

BLACK GOLD BEEMERS

News

2006 May

2006 BGB Executive Membership.....	1
Paris At 140 MPH	1
2006 Northwest Passage Motorcycle Endurance Rally.....	2
Bike Trip To Norway – Part 2.....	2
Hyosung – New Kid On the Block.....	5
Long Distance Events and Associations	5
Jokes.....	6
Yamaha XS1100 Midnight Special.....	6
Can You Find the Bike...???	7
2006 Ride Schedule.....	8
Bargoons.....	9
BGB Newsletter Submissions	9
2006 June BGB Newsletter	9
Black Gold Beemers.....	9

2006 BGB EXECUTIVE MEMBERSHIP

President: Rick Wortman
464-6722 rickride@telus.net

Vice President: Jerry Gruenwald
907-1902 mygarage@shaw.ca

Registrar: David Leeb
481-5831 theleeb@telus.net
496 8880

Treasurer: Dwight Hillas
498-1528 dwight@dwighthillas.ca

Secretary: Melanie Wortman
464-6722 wortman@telus.net

Road Captain: Brian Hanasyk
469-7161 bhanasyk@aol.com

News Rider: William Wosar
450-0586 waaw@shaw.ca

Webmaster: Daren LaBranche
955-3459 spec-dee-d@telusplanet.net

PARIS AT 140 MPH

Submitted by Brian Hanasyk

On an August morning in 1978, French filmmaker Claude **Lelouch** mounted a gyro-stabilized camera to the bumper of a Ferrari 275 GTB and had a friend, a professional Formula 1 racer, drive at breakneck speed through the heart of Paris. The film was limited for technical reasons to 10 minutes; the course was from Porte Dauphine, through the Louvre, to the Basilica of Sacre Coeur.

No streets were closed, for **Lelouch** was unable to obtain a permit. The driver completed the course in about 9 minutes, reaching nearly 140 MPH in some stretches. The footage reveals him running real red lights, nearly hitting real pedestrians, and driving the wrong way up real one-way streets.

Upon showing the film in public for the first time, **Lelouch** was arrested. He has never revealed the identity of the driver, and the film went underground until a DVD release a few years ago.

<http://video.google.com/videoplay?docid=2851488008488190547&q=louch%3E>

BLACK GOLD BEEMERS

News

2006 May

2006 NORTHWEST PASSAGE MOTORCYCLE ENDURANCE RALLY

Submitted by Wil Wosar

The Northwest Passage Rally is the most difficult rally I have ever participated in (Fall 2004) and it severely tested the any friendship Barbara and I had to that point. Joe Zulaski is the official "rally bastard" who to the best of my knowledge has participated in the Alberta 2000 before.

If you go to the Wet Coast Irregulars (WCI) website you can see that Calgary's Steve Broadhead has already joined – I believe this guy is on a mission.

(Verbatim from website home page...
<http://www.wci.ms/NWP/Default.htm>)

Get ready for the best endurance rally yet from the Wet Coast Irregulars. Imagine 5 whole days through the [best roads and scenery](#) (this links to a slide show) offered along the Pacific Northwest coast plus twisty mountain roads through several National parks in B.C., WA, OR, ID, MT, and WY plus deserts in NV, and Northern CA with total mileages reaching anywhere from 3500 to 6000 miles. To be counted as a finisher, riders will be required to have traveled at least 4000 miles from start to finish during those 5 days.

We're pulling out all the stops on this one to make this rally the best ever. We invite all new riders to the sport of endurance motorcycle riding along with veterans of the sport as we will be providing 3 different routes and flavors of rides to choose from:

- An easy route for beginners where they can choose to sniff the roses and decide just how far they ride each day and with fewer bonus locations to choose from.
- A more complicated route for veterans with lots of bonuses to choose from. To win this rally, you'll have to choose

either this route or the Extreme route below and put in some serious miles.

- A route that bypasses at least one of the mandatory checkpoints. This will be one tough route but, it will pass through several National Parks so it will be very scenic.
- An extreme IBA 100 CCC route for those that like to pile on the miles with only a few bonus locations to worry about.

Experienced veterans will be challenged both mentally and physically with the second two routes while "newbies" to the sport will get a very good taste of the endurance sport over the five day period. New rally riders will find that a multi-day rally is a great way to learn about the sport since mistakes during the first part of the rally can be made up for during the remaining days. It usually takes riders a good 24 hours to "get into their groove" anyway. And, with five days to play with, new riders will get plenty of practice and see a lot of country in a very short amount of time. Think of this as a crash course in endurance riding (no pun intended). With three legs to this rally, it will be like riding in three different rallies in a short amount of time.

