

BLACK GOLD BEEMERS

News

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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 spee-dee-d@telusplanet.net

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

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BMW MOA Charter # 141
BMW RA Charter # 260
P.O. Box 11714
Edmonton, Alberta T5J 3K8
www.blackgoldbeemers.ca

2006 ALBERTA 2000

During the May monthly meeting a consensus amongst the members in attendance brought about the unfortunate cancellation of this years Alberta 2000 long distance event. A special thanks to Gerry Golany for all the work he had done to that point.

Continuation of the event in 2007, while not yet in doubt, will need to be discussed and decided upon before, at least in my opinion, September's meeting. We need to have some serious discussions as to the future and the viability of an event where only a very limited number of BGB members are willing to ride.

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STRATOTECH PARK

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

As promised in the April BGB newsletter here is a short piece on the Arcobaleno Formula School for 2006 at Stratotech Park.

It was anticipated that during the summer of 2006, Stratotech Park would be offering for the first time in Canada the **Arcobaleno Formula** driving school! Racing enthusiasts would have been able to experience the thrill of a Formula car on a world class road course without putting a second mortgage on their homes. As of today it appears that the school has been put off until next season due to existing kart and motorcycle schedules. They currently have five Arcobalenos in their garage and more are on their way. Here are a few choice specs to whet your appetite ...

CHASSIS: Cro-moly tube spaceframe, with aluminium panels riveted and glued to frame.

SUSPENSIONS: Front suspension configuration consists of two upright coils over shocks with pull-rods. The rear suspension design consists of two horizontal coils over shocks with push rods. Both front and back have 12 adjustment settings.

ENGINE: Yamaha YZF IOOO cc, 4 cylinder, 4 stroke, 20 valves. Forced lubrication system with oil cooler. Water-cooled. 1.5" (38 mm), MIKUNI carburetors.

GEARBOX: 5 speed sequential.

POWERTRAIN: Chain with sprockets + reverse gear (Arcobaleno), 4 available different rear sprocket ratios for maximum velocity from 165 to 230 Km/h. (Ratio: 13/42, 14/38, 14/40, 17/39)

MAXIMUM POWER: 148 HP at 10,000 rpm.

WHEEL BASE: 88.60' (2250 mm)

FRONT TRACK: 55.12' (1400 mm)

REAR TRACK: 53.35' (1355 mm)

GROUND CLEARANCE: 1.77" (45 mm)

MAX HEIGHT: 43.31' (1110 mm)

OVERALL LENGTH: 139.76' (3550 mm)

OVERALL WIDTH: 63.00' (1600 mm)

WEIGHT: 815.73 lb (370 Kg)

ADJUSTABLE WINGS: Front and rear wings already low velocity operation.

BIKE TRIP TO NORWAY – PART 3

Submitted by Jouni Herronen

Jouni Herronen submitted this article about his trip to Norway. This is part 3 of 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 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 3 covering the day of July 9th, 2000

9.7 Helligskogen – Takvatnet 1030km

Wakeup alarm at nine was too early, I postponed it with an hour since it was raining outside and I was felt sleepy. When I woke up the place was still all mine. In the kitchen I had to fix the coffee machine to get some coffee, fortunately the only tool that was needed was a kitchen knife. After a good breakfast I cleaned up the place and packed the bike. I was actually wondering if I had lost some of my luggage

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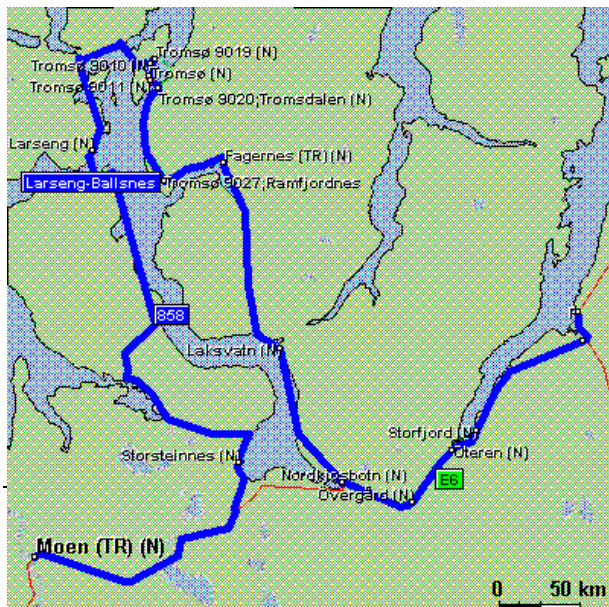
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since the load looks much smaller than in the beginning. Obviously I'm just leaning to pack better. After saying goodbye to the girl in the reception (she told me to drive carefully) I returned to the road.

