
- Primmum ACTUAL quote: \$913 (telling them specifically about my previous claim)
- Meloche Monnex call centre first time quote: \$659 (call centre operator failed to ask if I had any claims)
- Meloche Monnex call centre second quote: \$982 (I called back to inform them of previous insurance claim, so now what's the price?)

So, I'm going with Primmum at \$913, which is less than \$100 more than I was paying last year at Jevco. Yes, I have less coverage than I did on the ST13, but that's one of the trade offs.

Learnings

Unlike Speedy-D, I had very positive experiences with the call centre operators at both Primmum and Meloche Monnex. (The Primmum operator noticed I had car insurance with their sister company, Meloche Monnex, and suggested I try them FIRST as they might give me a discount, so she transferred me to the other call centre.)

NEVER LIE OR OMIT INFORMATION to the insurance company when you are getting a quote (such as previous ticket history, or insurance claims). When I was finalizing my insurance with Primmum, they asked for the policy number I had with Jevco; she punched in the number and came up with my record of insurance companies I had been dealing with going back years. She also asked for operator's licence number; I am ASSUMING she has access to driving records. (I am 11 years ticket-free now. . . HELLO, MY NAME IS TIM, and I'm a speeder. . .) The Primmum call centre operator said if you fail to disclose tickets and previous claims and they find those AND REFUSE TO INSURE YOU because of those non-disclosures, that's big trouble for you, because now, YOU HAVE BEEN REFUSED INSURANCE. That's a big no-no in the insurance industry.

BLACK GOLD BEEMERS

News

2006 March - April

I was surprised the Primmum operator was able to bring up my motorcycle insurance company history. They're all 'connected', so be aware.

STEVE BROADHEAD'S 2004 NORTHWEST PASSAGE

BGB member, Steve Broadhead, from Calgary finished fourth in the AB2K in 2004 and I ran into him again at the Northwest Passage in Chelan WA in October of 2004. It was an event that challenged Barbara and I like no other to that date and left us feeling quite uneducated in the true manner in which to run and succeed in multi-day rides.

Steve spoke briefly at the BGG wind-up banquet in January about a number of his major rally rides over the last couple of years but didn't really touch on the Northwest Passage experience.

More can be found about the bi-annual Northwest Passage rally rides hosted by Joe Zalaski every second year at www.wetcoastirregulars.com.

Here is Steve's account of his experience on that amazing weekend.

Wil... Sure, I can give you a brief report on the NW Passage Rally last year. Thanks for asking. Good to see you at the rally too. Got the duck damage repaired now on the ST, so it is ready to go again.

Did the Utah 1088 rally this year two up with my wife, Julie. Came in 3rd in the couples division. About 35th or so over all out of about 80 riders. I was pretty happy with that performance considering it was her first ride over 600 miles in one day.

The NW Passage rally was held in early September of 2004. It was set up as a

2 day rally and touted as a 55hour/3000 miles affair. About 40 riders showed up for the event. A bunch of serious, experienced riders they were, too. For this ride I rode a 2003 ST1300 with PIAA aux lights and also an aux fuel cell.

The rally was held at beautiful Lake Chelan, Washington and based out of one of the areas finest hotels. At this rally we were given the thick, complicated and tricky rally package quite late the night before the start, by Joe Zulaski - rally master. There were 3 basic routes and we had to declare which route we planned on taking the morning of the rally. Bonus points were all over several States, and even into Mexico and British Columbia. Some of the bonus points were threads... like Ghost towns or custom Saddle makers... but in order to get any points you had to hit everything included in a particular thread.

One of the routes was a Border to Border to Border ride including qualification for a BBG3000 Iron Butt certified ride that offered mega points, or no points at all if you did not finish the rides on time or make it back to the finish line on time.

I roomed at Lake Chelan with Brian Roberts - an accomplished IB and rally rider from near Reno, Nevada. He stayed up well into the night plotting and planning strategy. I decided to do the long Border to Border route and hit the sack much earlier than he.