Also, to facilitate this learning process, we plan to bring in some veteran rally riders and hold an optional "beginners' seminar" prior to the rally start. Come learn some tricks of the trade if you want and then try them out during the rally to find out what works for you.

If you have any questions, please contact Joe Zulaski at jzulaski@hotmail.com

BIKE TRIP TO NORWAY – PART 2

Submitted by Jouni Herronen

Jouni Herronen submitted this article about his trip to Norway. This is an unedited version of his account MINUS the maps and pictures. The

BLACK GOLD BEEMERS

News

2006 May

original document complete with both maps and pictures was over 20 pages and 7000 words in length. Maps and pictures will be available when this article is posted on the BGB website.

His trip lasted from July 7-12 in 2000 and this is Part 2 covering the day of July 8th, 2000

8.7 Rovaniemi – Helligskogen 741km

In the morning I made a proper breakfast so that I don't need to stop too soon. I cleaned the hut and packed the bike. Packing went much faster than yesterday and I was ready to leave. The route I took was not the one that I had planned, but since I was going to the right direction I did not mind. The road I took was smaller and probably more interesting than the one I had considered. The weather was cloudy and occasionally it rained a little. At Meltaus I stopped to refuel and stretch my legs. The petrol station had a small bar and I felt like a cup of coffee. I was also hoping that this would be a good place to find people to talk with. Well it wasn't, the locals inside looked like it was their living room and strangers are not welcome just now. I drank my coffee and ate a pastry that was fresh a week ago and read a newspaper that was as fresh as the pastry.

On the road again, following river Ounasjoki to Kittilä. There the road was covered with banderols advertising local market day. In such a small village it was funny to see so many cars that there was even a guide to help people parking. I was instructed to park my bike on a bike lane with a comment "It's OK, people can still get past". The guide was a nice old man who was very interested where I was coming and where I was going. He also promised to keep an eye on my bike and stuff while I was checking out the marketplace. At the first booth I stopped was a guy who said that they have a shop in Oulu accidentally just next door to JK-liikennepalvelu! Small world. Walking around made me hungry and I stopped to eat some "pyttipannu" (local hash variant). While eating I enjoyed some good and some awful musical

experiences from the karaoke & beer booth. The worst ones almost made me choke on laughter. The dessert I found from a booth selling strawberries. My order was "As much as I get for 10 marks". It appeared to be so much that it was almost too much to eat at one go. The bike and all the other stuff were exactly where I left them. Earplugs on and I let the engine sing.

At a couple of places I needed to slow down for the reindeers that like to stay beside the roads. Eventually the scenery started to become more hilly and just before Muonio I couldn't resist the temptation, but rode up to the top of Olostunturi to admire the view.

In Muonio I stopped to get some cash from an ATM so that I can exchange some Norwegian currency when I get across the border. At the same time I lubricated the chains for the first time. The instructions were to lube the chain after each 500 km and split the interval into half when it's raining. While doing this service I was wondering should I refuel the bike now, but decided to drive a bit further to Palojokisuu before refueling. Unfortunately the petrol pumps at Palojokisuu were closed since it was Sunday. Now I was getting a bit worried, the fuel gauge was showing empty and it was still 40 km to the next petrol station. Luckily I reached Karesuando and got more fuel without pushing the bike. Karesuando is the last place to cross the border to Sweden and there were some Swedish kids who had cycled to Finland to buy some ice-cream. They were looking at the bike and asking how big the engine of the bike is and so on. Unfortunately my Swedish was a bit rusty and discussion died quite quickly.

It was also time to refuel the driver I did not feel like a proper meal but took only coffee, soft drinks, sandwiches, chocolate and ice-cream, Real health food. I sat down to a table that had a lonely coffee cup. I thought the cup was empty, but after a few minutes a small man with a Lapland national suit jacket came and drank the cup empty. I apologized for taking his table but he said it was OK. He went to the next table and

BLACK GOLD BEEMERS

News

2006 May

after a while I could hear when they were discussing with local Same language. I could not understand a word, but it sounded nice and I really felt that I am in Lapland.

