

# BLACK GOLD BEEMERS

News  
2006 October

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## 2006 BGB EXECUTIVE MEMBERSHIP

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## BARGOONS

- Submit your queries and needs to [waaw@shaw.ca](mailto: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](mailto:waaw@shaw.ca)

## BLACK GOLD BEEMERS

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BMW RA Charter # 260  
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[www.blackgoldbeemers.ca](http://www.blackgoldbeemers.ca)

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## REMAINING RIDE AND MEETING SCHEDULE FOR 2006

Submitted by Brian Hanasyk

October  
14 Westrose for Pie

November  
4 Last Rights (Rides that is)  
8 Club Meeting

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December  
13 Club Meeting

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### BARGOONS

Received from:

**F. Roland Kurzitza (rolandfk@shaw.ca)**

1978 Ice Blue R100RS

**\$6,000**

- manufactured in late 1977
- 61,000 Km
- originally a B.C. bike, third owner
- never registered in Alberta
- not ridden last two years, stored inside
- starts and runs fine, needs all fluids changed, old tires
- all gauges and clock are original and work fine
- original tank and saddle bags in excellent condition.
- original tool kit
- new crash bars, exhaust, electronic timing, LED tail light, front signal lights, progressive springs, paint on upper fairing only, higher wind screen, and higher bars
- have all original parts that were taken off
- Reason for selling - Doctor's orders not to ride
- 780-489-7597 or rolandfk@shaw.ca



Received from:

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**Peter Trommelen (peter.trommelen@gmail.com)**

1997 Amarena Red BMW R1100RT

**\$9,700**

- 97,000 Km
- Secdem windshield
- Headlight shield
- Throttlemeister, speed-bleeders
- Fat foot sidestand pad
- Moto-Equip rear reflectors (see photo)
- RCU Shelf
- Heated grips
- Russell Day Long vinyl quilted saddle with pillion backrest
- Side cases (some scratches)
- BMW top case
- 54 - 59 mpg
- Hyperlites (rear)
- GS mirrors (use on long trips when added luggage packs obstruct rearview mirror vision)
- GS tubes (have originals)
- Cylinder guards



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### NEW BIKE FEVER

#### **MOTO GUZZI**

Submitted by Tim Yip [timyip@shaw.ca](mailto:timyip@shaw.ca)

I have to admit, I fall in love easily. Whenever a new motorcycle is announced, or even if I catch a whiff of rumours of a new bike, my eyes begin

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to wander. Trouble is, I don't even feel guilty when the possibility of something new and shiny draws my attention to the other side of the fence.

I recently had the opportunity to test ride a 2007 Moto Guzzi Breva. The Breva has a deliciously addictive V-twin engine, and unlike my twin-spark boxer, loves to rev. Its beautiful Italian style compelled me to make excuses to walk past the garage door, open it and peek in at least once a day just to make the loaner bike was safe and sound. It also doesn't hurt that the Breva was painted in traditional Italian red and looks simply gorgeous just sitting there. I want one.

At the last club meeting, a 'reliable source' told members that Honda will be importing its big 1000 c.c. V-twin Varadero adventure-tourer. Finally! The Varadero is fuel-injected, has a big gas tank, long suspension to soak up those bone-rattling expansion heaves on Whitemud Freeway, and is fitted with a decent fairing. The Varadero has been sold in the U.K. and Europe for years and has long been a favourite 'all-rounder' in the British moto-press. And the cool thing is (according to our 'reliable source') Canada gets the Varadero for 2007 and the U.S. doesn't. We win the one-upmanship war again. Is there room for a new Varadero in my overcrowded single car garage that's crammed with everything BUT vehicles? I'll make room. I want one.

BMW is finally replacing the aging R1150R with a new, 109 hp R1200R naked bike. Pounds have been shaved off this bike and it shares the same sweet engine used in the R1200RT sport-tourer. More power and less weight is always a winning combination, and what could be cooler than a BMW hooligan bike? The R1200R's newfound power elevates it to be comparable with some Ducati Monsters, and the idea of a BMW hot-rod 'sleeper' appeals to me just like a Mercedes-Benz C43 AMG – M-B's smallest (read most non-descript) body stuffed with a highly-modified V8 engine – does. I want one.

But back to reality. After returning the Breva, climbing aboard my RT was like slipping on a well-worn pair of jeans. It just fits. The riding position is comfortably upright, legs tucked up in semi-sporting fashion, with me tucked in behind what is arguably the best fairing ever conceived by designers and engineers. And although the Breva's suspension was remarkably compliant, the RT's suspension is plush by comparison. But did I mention I tested a new R1200RT at the SportBike West rally in August? Wow! The new RT has a smoother (counterbalanced) engine, more power, same comfy ergos as my bike and a full fairing that is similarly excellent to my RT. My wife says I'm entirely predictable. She's right. I want one.