In the morning we all stood around in a circle near our bikes and declared our chosen route. 4 of us chose the B2B2B, BBG3000 route. Most chose the other two, and we were off with an early morning start on a beautiful fall day. On my route was John Parker (Oregon) on an ST1100, Bob Torter (Montana) on a BMW GS1100, and one other rider on a BMW from Utah. He and Bob rode together for the first half of the ride. I rode from Lake Chelan, Washington to Osoyoos, BC for the first Border

BLACK GOLD BEEMERS

News

2006 March - April

crossing. Other riders had headed up that way for their own bonus's and I let them lead the way to act as rabbits. An official witness was there for us at the Border as part of the rally. Then I rode back to Lake Chelan, south, then cut over to I5 at Portland. A bad decision as I got caught in some bad traffic there. I should have cut down 95 for a few more hundred miles first. Didn't have a GPS set up on the bike yet, since resolved, then rode straight through the night and into Mexico at Tijuana, just after day break. Should have taken a turn a few miles earlier and slipped into Mexico at Otay Mesa. Much better crossing, faster and less congested - but missed the turn in morning freeway traffic.

Picked up the receipt I needed in Tijuana for the second Border Crossing. I had already picked up a receipt in southern California for the end of the first leg of the BBG. I made another error at this time. Tried to turn around and cross back into the US at Tijuana.

Very congested. On the ST with saddlebags, so too wide with cramped traffic to lane split. Saw a lane on the right that other cars and motorcycles were passing through quickly so cut over and into it. Big mistake. This is an express lane, specially set aside for workers and government types that have to cross the border daily. Now the border guards gave me a really rough time. Delayed me about 1 1/2 hours tearing the bike apart and giving me a once over. Then they kicked me back into Mexico and told me to go back through the right line again. Oh, boy. Starting to panic a bit cause of the 1500+ miles I had yet to do and I was already well into my second 24 hour time period. But, I had the first half of the BBG and the first B2B in the bag, so that was comforting.

The lineup back into the US at Tijuana had grown huge and now it was midmorning. I decided to ride through Mexico and cross the border at Otay Mesa, which I did with little delay. A year before I had done a certified

B2B24 Insanity IB ride and recalled where I had gone to get my witness signature. I went there again - just inside the US border - and got another witness signature which sufficed for the first half of my B2B2B and BBG3000.

On my way again. About 20 miles down the road, I met Bob Torter, having problems with his GS wiring. I stopped to help but he had just finally got it all sorted out and together we were on our way again. His original riding partner had decided he needed to go on without him. Within 60 miles I had to stop for gas and it was obvious that Bob and I were not going to be riding further together. My riding style was much faster and more aggressive so we parted company at that gas station. Then it was on to Surrey, BC where more witnesses were going to be waiting for us.

A couple of bonus's were along the way, but I just did not have time. Have to hunt for bonus after securing the BBG3000 and B2B2B48. Made good time up I5 again. Hot, hot, hot all the way to north of Sacramento. 120F hot. Should have brought my camelback. Simply stopped when I couldn't handle it anymore, drank and soaked my upper body with cold water. I easily get over 350 miles range with my aux set up so stops are not too often.

Hit Oregon just as darkness fell again. Wonderful to feel the coolness of the evening and the mountains. Night 2. The only stretch of I5 that is really any fun is in southern Oregon. Near Grants Pass. Very twisty and I enjoyed it fully. It is also kinda fun in stretches of Southern California. Twisty there too in places and lots of traffic to work around. Great weather to Seattle, then rain and some heavy fog. Started to have a very hard time in the early morning near the 44 hour mark in the ride. My toughest times LD riding are in the heat or around the 4 and 10 marks, both AM and PM. Some internal clock thing going on in my brain. Had quite a

BLACK GOLD BEEMERS

News

2006 March - April

conversation about 5 AM, in the heavy fog with someone right beside me, til I realized there was no one there and it was time to pull over, walk around the bike a bit and guzzle a Pepsi.

Droned along some more just north of Seattle. Rain thinning out now and fog lifting somewhat. Got a traffic ticket by a young cop who claimed to have a bike of his own. Still gave me a ticket, though. Cash cow area where the speed drops from 75 to 60 for a few miles. Cops everywhere. Feeding frenzy. The stop by the Cop really helped me get my 2nd or 3rd wind and it wasn't long before I crossed the border into Canada to Surrey. Made it within the necessary time window by about 20 minutes. Cutting it close. 3 IBA and official rally witnesses there, and John Parker showed up a few minutes later. Looking like he had just been out for a Sunday ride. One amazing rider, that fella. Lots of handshaking and backslapping as both the BBG3000 and B2B2B48 were in the bag for both me and John. Looked like the other two either quit or were going to be time barred. I still had 7 hours to go, so took a scenic route SE over highway 20 (North Cascades) and picked up a few more bonus points. Nice to be off the freeway and onto a scenic and twisty single lane. Time to be careful though and really concentrate on riding safely as I was aware of fatigue building up.