I planned for a while to climb to the top of Saana fell. The urge to get to the Norway for the night won. When I was crossing the border to Norway, I ran into a thick cloud of mosquitoes. Until then the visor of the helmet had remained clean, now almost all the visibility was lost in just couple of kilometers. I had to stop to a parking place beside a camping car. The amount of mosquitoes was unbelievable; now wonder that the people in the camping car did not get out to see what I was doing. I washed the visor, emptied the helmet of most mosquitoes with my hands and killed the rest of the mosquitoes inside the helmet by pushing the helmet against my head. Luckily this was the only time during this trip when I had any trouble with mosquitoes. Especially since I forgot to take any kind of repellent with me!

I appreciated the good visibility almost immediately, because the scenery changes dramatically after crossing the border. The soft fells of the Finnish side disappear and start to look like mountains with rock, snow and waterfalls. The road goes along a river which runs fast deep in a gorge. In Finland I was driving long stretches without having breaks, but now I slowed down and stopped every now and then to admire the view. My father had given me a hint of a nice place to stay soon after the border. I'm still not sure if he meant the hostel at Helligskogen, but I was happy with the place. It was an old log building beside a river. I asked the young girl in the reception if she speaks Finnish (some people in north Norway do). She didn't so I tried Swedish with better success. The price for a tent place was 75NOK and a room 125NOK. Decision was an easy one, especially since it was raining again. I was probably the only guest staying in a room, so the girl in the reception was not too busy. She walked with me to show my room, showed me the common areas and even promised to arrange

me some coffee and something to eat even though the canteen was closed. Nice girl and nice service.

The room was old fashioned and quite simple. In the corner there was a beautiful cast iron stove the Norwegians seem to like. I did not start the fire since it was not too cold. With no other guests I had practically an own kitchen and living room too. The best part of the room is not yet mentioned, the view from the window. I had a perfect view into the beautiful waterfalls storming down the mountain.

I could not just watch the scenery for very long, I just had to go out to take a closer look. The waterfalls seemed to be quite near but soon I remembered one summer safety slogan I heard from radio not so long ago "Don't swim to the near by island, it is not near". It is difficult to judge the distances in Norway, partly because the differences in elevation partly because of the perfectly clear air. I climbed and climbed and slowly got closer to the waterfalls. The views were magnificent. When I got to the base of the waterfalls the path seemed to end. I did not feel like climbing the vertical rock face with slippery motorcycling boots, but the curiosity won, I was determined to see what it looked like at the top of the waterfalls. I managed to find a bit easier way up and jammed my way up a dryer crack. Hands bleeding I got to the top. It was worth it. I felt fortunate but humble watching down the miniature houses and thinking how small everything manmade looked. Eventually I had to get down. Without a rope that might be challenging, but from up I noticed some rock features which helped my way down. With a help of luck and a couple of trees I managed to get past the worst parts. At the hostel I circled around the area and I found an old sauna made of logs with a turf roof. Looked quite funny with all that grass growing on the roof.

Back in the room I hang the wet clothes to dry and went to kitchen, made some supper and ate it watching Norwegian TV. The weather forecast promised same kind of weather for tomorrow,

BLACK GOLD BEEMERS

News

2006 May

but then it was supposed to get sunny. I did not have to wait for sleep.

HYOSUNG – NEW KID ON THE BLOCK

Submitted by Barbara Peter

Anyone who did a thorough browse of the Motorcycle Show at Northlands AgriCom in January probably noticed a good looking 'new kid on the block'. It was a Korean-made Hyosung.

Hyosungs were approved by Transport Canada for sale in Canada last year and the dealer in Edmonton is Hugh Gauthro at Ames Auto Works, 15605 – 112 Avenue, Ph: 483-2266.

Wil spoke with the dealer and he indicated that delivery is now delayed until after the May long weekend (May 22-26). Demo rides will be available shortly thereafter – Wil and I get to go first.

History

Hyosung is one of the largest and most respected companies in South Korea, and was founded in 1952. Hyosung Motors & Machinery Inc was established in 1978 as a motorcycle manufacturer. In 1979 a technical tie up was established with Suzuki Motor Corp of Japan for producing Suzuki models for some Asian markets. Hyosung established its own R&D centre in 1986 to develop models under the Hyosung brand for export to global markets under the banner "Made by Hyosung, Ridden by The World". 12% of staff are engaged in R&D to keep pace with aggressive development of new models suitable for export markets. Hyosung produce some models that carry a Japanese brand name that are exported worldwide, and components produced by Hyosung can be found on several other brands of motorcycles.