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### **KAWASAKI CONCOURS W/ ZX-14 MOTOR**

By [Dirck J. Edge](#)

Courtesy of:

[http://www.motorcycledaily.com/23september06\\_concours.htm](http://www.motorcycledaily.com/23september06_concours.htm)



The current [Kawasaki](#) Concours has been around a long time (would you believe two decades?) without significant changes. Nevertheless, the 997cc machine has developed quite a following (I've even used the word "cult" to describe it). It is a bike generally loved by its owners, but those owners have patiently waited for something new from Kawasaki for too long. Wait no more.

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Kawasaki has just announced the Concours 14 (and Concours 14 ABS) sport touring machine -- which will be designated a 2008 model when it is released next year.

Yes, the number 14 means something special. It means the 1352cc heart of this beastly sport tourer is derived from the almighty ZX-14. In sport tourer tune, it could prove to be the most powerful sport tourer ever. Can you say the words "effortless acceleration"?

Make no mistake, this is a purpose-built sport tourer from the ground up. As the naked photo below demonstrates, this is a shaft-driven machine designed for long distances and low maintenance. The comfortable perch is complimented by extensive instrumentation (speedometer, tachometer, odometer, two trip meters, [fuel gauge](#), gear position indicator and clock), tire pressure sensors, electrically adjustable wind screen and standard hard luggage.

If the massive displacement of the new [engine](#) were not enough, consider that it is digitally fuel injected, and features variable valve timing to spread the engine's power as far as possible across the rev range. Dual balancers, according to Kawasaki, "virtually eliminate unwanted vibrations for extremely smooth engine operation and enhanced rider comfort". Although long-distance comfort was clearly one of Kawasaki's design goals, high performance was another. Aside from the powerful engine, the new Concours 14 and 14 ABS feature ram air induction (rare for a sport tourer) and brakes worthy of a cutting-edge sportbike. Radial mounted four-piston front brake calipers feature a separate [brake pad](#) for each piston -- claimed to increase brake feel at the lever and to better resist brake fade.

The Concours 14 ABS model will be available in both Neutron Silver (pictured) and Metallic Diablo Black, while the standard Concours 14 model will only appear in Neutron Silver. Pricing and date of availability are unknown at this time.



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### **NEW SUZUKI B-KING AND BANDIT 1250 FOR 2007**

By [Alex Edge](#)

Courtesy of:

[http://www.motorcycledaily.com/22september06\\_suzukis.htm](http://www.motorcycledaily.com/22september06_suzukis.htm)



Alongside the 2007 GSX-R1000, [Suzuki](#) unveiled their 2007 Bandit and B-King models today in Paris. The B-King has been rumored to be headed for production ever since Suzuki showed a concept version at the 2001 Tokyo Motor Show. Powered by a detuned version of the Hayabusa's 1300cc inline-four, the B-King will be one of the fastest naked bikes in showrooms today. For those looking for a less aggressively-styled 'standard', Suzuki has updated their entire Bandit lineup for 2007.

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Revised styling (including both naked and faired models) and reworked chassis are found on both the 1250 and 650 Bandit models. Both bikes also get new liquid cooled, [fuel injected](#) powerplants, the 1200 with a capacity increase to 1255cc. The faired Bandit 1250 is pictured below.



Well, it's official - today Ducati announced the 2007 Multistrada 1100.

The new Multistrada 1100 carries over the same chassis as the 2006 Multistrada 1000DS, but features a modified, big-bore version of Ducati's popular 1000DS air-cooled V-Twin [motor](#). A 4mm increase in bore (from 94mm to 98mm) gives a new displacement of 1078cc (the 1000DS displaced 992cc), resulting in an increase in power from the old bike's 92hp@8000rpm to a new 95hp@7750rpm, and from 68lb-ft of torque at 5000rpm to [76lb-ft@4750rpm](#).

Of course, the Multistrada isn't the only Ducati powered by the 1000DS motor - models in the Monster and Supersport ranges also feature the 1000DS. This means that we're likely to see 1100DS Monster and Supersport models in the near future.