Made it back to the rally end in good time with perhaps 35 minutes to spare. Last bonus points were a dip in the lake right at the rally finish point. No problem. Parked the bike, took off the motorcycle gear, walked to the end of the pier and jumped in. Nice and warm, beautiful day, sweaty, stinky biker. Cool water felt great. Enjoyed seeing the other riders already there and watching later comers arriving.

A few of the riders got into some rainy, nasty weather in Idaho, particularly over LOLO pass but for most the weather was great for the

entire rally.

All finished in time except for two riders. One quit early and rode home, another had a tire problem and had to quit as well. No accidents. Bob Torter came rolling in 5 or 6 hours late. Have to give him credit for finishing that demanding ride although he was a DNF. Great fella.

Wonderful feast afterwards and fun, fun, awards celebration. Lots of laughs. Though we did have a bomb scare that delayed the proceedings a couple of hours.

I came in 7th place overall, despite receiving the high mileage award. John Parker finished somewhere ahead of me. 4th perhaps. Brian Roberts (my roommate) came in first place, after very cunningly picking up a lot of the high scoring threads. He made sure to rub in that he had even had a very nice sleep in a motel room during the middle of the rally while I was barreling up and down Interstate 5. Slept for a day and a half before returning home to Calgary. On the way home, I came upon a rider pushing his sportbike down the road. I stopped to see if I could help. Said he had pushed it almost 3 miles so far and I was the first one to stop. He was out of gas. I pulled out my trusty siphon and let him have a gallon or so out of my aux tank and he was on his way to the closest town.

Almost hit a black bear just after dark about a mile out of Cranbrook. Now those critters are really hard to see. Rattled me. Had to relax, with a meal and a magazine in Cranbrook for a couple of hours until I felt like continuing on home.

Best regards,
Steve Broadhead 2005

"During a long ride: thoughts, senses and energy are focused, allowing the mind to feel at peace."

BLACK GOLD BEEMERS

News

2006 March - April

DAN LEGG'S 2005 AB2K

Dan Legg

My first non-foggy recollection of Dan Legg was at the 2004 AB2K and we then met him again at the 2004 Northwest Passage in Chelan WA where he finished a very decent seventh(7th). I asked him to pen a few words about his winning performance at the 2005 Alberta 2000....

The 2004 version of the AB 2000 was the first rally experience for my riding partner, Chuck Poschenrieder, and myself. Rally master Bob MacKay had created an event that was fun and challenging. It was also a learning experience to meet and talk to the more experienced rallyists including Gerry Golany and winner Jim Owen. When the 2005 AB 2000 was announced we decided to enter.

This year's rally would be 24 hours in duration, starting at 7:00 pm, Friday, June 17th. The rally master was Gerry Golany. As we would all discover Gerry had decided that the riders were going to be put under more pressure planning a route in 2005 than they had in 2004. In the previous year there was a choice of 3 routes with the opportunity for bonuses both on and off the route. For 2005 the rally master (I believe this is the point where the title is more appropriately rally bastard.) laid out a variety of bonuses, including threads, covering all of Alberta and parts of British Columbia and Saskatchewan. Riders had to determine their own route in a little over an hour between receipt of the rally packs and the start of the rally at 7:00 pm.

The rally packs were handed out at roughly 5:45 pm. As Argyle Motor Sports closes at 6:00 pm we all rushed outside (the choice of accommodation was asphalt or grass) to start planning our routes. The rally bastard announced that riders could leave before 7:00 pm thereby gaining a few precious minutes in addition to the 24 hour rally duration. This upped the pressure to plan a route as fast as possible.

Chuck and I always plan and ride the rally as a team. We plan our route together and then we ride together for the duration. We did a quick review of the bonuses and noted there were a lot of points if we could get five forts (communities with fur trading history and 'fort' in the name). We also noted that the ride by numbers bonus offered significant points (3 or more Alberta highway signs totalling exactly 2000). I am always impressed by Chuck's ability to wade into a rally package and focus in on the important bonuses. It seemed like only minutes after we received the rally pack that he had identified 3 highway signs totalling the required number of 2000.