Hyosung Motors & Machinery:

- Has annual production capacity in excess of 200,000 motorcycles
- Have ISO9001 certification from TUV in Germany
- Export to over 60 countries world wide including Germany, Brazil, China, the U.S.A. and most recently Australia

So far, only a few Hyosung models are available in Canada – different versions of a 250 and a 650.

LONG DISTANCE EVENTS AND ASSOCIATIONS

http://www.wetcoastirregulars.com/NWP/nwp_2004.htm

- The Iron Butt Association:

www.ironbutt.com

- Other Rallies:

[The OTHER Northwest Passage Rally \(BMW MOA\)](#)

- Other Endurance Rallies:

[Alberta 2000](#)

[White Stag](#)

[MTF 50CC/100CCC](#)

[Waltz Across Texas](#)

[Mason-Dixon 20-20](#)

[Cal 24](#)

[Alberta 2000](#)

BLACK GOLD BEEMERS

News

2006 May

[Utah 1088](#)

[Black Fly 1600](#)

[Land of Enchantment 1000](#)

[Tobacco Road](#)

- Businesses that support the great sport of Motorcycle Endurance Riding:

[Widder Enterprises](#)

[Russell Day-Long Saddles](#)

- Your other vehicle is a truck equipped with a motorcycle ramp.
- Your three piece suit consists of leather chaps, a leather vest, and a leather jacket.
- Your other suit is a rain suit.
- You know where Sturgis is.
- Folks at the bike store know you by name.

A mechanic was removing a cylinder head from the motor of a motorcycle when he spotted a world-famous heart surgeon in his shop. The heart surgeon was waiting for the service manager to come take a look at his bike. The mechanic shouted across the garage, "Hey Doc can I ask you a question?" The famous surgeon, a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I also can open hearts, take valves out, fix'em, put in new parts and when I finish this will work just like a new one. So how come I get a pittance and you get the really big money, when you and I are doing basically the same work?" The surgeon paused, smiled and leaned over, and whispered to the mechanic: "Try doing it with the engine running!"

JOKES

Submitted by Barbara Peter

You might be a biker if...

- Your best shoes have steel toes.
- Every left shoe you own has a black spot on it from the shift lever.
- You owned three different bikes before you ever owned a car.
- You know that Marlon Brando rode a Triumph in The Wild One and not a Harley-Davidson.
- You have motorcycle parts in the dishwasher.
- You can tell what kind of bugs they are by the taste.
- You're only sunburned on the back of your hands and neck.
- You carry around a crushed beer can in case you have to park your bike on hot asphalt.
- You pull your bike into the motel room and use a bath towel to wipe it off.
- You don't know how to do laundry, but you have four different kinds of cleaners for your bike.
- You carry a picture of your bike in your wallet.
- You wave at bikers even when you're in your car.

YAMAHA XS1100 MIDNIGHT SPECIAL

Submitted by Jurgen Peter

Jurgen Peter, Barbara's brother, is a long time motorcycle fiend and this is his unedited and unabashed version of how the Yamaha XS1100 came to be.

This is North America's first XS 1100 !! (Jan, 1978) I had to leave it at the Vancouver Motorcycle show until it was finished. I was there every day chasing people off my bike . It was a horrible maroon / red (see picture) so I hand scraped every inch of it to bare metal (The tank took me over a week to do as the paint was hard as glass and even the aircraft paint remover didn't work) I sprayed it black and used gold trim everywhere and sprayed several coats of clear lacquer over all . I was sorry I had started

BLACK GOLD BEEMERS

News

2006 May

this project cause I wanted to drive this bike with a passion and it took me so long to complete it . It ended up being the best job I ever did and the Yamaha distributor took pictures of it and send them to Yamaha Japan right away . On the pictures I wrote that it must have been ' Midnight madness ' that made me scrape down and repaint a BRAND new bike and that I would name it ' Midnight Special ' after a verse in one of the blues songs we used to do on stage " Let the midnight special , shine it's ever lovin' light on me ".....) . They only sold a hand full of the 78 XS 1100 s in maroon (each dealer in North America was only able to get at the most, 2 bikes each) and the following year all 79 XS 1100 were EXACTLY as I did mine , black with gold pinstripes and they called them ' Midnight Specials ' . They even did some of their other smaller models in the same colour scheme .

I had to sell my bike at the end of 1979 (a house and kid came along) and the guy buying it would not believe that it was a 78 because the midnight special only became available from Yamaha in late 1979 and there was a HUGE waiting list to get one of these bikes.