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### THREE NEW DUCATIS FOR 2007

By [Alex Edge](#)

Courtesy of:

[http://www.motorcycledaily.com/09september06\\_ducatis.htm](http://www.motorcycledaily.com/09september06_ducatis.htm)

Ducati also announced a new Monster, the Monster S4R Testastretta, featuring the same 998cc V-Twin found in their 999 superbike - producing a claimed 130hp at the crank. Similar to the S4Rs introduced last year, the S4R lacks the high-end, and expensive Ohlins suspension components. Nevertheless, tieh its own high-end features like radial-mount Brembo [front brakes](#) and fully adjustable suspension front and rear (Showa forks, Sachs shock), this is one trick Monster.



**2007 Ducati Multistrada 1100**

As Dirck said in [his article on the 6th](#), rumors have been swirling regarding the possibility of a new 1100cc air-cooled powerplant from [Ducati](#).



**2007 Ducati Monster S4R Testastretta**

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Courtesy of:

<http://www.roadracingworld.com/news/article/?article=27312>



### 2007 Sport 1000 S At Intermot

The Sport Classic family utilizes the renowned Ducati 1000cc air-cooled L-Twin engine in all models. This engine is the perfect choice for the family as it marries the original design of the 1970's with modern features and performance. Fuel injection, electronic engine control, Desmodromic valve actuation and a dual spark head ensure this engine has plenty of torque and reliability. For 2007, the venerable motor receives the addition of a wet clutch, which will result in decreased clutch lever effort and improved longevity.

Brand new for 2007 is the Sport 1000 S Biposto, which is the spiritual successor to the limited edition Paul Smart 1000LE. This model comes with several unique features including a solid red frame, swingarm and bodywork as well as black aluminum Excel wheels. The Sport 1000 S has a MSRP of \$11,995.

The 2007 Sport 1000 receives the addition of taller clip-on bars and a lower footpeg position, which significantly improves rider comfort. The Sport 1000 is also available only as a Biposto with seating for a passenger and a removable tail cowling to retain the solo seat look. The Sport 1000 Biposto has a MSRP of \$11,495 and will be available in three choices: yellow, red or

black.

The GT 1000 is updated with a brand new two tone color scheme in addition to its traditional colors of red and grey. The new livery of the two tone metallic black and cream faithfully recalls the original design of this classic Ducati Grand Tourer.

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### ROAD CYCLING AS TRAINING METHOD

By [Dirck J. Edge](#)

Courtesy of:

[http://www.motorcycledaily.com/16august06\\_roadcycling.htm](http://www.motorcycledaily.com/16august06_roadcycling.htm)

*This is an article that should also be of interest and value to long-distance riders within the BGB.*

American Nicky Hayden (Honda) is currently leading the [MotoGP](#) championship series. Ricky Carmichael (Suzuki) needs no introduction. He has more titles and wins than any other motocross/supercross rider in the history of the sport here in the U.S. What do these two men have in common? Well, a couple of things. First of all, both of them are trained by an individual named Aldon Baker, a former mountain bike pro [racer](#). More importantly, Baker has both Hayden and Carmichael deeply involved in road cycling as a means of training. An interview with Nicky Hayden published today on [CyclingNews.com](#) reveals just how much Hayden is involved in cycling. Mixing 3 plus hours of endurance riding with shorter, "interval" training rides, Hayden says he tries to ride every day, and credits this training for his superior fitness aboard his MotoGP bike. Carmichael's fitness is legendary in the [motocross](#) world. Virtually the only rider to ride just as hard on the last lap in a long, hot, humid moto, as he did on the first, Carmichael is a veritable machine.

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Hayden notes that another form of exercise, jogging, causes impact to the joints that can be detrimental to a [motorcycle](#) racer. If you are serious about training (whether to race motorcycles, or simply to get into shape), perhaps you should get yourself on a bicycle.

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### UPDATE FROM ALBUQUERQUE

Submitted by Jerry Harris

*In the fall of 2004 I blasted to New Mexico to participate in the Land of Enchantment 1000 (LOE 1000) that runs through the state of New Mexico over a 24 hour period – sound familiar? I was unfortunately unable to run as documented in a previous article due to some bad fuel and its consequences. I like to stay in touch with Jerry Harris who lent me a K1100LT while I was there and showed me around the countryside.*

*Following he outlines some of his experiences with his new bike, the IBR 2005, and how technology is an absolute must during long distance competitions.*

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**From:** William Wosar [<mailto:waaw@shaw.ca>]  
**Sent:** Sunday, October 01, 2006 10:45 AM  
**To:** Jerry Harris  
**Subject:** touching base...

Hey Jerry and Carol Anne – I haven't heard from you for a while and I think you were leaving on an IBR quest the last time we touched base.

I trust things are well - the LOE 1000 is coming up again next week and I wish I could make it – being self-employed has its negatives – but I hope to make it down there again.