We were now ready to take the bonuses we thought were possible and make a tentative route. At this point we must confess that one of our objectives was to avoid a 24 hour ride in the rain. Southern Alberta and Saskatchewan were forecast to experience heavy rain (and worse, such as tornados in Saskatchewan) for the next 36 hours. Fortunately, most of the fort, highway signs and other possible bonuses we had selected were located north and west of Edmonton. It was settled! We would head north and west. We identified four of the five forts we would try for and left the decision on the fifth until later in the rally. The 4 forts we had identified (in order of route) were Fort Saskatchewan, Fort Assiniboine, Fort St. John and Fort Edmonton. Between forts we would pick up the highway sign bonuses and any other bonus near our route.

We left the parking lot at 6:45 pm. The first stop was Fort Saskatchewan where we met up with Owen Clark. The 3 of us had a little fun trying to get our rally flags in the picture with the gusty winds. (By the second or third bonus Chuck and I had figured out that holding each other's rally flag was the fastest method.) On our way to Fort Assiniboine we picked up our first highway sign (672) and the name of highway 33 (Grizzly Trail). It was in this section somewhere

BLACK GOLD BEEMERS

News

2006 March - April

that both Chuck and I tried to document 3 zeros in our odometer with a Polaroid picture for 100 points. I say tried because my \$35 dollar Polaroid apparently cannot make the numbers in my odometer visible with or without flash. I for one will be very happy when rally masters figure out a way to accept digital pictures.

In addition to warm and clear weather (to this point) we had an exceptional sunset for our viewing pleasure. One other notable feature on the northern leg was the constant band of light on the northern horizon even in the middle of night. We were far enough north that it never got completely dark.

There was abundant wildlife in the country we were passing through. Twice we saw a moose in the ditch and there were plenty of deer. Fortunately none of them were occupying the road when we went by.

We arrive at our next stop of Fort St. John. BC around 3:30 am. We had to decide what to select as the 5th fort. The possibilities were Fort Nelson, BC, Fort Vermillion or Fort Kent. We chose Fort Kent as the shortest distance and as the closest to the finish in Edmonton. We headed south and east from Fort St. John picking up bonuses on the way (highway 97 name – Alaska Highway, highway sign 672 near Beaverlodge, highway sign 677 near Rycroft). While getting ready to go in Dawson Creek after taking the Alaska Highway bonus picture we met up with Bob MacKay for a few minutes. Bob was the second and last rider we met during the whole rally. We passed up several bonuses in the vicinity of Grand Prairie as we were uncertain as to how much time we had to make Fort Kent and the finish.

As we headed for Fort Kent it was clear we were going to run into the rain. Sure enough around 11:00 am, as we headed east towards Fort Kent (near Cold Lake and the Saskatchewan border), we hit the rain. At this point my motivation dipped as I wasn't convinced that our plan was

that great and I wasn't looking forward to 7+ hours in the rain. However, as good riding partners do, Chuck encouraged me and we motored on in the rain.

We bagged the Fort Kent bonus and headed back to Edmonton. It was critical at this point to get Fort Edmonton for the 5th and final fort. We arrived in Edmonton in plenty of time and despite the maze of highways found Fort Edmonton Park and took the required picture. All we had left to do was make it to the finish line. By this time I was getting my second wind and convinced Chuck that we should take a little ride down highway 2 to add some more miles before finishing. So off we go south in the rain and wind for another 40 kms. Chuck was low on gas so we turned around and made it to the finish by 6:08 pm. It was a great feeling to finish, grab a bite to eat and talk to the other riders.

I finished with a corrected distance of 2080 kilometres and Chuck had 2150. I am always surprised at the amount of time not moving during a rally and this one was no different as my Sigma indicated that in 23 hours and 23 minutes we had not been moving for over 4 hours.

At the banquet on Sunday we were amazed to find that we had taken first and second places. Its not clear to me how I ended up with more "fort" points than Chuck when we bagged all the same bonuses. Its also not clear how he ended up with 70 more corrected kilometres when we covered exactly the same route and were never more than 50 yards apart for the duration of the rally. However, whatever the reason for the point differences, as far as I'm concerned we shared first place as it was a team effort all the way.

Hats off to Gerry Golany and the Black and Gold Beemers for a challenging rally.