Rain had stopped. The bike gave me some worries. I did not use enough choke while starting and it took a while before engine started. The first kilometers the Battery warning light was on. I turned off the lights to save some electricity and continued towards Skibotn. Soon the warning light went out and I enjoyed driving again.

The road was winding nicely along the valley. This time I had to let the cars get past me, since I was just taking my time enjoying the curves and views. Quite soon I got to the fjord and the village of Skibotn to refuel and get some Norwegian money from ATM. The petrol pump did not accept my Visa-card, but fortunately the cashier did (Swedish-Norwegian language mixture worked again). At the same time got instructions how to find an ATM. The village is so small that the instructions were easy. Second turn to the left and the bank is on the right. While I was about to leave the petrol station a group of Finns came there. They were actually paying the petrol with Finnish marks! The hostel did also approve Finnish marks. Obviously this close to the border there are so many people who want to use their own currency that it is easier to approve that than lose the sales. After filling my wallet with local currency I continued towards south.



By the sea the sun was shining and I decided to make some modifications to my route plan. At the hostel I noticed a photo of Norway's 'Matterhorn' Otertind and thought that it is worth a visit. The beginning of the road to Signaldalen was really nice, good surface and tight hairpin turns. Later it turned to a gravel road but fortunately the turns were not so tight anymore. Soon I got to a beautiful valley, but the mountaintops were covered with clouds and I was prepared to a disappointment. But as in a theater the curtain of clouds was pulled aside and the Otertind was visible in the sunshine. I stopped and drank some coffee from my thermos bottle and just enjoyed the scenery. When the clouds covered the mountain again I turned the bike and returned to the main road.

Originally I did not plan to go to Tromsø, but the nice weather and some map investigation changed my mind again. The speed limit on the coastal road was a bit frustrating 60 km/h on a good road and very light traffic was too slow. When the road turned away from the coast the speed limit was 90 and my true speed more like 130 km/h.

I have been in Tromsø several times before, but never took the cabin lift to the top of Storsteinet. Now I did it. The ticket did cost 60NOK, but it was worth it. The scenery was beautiful and there was even some snow on the top of Storsteinet (I just had to throw some snowballs). Watching a SAS jet landing to Tromsø airport from the top was quite fun.

Apart from visit to Storsteinet I did not want to spend too much time in Tromsø. But not only did I see the town from the top but also from under. The road towards Larseng went into a tunnel, which goes under the central part of the island where Tromsø lies.

Distance from Tromsø to the ferry felt longer than it was mainly due to the 60 km/h speed limits. Just before I got to the harbor there was a queue of cars coming towards me and I guessed, quite correctly, that I'll miss the next ferry. I was

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there just on time to see the ferry leave and the next one would leave after an hour. I parked the bike and walked to a shop nearby to buy some food and some local Mack Isbjörn beer, which I drank while waiting for the next ferry. It is not so strong that there is a risk for driving or drunken driving prosecution even in Norway. On the next ferry there was just one car and me. Soon I was on the other shore and continued towards Mestervik. Nice small road would have been quite enjoyable for driving unless it was wet in many places and really slippery when wet. It started raining again and when I returned to the main road the wind was getting harder.

Soon there were puddles of water on the road and my gloves were soaking wet. I considered that I'd driven enough for this day and stopped to a camping place in Takvatnet. Price/quality ratio was not nearly as good as in the previous place (175 NOK) but the weather did not encourage me to take the cheaper option of staying in my tent. Also it is impossible to dry the driving gear in a tent when it's raining. It was nice to discuss with the old man who was in charge of the reception. He told me that the weather should be less rainy, but the temperatures are not rising. That was good news, with a good driving gear I didn't mind if the weather is not very warm, but the rain spoils some of the fun of driving. The hut was really ascetic, narrow bed, small stove, small table and two chairs in the corner.

Everything was old and worn; it was like an army barrack. I did not improve the look of the place spreading all my gear around to dry. Everything else was dry inside, but the gloves. I did some bike maintenance before cooking myself a dinner. A very simple one, but I did not want to take any pressure about fine dining. I was on holiday. After a good shower I listened some music from the MiniDisk and fell asleep..