If you have any stories about your last IBR or any above average rides you have done in the last year I would like to hear about them and submit them in our newsletter and eventually our website ([www.blackgoldbeemers.ca](http://www.blackgoldbeemers.ca)) which is now down for a makeover.

Say hello to Jeffrey Foster if you see him...

\* \* \*

Wil,

Its been a long time. The time has flown by and sadly, too much due to work and not enough to play. The LOE1000 is indeed here and the forecast is for rain both Saturday and Sunday. I'll head down at noon Friday to start the inspections and look forward to sitting inside through the rains.

Hope all is well with you. Let me know what you've been up to. Carol Ann and I had planned to take a nice vacation this year to either Japan or New Zealand, but kids kept in the way. My daughter in FL separated from her husband and I wound up buying the house she is living in while she finishes school over the next year (she wants to get MBA to teach). The my son in CO needed some help getting to Sweden so he could race in a bicycle race there, so I sponsored Scott and Lisa's air tickets, but couldn't go myself due to work etc. So next year...

Are you still doing the radio show? I lost the link to the station on-line when I lost my PC a few months back and would appreciate the link again.

I heard the Alberta 2000 was cancelled this past year. Really sorry to hear that and hope it will return. I never did get a chance to come up and ride it.

The 2005 IB was when we last communicated, I believe, and probably before the start. It was not a pretty sight watching my futile attempt. I was buoyed by my successful finish in 2003 in the center of the finishers, after putting up with lost bonus points from the TWA memorial on Long Island and the gas bonus from the last leg which, had I not photographed the wrong part of the memorial, and also forgot to enter the time on a gas receipt, would have place me in the top 1/3. So I rationalized that I was 2 years wiser in

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2005, had finished the IB once and therefore could afford to push a bit more in 2005, etc. etc and make a more respectable finish. I bought the K1200GT and got it set up with a least a week to spare. I had done 1000 mile + rides on it and thought it was sufficiently comfortable to go the distance. What I failed to comprehend until mid-rally was how much more forward and cramped the riding position on that bike is compared to the old K1100LT. My knees did suffer. I also didn't realize the extent to which technology has entered the rally, and if you aren't equipped, it makes the bonus gathering more difficult. I'm still a basic paper maps kind of guy, colored stickers for bonuses etc. and planning routes by hand, by myself. I have a street pilot GPS which is really more of moving map so I don't miss turns, and it gives me accurate speed and distances, I can see where cities and street are etc without unfolding maps.

I have the radar detector, and I have my cell phone, mainly to call and check in with Carol Ann a few times a day to let her know where I am and that I am OK. This setup was still good enough in 2003. In 2005 it wasn't. The competitive folks had notebook PCs in which to enter the routes and bonus locations, the ability to upload those to GPS units (or GPS like the Garmin 1610-/20 that allow you to enter bonus locations in any order, then do an optimum routing. These folks also had support teams they could call on to check routing or assist them with routing (or plan their route). They had communications systems to allow them to access these support groups from anywhere they happened to be. This has been a topic of much discussion the past year, and the subject of some good sessions at the IBA National Meet in Denver last August. The basic rule from the IBA standpoint is that you can't enforce rules that ban outside help, so you therefore allow anything people want to do and that levels the playing field. It does take a lot of the fun out of it for the ones who still believe it should be an individual effort. I was ecstatic to see Shane Smith win it, since he is a very "old school" rider using brute force. That managed to keep

him in the running for legs 1 and 2, but on leg 3, he listened to the guys with the toys find the best route plan, and then followed that to best the field. However, he would have been beaten by the high tech had not the leader broken down 600 or so miles from the finish.

RE: My own 2005 ride I took it easy on the first leg, choosing the Northwest US for the good weather and the opportunity to catch bonuses with many routing and bail-out options. The real difficulty this past rally was the rules that limited some bonus locations to "daylight only". Easy to enforce since the Polaroid photos would tell the tale. If you look at the bonus list on the IB website, you can play with routes. Several tried to make the Yosemite triad of bonus on day one which was near impossible given a departure time from Denver at 10:00 and sunset about 08:30pm (having sunrise and sunset tables for the locations would definitely have helped). The roads in and out of there are narrow and clogged with summer vacationers. One of the bonuses was photo of old faithful erupting with your rally flag visible. That caused several to miss daylight photos as darkness overtook them.