BLACK GOLD BEEMERS

News

2006 March - April

PS. I confessed to my wife immediately about having my picture taken with a trophy girl. Discretion is the better part of valour. However, she is now wondering just what else goes on at these rallies that I might not have mentioned. See what you have started Gerry?

Soon there was a loud clap of thunder outside and the rain began to pour. The Biker jumped up and took the Vaseline out of his pocket.

The Father jumped up and yelled, "OK, OK. I'll do the dishes!"

JOKES

A biker bought a new Harley. He asked around how to keep the chrome nice & shiny. An old Biker told him to get some Vaseline. When he runs into wet weather, just smear Vaseline on the chrome to protect it.

The Biker headed out to the store and purchased a huge jar of Vaseline & shoved it in his coat pocket.

That night, he was invited to his girlfriend's house for dinner. She explained that there was a family tradition. The first one to speak after the meal does the dishes.

It was the first time there and after the meal, everyone just sat around quiet. Silence prevailed for 20 minutes. Finally the Biker put his hand on the girl's leg. The Father perked up fuming, but said nothing.

Another half hour passed. Finally the Biker grabbed the girl's breast. The Father leered but said nothing.

Soon the Biker threw the girl on the table & made love to her. The Father glared but still said nothing.

Another 30 minutes passed and the Biker got up, grabbed the lady of the house & had his way with her, too. The Father still glared but refused to say anything.

TECH NOTES

Tire Balls for Motorcycles or ATVs

<http://www.cyclebuy.com/shopping/tireballs/tireballs.htm>

(Images at this Web link illustrate tire ball use.)
*'Balls' have become popular over the last few years as a means of exercise to strengthen one's core – "tireballs" do the same although the core in question here corresponds to a spare tire that you **want** versus one of which you might wish to rid yourself.*

Scott Summers says, "Tire Balls are like a smart system, the harder you hit something the higher the pressure goes."

Tire Balls are the best choice for any rider who absolutely cannot have a flat tire during a race or on the trail. Developed by Wade Summers, father of multi-time GNCC Champion Scott Summers, Tire Balls offer a better alternative to Tech Tubes or Bib Mousse foam inserts.

The Tire Ball High Performance Inflation System consists of multiple individual inflation cells inside your tire - not just one tube. 21" front tires typically use 45 - 48 Tire Balls. 18" rear tires normally use 32 - 35 Tire Balls. Effective tire pressure can be varied for conditions by adding or removing Tire Balls or by adjusting the air pressure in the individual cells. Cell pressures can be adjusted from 8 - 9 lbs for woods riding to 12 - 13 for high-speed desert conditions.

BLACK GOLD BEEMERS

News

2006 March - April

Each individual Tire Ball cell is made from state of the art materials that are 10 times more puncture resistant than conventional heavy-duty neoprene tubes. Punctures are still possible, but very rare. Instead of losing all the air in your tire, only one cell goes flat, allowing you to finish the ride.

Tire Ball Advantages Over Inserts

- ✚ **Less Weight** - Tire Balls are lighter than most tubes. Foam inserts add significant unsprung weight, hurting suspension compliance.
- ✚ **Less Hassle** - Tire Balls can be left in the tire between rides or races. Foam inserts must be removed to avoid "compression" of the foam.
- ✚ **Adjustable Pressures** - Tire Ball quantities and pressures can be varied to suit conditions. Foam inserts have no adjustability.
- ✚ **No Re-Lubing necessary** - Tire Balls are lubricated upon installation in the tire. Foam inserts must be re-greased regularly to avoid friction wear and melting.
- ✚ **Better Traction** - low pressures give better grip without worrying about flats.
- ✚ **Durability** - Tire Balls last for years. Foam inserts are replaced as they compress and wear out.
- ✚ **Price** - if you are buying 2 sets of foam inserts per year, Tire Balls will save you money!
- ✚ **1 year Warranty** - Tire Balls have a 1 year unconditional warranty!

BIKE TRIP TO NORWAY

A few years ago through my overnight programming duties at CKUA I came to know a fellow Canadian, originally from Saskatoon and now living in Finland. When I became News Rider I thought of asking him if he had any friends who rode bike and were willing to submit their ride experiences. Jouni Herronen responded about his trip to Norway. This is an unedited version of his account MINUS the maps

and pictures. The original document complete with both maps and pictures was over 20 pages and 700 words in length.