IRON BUTT RIDERS SHARE SECRETS TO ENDURANCE RIDING

Submitted by Tim Yip
timyip@shaw.ca

At what point does passion become obsession? Ask any one of the long distance motorcyclists who recently attended a motorcycle rally in Hyder, Alaska and stopped in Edmonton on their way home to distant places such as Arizona, Texas, and Ohio. They agree – the line between passion and obsession is a fine one. Ask many of these hardened marathon-riding motorcyclists, How far is it from Edmonton to (say), Dallas, Tex.? And their response – only half-kidding - will likely be, “Uh, it’s about a day ride.”

Some two hundred motorcyclists from across the United States and Canada rode their motorcycles to Hyder, Alaska recently to attend a motorcycle rally to celebrate the accomplishments and joy of motorcycle endurance riding. At this year’s rally, an astonishing thirteen riders rode their bikes through the forty-eight continental states plus Alaska, in the required ten days. Those who successfully completed this monumental ride will be recognized for their remarkable accomplishments by receiving a certificate from the Iron Butt Association, an Internet-based collection of motorcycle endurance rally enthusiasts who certify long distance riding events and promote safe practices and education in participating in endurance rides.

About one-hundred motorcycle enthusiasts attended a post-Hyder rally gathering hosted by Sherwood Park motorcycle enthusiasts, Steve and Joan Kurylo. The Kurylos, who are relative newcomers to the world of motorcycle touring, wanted to provide a social event and forum at their acreage where Iron Butt riders could share their stories and offer riding wisdom to newcomers to motorcycling.

One rider, an American retiree, said his motorcycle is just 2 years and 3 months old and he has already ridden it 63,000 miles. His

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advice on how to succeed at motorcycle endurance riding events is, "It's about time management; not speed. My bike has a 400 mile range, but I only have a 200 mile bladder!"

Calgarian Steve Broadhead has been riding motorcycles for only six years, but is addicted to motorcycle endurance rallies. He says he has already ridden 15,000 miles this year, having trailered his bike to the southern United States to get an early start to the riding season while there was still snow on the ground in Alberta. By his own reckoning, Broadhead has ridden some 400,000 miles since 2000 and lays claim to having earned an incredible thirty-one Iron Butt Association certificates, including one for the grueling forty-nine state ride he completed last year. Broadhead is one of only three or four motorcyclists who hold that many IBA certificates of the approximately 28,000 Iron Butt Association members worldwide.

While men dominate the ranks of IBA members, there are also women who have a passion for long distance motorcycle riding events. Donna Lammé rode her Suzuki DL650 V-Strom from Hibbing, Minn., first to Alaska, then to Edmonton. The adventurous grandmother typically rides 40,000 kilometers each year. She's now en route to Chicago to visit her grandchildren. Her advice on successful long distance riding - and being a professional EMT, safety is a top priority - "I know I can always stop if I can't make it. You always have to know what your limits are."

While large, comfortable motorcycles such as the Honda Gold Wing, BMW K1200LT, Yamaha FJR1300 are some of the more popular motorcycles among endurance riding enthusiasts, Lammé's machine of choice is the light and fuel-efficient Suzuki DL650 V-Strom. It specially equipped for marathon riding with a custom saddle, two pairs of high output driving lights, GPS and most importantly, an auxiliary fuel cell. "When the fast boys pass me, I just turtle on past them at the gas stops!", she laughs.

Al Merrell of Jackson Hole, Wyo. is another rarity, an Iron Butt rider who does his endurance riding events aboard a Harley-Davidson.

Merrell ran the IBA's back-to-back BunBurner Gold ride requiring a documented 3000 miles (about the distance from Vancouver to Ottawa) to be ridden within 48 hours - a ride that even the IBA classifies "Extreme"!

The advice on exercising proper time management to complete IBA certified rides was taken to heart by even veteran riders such as Edmontonian Dwight Hillas. He recounted his first attempt with some friends to complete an IBA-certified SaddleSore 1000, a ride requiring 1000 miles (1609 kilometers) to be covered within 24 hours. "We had a leisurely breakfast. Then a leisurely lunch. Then supper. Then we realized we were getting short of time. We finished our ride with only three minutes to spare!"