I headed directly for Oregon bonus only stopping for the ones on the Snake River and a nearby town on day 1, opting for daybreak and maximum time in chasing coastal bonuses on day 2 & 3. Lighthouses and the No California / Oregon coasts were wonderful. I couldn't make Crystal City CA lighthouse in day 2, and that also had a tide constraint (could supposedly only reach the entrance at low tide which was mornings) so I made that a rest bonus and doubled back, adding miles and time I could have avoided. I barely made Crater Lake at dusk on day 3, screaming through to north gate which was unmanned by dusk and making the first overlook in time to get two quick polaroids before the light was too dim. A person arriving 3 or 4 minutes later couldn't get a shot. I should have gone for the string of Dams in Washington state on day 1, following them morning of day 2 and then moving down the string of bonuses all the way to San Francisco area and across

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through Gerlach, NV as the proper route. I didn't go that way because I questioned my ability to make the first dam by dusk of Day One.

Leg two was just a shot across from Denver to Maine by way of ST. Louis, Virginia, Washington DC, NYC etc. Caught some rest in Denver and headed out across I-70 toward Kansas. I had set my wallet and a baggie with a gas receipt on top of my top case at 03:00 when I loaded up in the darkness. Neglected to stow them. Rode about 10+ miles out I-70 past the Denver Airpot cut off and thought about where I put my wallet as I touched my jacket pocket and it wasn't there. Headed back. Searched the parking lot and asked an FJR rider to look in the road between the hotel and freeway. Heard him coming back about 10 minutes later and he had the wallet, found lying in the road. Gratefully headed out again across Kansas. At the next refueling stop, I realized I was missing the gas receipt so I kissed that bonus goodbye for the leg. My immediate thought was that, of all the things I'd ever lost, I missed my mind the most. Then I went to insert my credit card for gas and found it was missing about 1/3 of the card which broke off when someone had run over the wallet, but the magnetic strip was still mostly there and worked in the pumps. My drivers license, however, was in 4 pieces which would have made it interesting if I had been stopped anywhere. The lost hour spent with the wallet search bit me again late that day when I couldn't make a planned bonus location east of St. Louis before dark.

DC / Baltimore/NYC was horrible in Sunday afternoon traffic and I developed carpal tunnel in my left wrist / hand from the clutch motions and was totally numb from there on. The lighthouse bonus in downtown Alexandria, VA started it, then massive stop and go traffic jams into Baltimore. I Ended the rally on the start of the last leg when I refueled in Portsmouth, NH, departed without receipt, returned to get it and placed the bike on the side stand. I stood against the gas island with the bike outside me leaning

away on the side stand. I saw the bike start to fall away from me, grabbed it and pulled it toward me. It came. I couldn't move my feet due to the concrete island and couldn't stop the bike from coming over on me, pinning me to the island. Tried to ride from there but couldn't put pressure on the left leg which made stops exceedingly more interesting. Checked into a hospital for x-rays and had a sprained knee, so I withdrew and motored back to Denver. Next years IB, I will be on the other side of the scoring table!

Hurricane Katrina rains in Indiana were some of the worst I have ridden in, and after a few hours I was happy to find a hotel and dry out. I had surgery for the carpal tunnel in February and started riding again in April / May. The wrist has healed nicely but the K1200GT won't be my ride of choice much longer. Getting too old and achey for the sport bike positions. I rode to Gerlach, NV 2 weeks ago, about 1100 miles each way (18 hours) and hurt for a week. Really happy for having my electrics. Temperatures from 37F in Fallon, NV to 90F at Hoover Dam to 41F in NM.

Let me know what you are up to! I'll write up an interesting ride report for your newsletter if I get to do one. Hope to see you again in the near future. Alberta is on my short list of places to get back to.

Best  
Jerry

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### BIKE TRIP TO NORWAY – PART 4

Submitted by Jouni Herronen

*Jouni Herronen submitted this article about his trip to Norway. This is part 4 of an unedited version of his account. The original document complete with both maps and pictures was over 20 pages and 7000 words in length. All maps and pictures will be available when this article is posted on the BGB website.*

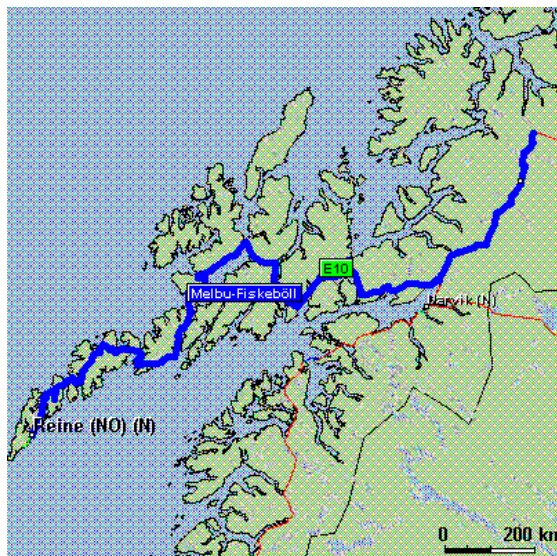
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*His trip lasted from July 7-12 in 2000 and this is Part 4 covering the day of July 10<sup>th</sup>, 2000*