His trip lasted from July 7-12 in 2000 and will be covered over the course of 6 newsletters and will hopefully eventually be posted on the BGB website complete with pictures and maps.

7.7 – 12.7.2000 Preparations

I had been riding some kind of a motorbike since I was a kid until I became a dad. Maybe because of that I had had "Motorcycle fever" every spring. This year it caused once again a discussion about the joys have riding (me) and costs of it (my wife). This time the result of discussion was different. No I still did not get a permission to buy a bike, but a permission to rent one later during the summer. My wife probably thought that I rent the bike just for a weekend, but I had something else in my mind. First plan was to fly to Norway and rent a bike from there. Web searches did not give any good opportunities for renting, so I had to go to plan B. Rent a bike from Oulu and drive to northern part of Norway. Head south for as long as time permits and then back to Oulu through Sweden. Route options were between the cities of Alta (north) and Trondheim (south). Longest option was over 3000km and the shortest a bit under 2000km. After some searching I ended up dealing with JK-liikennepalvelu bike rental shop. Of their bikes my choice was 500cc Suzuki with full fairing. Unfortunately the bike was already reserved when I needed it, but an old (1981), 1100cc Suzuki GSX was free. After not riding for 7 years the idea of taking a bike that big and old for the trip, but the owner said that the bike is in good shape and quite suitable for my purpose. So I booked it for 6 days.

When the most important part of equipment was secured, I concentrated on getting the rest of the gear together. I decided to take a tent and

BLACK GOLD BEEMERS

News

2006 March - April

camping stove with me, so that I could eat and sleep where I wanted (yes that is possible in Nordic countries). One benefit of traveling alone is that you can survive with quite ascetic equipment. Still both small saddlebags (as old as the bike) and the tank bag were not enough, but I had to place some of the equipment on the saddle behind me. Without camping equipment it would have been much easier.

7.7 Oulu – Rovaniemi 286 km

Nine a clock in the morning I drove my bicycle to JK-Liikennepalvelu to collect the motorbike. Selecting the right riding gear, filling up all the papers and discussing what I need to know about the bike took more than an hour. I took a little test ride and headed home for loading the gear on the bike. Loading took much longer than I had planned. It was hard to get everything into sensible places and everything fitting in. Food stuff to one saddle bag, the stove and bike stuff (chain lube, some motor oil, tire repair foam and U-lock) to the other. Tent and sleeping gear went on the rack behind the seat. Tank bag was full of clothes and some more stuff on the passenger seat. Awfully big load!! It was hard to fit on the seat myself. A quick lunch and I was ready to roll.

Original plan was to take a more winding road to Jurmu and Posio, but I decided to take it easy and get used to riding again. In the beginning even 120 km/h felt like a high speed, especially since the piece of clear plastic was the only fairing of the bike. I put the earphones of my MiniDisk player in my ears when I left, but couldn't hear even ZZ-Top when the speed went over 80 km/h. Leaving the chin strap a bit loose didn't help, but it felt like the helmet will rise up off my head and the strap will strangle me. On the first break in Kemi I replaced the earphones with earplugs and tightened the chinstrap properly. Much better. Now even 140 km/h did not feel too bad. Diving faster than that would not only give me a ticket but also lose my drivers license. Now I also remembered one of

the nicest things of riding a bike, easy overtaking. Even with this load the 100 hp engine was enough to take me past the cars with a flick of my wrist.

For the first night I stopped already at Rovaniemi. I found a nice hut by the slalom slopes of Ounasvaara. I unloaded the bike, took a shower and watched TV for a while (news and especially the weather). Since it was still early and the nights are very light during the summer so far up north, I went for a small evening ride. First a quick snack at local burger place and then to the Arctic Circle. After seeing the tourist attractions there, I drove back to the hut and heated the sauna. Yes there was one in my hut, not a bad place. Clean and relaxed, it was nice to go to sleep.

Jouni Herronen
jouni.herronen@nokia.com

NEW MEMBERS

- Mark Rice #580
- Laretta Laaning #579
- Bob Brown #581

BARGOONS

- Submit your queries and needs to waaw@shaw.ca to have them included in the next monthly BGB Newsletter

BGB NEWSLETTER SUBMISSIONS

- Please submit anything and often to waaw@shaw.ca

2006 MAY BGB NEWSLETTER

- Jurgen Peter
- Jouni Herronen
- Stratotech Arcobaleno Formula School
- Tireball Accessories