This is how I got to own the first XS 1100 in North America ; I had found and bought a 1960 Jaguar MK 10 Saloon , and was driving it around Vancouver looking for a deal on a new 750 Honda . When the owner of the Yamaha importers saw my Jag . he said he had to have this car . I had read about this XS 1100 in a bike magazine and the test driver was just blown away by it's handling and performance . He predicted that it would be the best bike around for years and found absolutely no flaws with it. He mentioned that he would sell his soul to own one . It became the first production Super bike out of Japan that had world wide raving test reports . As a result , orders where made and waiting lists around the country became very long . There was even bribing going on in order to get ahead on the waiting list for the first XS 1100s.



I said , " I want the FIRST XS 1100 that comes into Canada " . I knew that he would get it first , as Vancouver was the point of entry into Canada for Japanese bikes and cars. He immediately agreed with one only condition . The bike would have to be displayed at the upcoming Motor cycle show in Vancouver . I would only be able to take delivery when the show closes. The XS 1100 showed up one day before the show and was transported there immediately. I first saw my bike the day the show opened. I spend all 4 days there chasing looky- loos off my bike .

I remember starting it in the hall and driving it down the ramp and onto the street. I had owned more than 20 bikes before but this was like being in heaven!! I will never forget the thrill of this incredible smooth arm pulling acceleration and handling that this bike dished out . From a stop , because of the drive shaft , it squatted a bit ,and then leapt ahead like a wild race horse making you wonder if you could ever hold on with gloves on.

CAN YOU FIND THE BIKE...???

Submitted by Brian Hanasyk

A picture is worth a thousand words. The Honda rider was traveling at such a "very high speed", his reaction time was not sufficient enough to avoid this accident. Swedish Police estimate a speed of ~250 KM/h (155mph) before the bike

BLACK GOLD BEEMERS

News

2006 May

hit the slow moving car side-on at an intersection.



At that speed, they predicted that the rider's reaction time (once the vehicle came into view) wasn't sufficient enough for him to even apply the brakes. The car had two passengers and the bike rider was found INSIDE the car with them. The Volkswagen actually flipped over from the force of impact and landed 10 feet from where the collision took place.



All three involved (two in car and rider) were killed instantly. This graphic demonstration was placed at the Stockholm Motorcycle Fair by the Swedish Police and Road Safety Department. The sign above the display also noted that the rider had only recently obtained his license.

At 250 KM (155 mph) the operator is traveling at 227 feet per second. With normal reaction time to SEE-DECIDE-REACT of 1.6 seconds the above operator would have traveled over 363 feet while making a decision on what actions to take. In this incident the Swedish police indicate that no actions were taken.

2006 RIDE SCHEDULE

Submitted by Brian Hanasyk

May

- 10 Club Meeting (Club Photo)
- 26-27 Hyderseek, Hyder AK

June

- 10 Dinosaur Trail to Nacmine Ferry
- 14 Club Meeting
- 16-18 Alberta 2000
- 22-27 Hans and Hilda Hyder Hunt

July

- 6-9 BMWRA National Rally, Boise, ID.
- 7-9 Rocky Bow Lunatic Fringe High River
- 12 Club Meeting
- 20-23 BMWMOA International Rally Burlington, VT

August

- 7 Club Meeting
- 13-14 Ducati Desmodaze, Race City
- 18-20 Sportbike West, Oliver, BC
- 17-20 BeeCeeBeemers Rally, Nakusp BC
- 25-27 Horizons Unlimited Rally, Nelson BC

September

- 7 Athabasca for pie
- 13 Club Meeting
- 16 Boogie to Barrhead - Grizzly Pie
- 22 Edmonton Toy Run

October

- 1 Pumpkin Run, Smoky Lake
- 7 Club Meeting
- 20 Westrose for pie

November

- 4 Last Rights (Rides that is)

BLACK GOLD BEEMERS

News

2006 May

8 Club Meeting

December

13 Club Meeting

Club Rides leave the **Airways Inn** in Nisku at 10:00 AM. We ride rain or shine. Riders should check in before 9:30. Gas tanks should be full prior to start.

Club Meetings are held at the **Airways Inn** in Nisku the 2nd Wednesday of each month starting at 7:30 PM.

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 JUNE BGB NEWSLETTER

- Gerry Golany
- Jouni Herronen
- Stratotech Arcobaleno Formula School
- Tireball Accessories

BLACK GOLD BEEMERS

BMW MOA Charter # 141

BMW RA Charter # 260

P.O. Box 11714

Edmonton, Alberta T5J 3K8

www.blackgoldbeemers.ca