### 10.7 Takvatnet – Moskenes 1528km



I woke up around nine and ate some myesli with yogurt for breakfast. When I was driving away I decided quite late to go tell the reception that I'm leaving. That was a mistake! In a steep downhill, on a dirt road slippery from the rain, just a little touch to the front break locked the wheel and I fell over. I was so mad with myself. Damage list: Pride! Part of clutch lever missing, scratches to the saddlebag and helmet (which was not in my head, stupid me) and some dirt under the skin of my palms (I was not wearing the gloves either, stupid me). Quite a long considering that the speed was practically 0. Fortunately nothing that would have stopped me from driving on. The battery warning light was on again for 5 km. It was still raining occasionally, but the sceneries were beautiful enough to compensate that. Once again I pulled over to a parking place to enjoy the view when a Norwegian couple drove there with as old bike as mine. I noticed them the first time some 10 km earlier when they drove past me and again when I drove past them when they slowed down. They were coming from Lyngen, visiting

grandpa on their way near Moskenes in Lofoten islands. We discussed a while about motorcycles and our travel plans. Again I spoke Swedish and they spoke Norwegian. Quite surprising how well we understood each other. I also told them about my previous climbing trip to Lyngen Alps and how much I like the sceneries of Norway and appreciate how nice people are there. And it was not being polite. I really think so. Soon the break was over and the Norwegians continued their trip. I packed my thermos bottle back to the saddlebag. For a while I considered whether to continue towards Narvik or toward Lofoten islands. Since the weather seemed clear in the west I decided to continue toward Lofoten islands. The rain had stopped and the road was drying quickly. It was fun to drive. I had planned to eat while waiting for the next ferry, but when I got to the harbor I was immediately directed past the queue of cars to be the first one on the ferry that just came in. Well I can eat when I get off the ferry. Big mistake, since there was no village on the other shore, just the pier! Fortunately I had some coffee and Norwegian waffle on the ferry.

I soon forgot that I was hungry when I continued driving. Although I was first to drive out of the ferry, I pulled over and let the cars get past me so that I can drive slowly if I want and admire the scenery. Soon the road came to a calm bay where I had to stop again. Sunshine was lighting the entire scenery into a most colorful painting. Rugged mountaintops, fjords, colorful fishing boats and buildings, bright green vegetation, some white clouds and everything duplicated from the deep blue mirror of the sea. Just incredible.

It took me a while before I was able to continue and enjoy driving the nice winding road towards Svolvær. I was glad there was not a queue of cars behind me now; I was driving so slowly watching around and slowly enjoying the curves of the road.

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At Svolvær the fuel gauge told again that it is time to take a break. After refueling I went to town to find a restaurant. I was obviously too hungry to be selective. The menu at the restaurant Telegraph was not too diverse. When the waiter suddenly left somewhere for 5 minutes I was planning to sneak out, but didn't. My order was Løvbiff with french fries (they did not serve any typical Norwegian foods) and one



Mack-beer. The waiter said something when I

ordered the beer, but I didn't get it even after he repeated it. Then after a while I understood what he had said "After one beer you can still ride a motorcycle". I was a bit ashamed for being so slow to understand, but the pronunciation of Norwegian differs so much from Swedish that it sometimes takes a while when you get figure out what they mean. I don't know whether I was just hungry or was the food tasted good even if it was very basic. I was walking around the marketplace when I spotted a familiar looking bike at the parking place beside my own. At the bench nearby was the Norwegian couple I met earlier the same day. Small world! We continued discussing and they helped me to check that there is enough oil in the engine (I had to add some). They also offered me some dried reindeer meat telling that it is nice traveling snack. The meat was so good that I had to visit one booth at the marketplace to get a small bag of it for myself. Small pouch of the meat did cost 40 NOK, but was sliced to small pieces so that it was good to carry in the jacket pocket and take a slice when I wanted. The Norwegians told that they would stay in a råbu in Hamøy village. I did not know what a Råbu is but did not trust my language skills to clarify what that is. Later I found out that råbu is a fisherman's hut that is rented for tourists. Finally I decided that it's time to get on. Later I regretted that I did not ask the contact information of the Norwegians, I don't know if I had ever used that information. They seemed like very nice people.