Is motorcycle endurance rally riding a passion or obsession? For these marathon riding motorcyclists, long hours in the saddle is precious time well-spent exploring the world and their personal limits of physical and mental endurance. And for the select few, Edmonton to Dallas is seen as little more than a good day's ride.

THE SACRIFICIAL LAMB

Submitted by Wil Wosar

During all the Alberta 2000s I was able to participate in since the inaugural run I remember a period of time during which I needed some diversion to give me hope that I would make it until the sun came up or it got a little warmer. This type of behavior, or need to act out, is a researched and proven fact by sleep / shift work experts that study individuals that are sleep deprived or have their routine disrupted. Both of these apply to riders participating in any long distance overnight ride.

Barbara and I had a very cold stretch from Strathmore to Calgary during the 2004 AB2K -

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the warmth we experienced passing through the methane cloud hours earlier at Brooks had long passed.

As we passed west through the east side of Calgary it suddenly became apparent to me that I was on 16th Avenue that was going to take us across Deerfoot Trail (Edmonton Trail), through Calgary's northwest core and eventually to Banff. The sun, probably up for only ten minutes, wasn't throwing much heat and it would be a number of hours before it made a difference at all. The sunlight was encouraging and I now found myself at the bottom of the hill sitting at the red light on the east side of Deerfoot Trail for what seemed like forever. I glanced at the clock on my dash, it clicked over to 5:00 A.M., and for whatever reason I asked Barbara how long she thought it would take to get to the Olympic ski jumps in the west end outskirts of Calgary – she answered I don't know, and I immediately said 20 minutes – and she said, “No way.”

Before I left the intersection a car going south on Deerfoot had taken the 16th Avenue exit ramp and was flying up the hill at least 7-8 seconds ahead of me. The light turned green and I was off like a shot across Deerfoot, like a deer whose foot had been shot at - I red lined it in every gear up the hill.

At the top of the hill sits a motel on the right side of the avenue that has been there since I was a child. As the car passed the motel a marked Calgary police cruiser with lights blazing came swerving out of the motel parking lot and pulled the driver over without incident shortly thereafter. Fate can be kind - it was an intervention of biblical proportions, I was touched by angel, saved by a sacrificial lamb and avoided what could have been a low point in the day. I slowed down to the speed limit of 60 Km/h as soon as I saw the cruiser and passed them with caution and confidence - however this incident was costing me some serious playtime.

As they disappeared in my rear view mirror Barbara remarked, “Punch it Martha...” and I believe I heard a squawk of rubber over the sudden surge in engine noise. Thereafter while going west on 16th most of the intersections went by me like picket fence posts punctuated by green lights.

Microsoft's Streets and Trips maps the route from the Deerfoot intersection to Canada Olympic Park as 17.8 km and at an inner-city 'interstate highway' speed of 105 Km/hr it should take 15 minutes.

I must admit there were a few intersections where the light was slightly pink but I was undeterred – I mean how many other marked cruisers could be out there at 5:00 A.M. in the morning in a city with one of the largest footprints in the country. As stated earlier sleep deprived individuals will tend to act out and not think clearly. Going that fast through Calgary even at that time of day was not a wise choice – but then neither is riding non-stop for 24 hours.

At certain times I was skeptical about the 20 minute prediction but this was replaced with elation when the ski jumps came into view – they passed my left shoulder at the 18 minute mark...which is approximately how long it takes to write out a speeding ticket.

2006 RIDE SCHEDULE

Submitted by Brian Hanasyk

June

14 Club Meeting

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

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18-20 Sportbike West, Oliver, BC
17-20 BeeCeeBeemers Rally, Nakusp BC
25-27 Horizons Unlimited Rally, Nelson BC

September

9 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)
8 Club Meeting

December

13 Club Meeting

SKID MARKS

Submitted by Brian Hanasyk



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MY FIRST BMW

Submitted by Jurgen Peter



TECH NOTES

HYOSUNG – NEW KID ON THE BLOCK: PART 2

Submitted by Barbara Peter

Last issue we did a short introduction on the Korean-made Hyosung that debuted at the Motorcycle Show at Northlands AgriCom in January. The dealer in Edmonton is Hugh Gauthro at Ames Auto Works, 15605 – 112 Avenue, Ph: 483-2266.