When I left Svolvær the sun was shining, the road was good and I was not tired at all. Driving nice and easy was so nice that the time and kilometers went without thinking. Every now and then I noticed a typical phenomenon for Norwegian roads, you drive 10 km and realize that you only got 1 km from where you were when the road is going around a long and narrow fjord.

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Another interesting thing is that the bridges from one island to another are really high. The height is probably needed for the big boats to get under the bridges, but steep ascents and descents must be really difficult for the cars at winter. I guess that the Gulf stream does not keep the place warm enough that the roads on the bridges don't freeze at winter.

Third thing to add to this wondering list is the tunnels. There are many of those the shortest just a few meters, the longest over a kilometer. The only tunnel with a toll gate (30 NOK) was under the Nappstraum from Vestvagøy to Moskenesøy (Reine)

From the childhood trips to Norway I remember the sheep flocks, which occasionally blocked the traffic for a long time, sleeping on the road, not afraid of the cars, or people who tried to get them to move out of the way. Now the first time I saw sheep on this trip was at Moskenesøya. I had wondered strange bridges that were made of round metal bars, which were quite slippery when you drive over them with a motorcycle (especially if it is raining). I was told that the reindeer and sheep do not cross that kind of a bridge, so it can be used to stop herds from moving along the road from one island to another.

The closer I got to Moskenes the smaller was the

road. Reine was absolutely awesome place. The road was winding between the houses and piers. It was more like a path between houses and piers than a highway E10, which it officially is. It seemed to be a very lively small village. There were plenty of råbu signs, but since I did not understand that I could have stayed overnight in one of those, I continued all the way to the ferry harbor to see when the ferry leaves next morning.

I knew that this is a long ferry, about 4 hours and I did not want to lose any "driving time" on a ferry. First ferry in the morning was leaving 7:00. Naah, that means that I should wake up before 6 in the morning. No thanks, I'm on holiday. Any other options? There is still one ferry leaving tonight 23:45. I've always been better staying up late than getting up early, so why not enjoy the midnight sun on a ferry? I drove the bike to the queue and went to the nearby canteen for a coffee and a small meal. After I had drank the coffee I realized the they might sell some coffee for my thermos bottle as well... Not only that but they first washed the bottle, filled it up and only charged me for two cups of coffee. Good service! After the coffee

break I just had to do some climbing again, since there was a nice small cliff behind the harbor. From the top I could already see our ferry Røst approaching. On the other side I saw a small camping place with a few tents and a fireplace. The campfire looked very inviting, it would probably have been very nice place to stay. I got down the other side of the cliff, which was less steep and found pretty little church with a tiny graveyard and a memorial of 2<sup>nd</sup> WW - a beautiful peaceful place.

Again I was the fist to get onboard the ferry. I got some rope to tie down the bike, but since the ferry personnel realized that I did not know what to do, they came over and showed me how it is done. Simple, but not if you have never done it before. With the bike now firmly in place I moved to the upper decks.

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### RALLYMASTER.COM

[www.rallymaster.com](http://www.rallymaster.com) used to be the site that listed all major long distance rides in North America and various links associated with the sport. If you go the site now you will see that the domain name is now up for sale for the asking price of US \$1470 with no offers under \$400 US to be considered – Jacqueline and Dwight...what do you think?

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### RECENT SATURDAY RIDE PHOTOS

Athabasca behind the restaurant...



Warspite Water Treatment Plan (Smoky Lake)...



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### REYNOLDS MUSEUM

Submitted by Wil Wosar

2006 September 17 marked the end of the 16 month motorcycle exhibit at the Reynolds Museum in Westskiwin, AB that first opened 2005 May 14. A small contingent of BGB members - six – attended on the last afternoon for an enjoyable walk through automotive, motorcycle and aviation history. If you were unable to attend or did not pick up a copy of the publication 'Life and Times of the Motorcycle' please contact the Reynolds Museum Toll-free at 1-800-661-4726 or go to

[www.reynoldsmuseum.com](http://www.reynoldsmuseum.com)

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### NEW STREETBIKE TOP SPEED RECORD SET IN ENGLAND, BY A DUTCHMAN

By [Alex Edge](#)

Courtesy of:

[http://www.motocycledaily.com/20september06\\_top\\_speed.htm](http://www.motocycledaily.com/20september06_top_speed.htm)

According to a report in the latest issue of British mag *Streetfighters*, a recent top speed event at Elvington (which seems to be an unused airport) saw Frank 'The Flying Dutchman' Gillebaard set a new world speed record for a street motorcycle. Gillebaard's turbocharged [Suzuki Hayabusa](#), running on street tires in streetable (although not necessarily street-legal!) trim, powered its way to 265.4mph. (424.64 Kmph)

According to the same article, the current world record for top speed on a streetbike was set by John Noonan at the famed Bonneville Salt Flats in Utah, and stood at 252.66mph. This means that Gillebaard not only broke the record, but topped it by almost 13mph - all on a much shorter track!