Hyosung GT650S

The 90-degree V-Twin has been taken to the extreme to ensure the ultimate rush. Blistering performance is harnessed in a rigid box frame with all the features advanced technology has to offer. Any enthusiast in the world will be proud to take it to the roads in style. This is the world's most versatile street bike. It is affordable, powerful, flexible and stylish. Adjustable ride position, suspension and loads of power make it the perfect middleweight escape machine.

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SPECIFICATIONS		GT650S
Dimension and Dry Mass	Overall Length(mm)	2,080
	Overall Width(mm)	760
	Overall Height(mm)	1,120
	Ground Clearance(mm)	150
	Dry Mass(kg)	180
	Wheel Base(mm)	1,435
	Seat Height(mm)	780
Engine	Frame Type	Double Cradle
	Type	4-stroke, water cooled DOHC 8-valve, V-twin (90 degrees)
	Piston Displacement(cc)	647
	Number Of Cylinder	2
Capacity	Maximum Power	58.5 kW (79 HP)
	Carburetor	2
	Start System	Electric
Transmission	Fuel Tank (l)/ Reserve	17.0/2.5
	Clutch	Wet Multi-Plate Type
Chassis	Gear Shift Pattern	1-down 5-up
	Front Tire	120/60-17 55W
	Rear Tire	160/60-17 69W
	Front Suspension	Telescopic, Oil Dampened
	Rear Suspension	Swing Arm
	Caster(degrees)	25.5
	Front Brake	Double Disc (ABS Type)
	Rear Brake	Disc

TIRE BALLS FOR MOTORCYCLES OR ATVS




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

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In the April BGB newsletter we did a short feature on the concept and advantages of inserting tireballs into tires that absolutely cannot go flat. Here we look at the materials and tools required and available at the Web link above.

Tire Balls and Accessories for Motorcycles		Cost
TB-M1101	Tire Balls kit for 21" MC tire, includes 50 #1101 cells, 1 adhesive rim liner, 2 oz bottle-Tire Ball lubricant, 2 oz bottle-Tire Ball bead lubricant, 1 needle	\$199.95
TB-M1102	Tire Balls kit for 100-18, 110-18, or 120-19 MC tire, includes 36 #1102 cells, 1 adhesive rim liner, 2 oz bottle-Tire Ball lubricant, 2 oz bottle-Tire Ball bead lubricant, 1 needle	\$199.95
TB-M1103	Tire Balls kit for 120-18 and larger MC tire, includes 36 #1103 cells, 1 adhesive rim liner, 2 oz bottle-Tire Ball lubricant, 2 oz bottle-Tire Ball bead lubricant, 1 needle	\$199.95
TB-M1104	Tire Balls kit for 100-19 MC tire, includes 36 #1104 cells, 1 adhesive rim liner, 2 oz bottle-Tire Ball lubricant, 2 oz bottle-Tire Ball bead lubricant, 1 needle	\$199.95
TB-M3150	M/C Bead Hold Down Clamp holds the bead down in the recessed portion of the rim making it much easier to lever the tire bead onto the rim.	\$19.95
	TB-M3175 - Tire Irons – These high quality tire irons make the installation and removal of motorcycle and ATV tires quick and simple. The irons are extremely durable, fit your hand well and can be impacted with a hammer if necessary. The irons are 16" long and are finished in a gold zinc chromate. Two irons work well, three work the best. Sold individually	\$29.95
	TB-3250 - This quick disconnect tool can be used with an air compressor or nitrogen tank. A quality inflator is essential in filling and adjusting the pressure in each Tire Ball cell to the correct low pressure setting. Pressure can be adjusted to accommodate any style Tire Ball.	\$99.95
	TB-M3300 - This adhesive backed rim liner replaces the OEM rubber rim liners which can move around and become displaced. A quality rim liner is essential in protecting the Tire Ball cells from damage from the spokes and nipples.	\$4.95
	TB-stem - metal valve stems can be used to fill the holes that were occupied by the rim locks if you choose to not use rim locks and by the inner tube valve stem. Valve stems are useful in helping to seat the tire bead and keeping debris out of the tire and rim.	\$5.95
TB-4110	Tire Ball Lubricant – silicone based lubricant is applied to the tire carcass and Tire Balls during installation. 2 oz bottle will lubricate 3 to 5 tires	\$3.95
TB-4100	Tire Bead Lubricant – This water based lubricant is applied to the tire bead to make the installation process easy. 2 oz bottle will mount 3 to 5 tires	\$2.95