It seems that the UK's [motorcycle](#) top speed events, despite being handicapped by a relative lack of open space (at least compared to Bonneville), are able to produce some impressive numbers. Further evidence can be found by traveling down the ranking - second-placed Jack Frost (also aboard a turbocharged Hayabusa) ran 257.3mph, and third-placed Andy Head passed through the traps at 240.8mph on his turbocharged Kawasaki ZX-12.

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### 2006 NORTHWEST PASSAGE

*Between 2006 September 11-16 Joe Zalaski, the ultimate 'rallybastard' and rallymaster conducted the 2006 North West Passage out of Newport, Oregon. The second checkpoint was in Gerlach, Nevada on Friday afternoon*

*September 15 with the final checkpoint back in Newport on Saturday the 16<sup>th</sup> at 4 PM – quite the hike.*

*Here is a short note from the only BGB entrant, Steve Broadhead of Calgary, as to how he did.*

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**From:** William Wosar [mailto:waaw@shaw.ca]  
**Sent:** Monday, September 18, 2006 9:32 PM  
**To:** Steve Broadhead; Dan Legg  
**Subject:** NWP

???

I haven't been able to get any reports from the website - what happened???

Wil

\* \* \*

William,

Dan Legg had to withdraw from the rally on day one due to food poisoning. I went on to finish 11<sup>th</sup>. We started with about 30 riders and 15 finished. Four riders had accidents and had to drop out. They are ok but bikes are in need of repair. One hit a buffalo, one hit a 4x4 post, one hit a semi trailer, and one hit a tire portion. Other riders dropped out for one reason or another, mostly likely due to fatigue. During my 8 State ride I rode through a snowstorm over Donner Pass (between Reno and Sacramento), bad crosswinds throughout Wyoming, bad rain and lightening in Utah, and heat in Washington. I finished second in mileage at about 4800. The rallymaster caught me early with a trap that cost me about 30,000 points on leg one, and it was hard to recover after that. Basically the riders had a choice of the Newbie route or the Experienced route. I choice the second and never even looked at the Newbie route. The bottom line is that it offered about 3 times the points for doing basically the same thing on route one as the Experience route. That was a mean and nasty trick. I would have finished in the top 5 without that. But, I had lots of fun and learned a bunch of things I needed to in order to

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better compete in the 2007 IBR. Also I made some new friends and had the privilege of riding with IBR vets Bob Mutchler and Rick Morrison for a good part of the ride.

Steve Broadhead

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### NORTHWEST PASSAGE FINAL RIDER STANDINGS

2006 September 11-16 Newport, OR

Courtesy of:

<http://www.wci.ms/NWP/2006NWP/Standings/FinalRiderStandings.html>

**Note the rider ranked #11...!!!**

<i>Rank</i>	<i>Rider #</i>	<i>Name</i>	<i>State</i>	<i>Bike</i>	<i>Miles</i>	<i>Points</i>
1	24	Monte & Tammy Leveaux	NV	BMW K1200LT 2005	4,595	195,686
2	17	Reiner & Lisa Kappenberger	CO	Honda GL1800 2001	3,700	187,950
3	12	Tobie Stevens	WA	Yamaha FJR1300 2003	3,737	172,140
4	11	Lisa Stevens	WA	BMW R1150 RT 2004	3,576	171,870
5	28	Michael Boge	ID	BMW K1200LT 2000	3,900	167,938
6	19	Bob Mutchler	CA	BMW R1150 RT	5,684	167,348
7	20	Brian Roberts	WA	Suzuki V-Strom 2003	3,559	166,870
8	3	John Parker	CA	Honda ST1100A 1994	3,757	162,950
9	5	Gary Jarl	BC	BMW R1150GS 2003	3,379	155,540
10	6	Rick Neeley	TX	Honda GL1800 2004	3,907	152,130
<b>11</b>	<b>2</b>	<b>Steve Broadhead</b>	<b>AB</b>	<b>Honda ST1300 2003</b>	<b>4,717</b>	<b>141,507</b>
12	16	Kevin Thurston	OR	Ducati ST3S ABS 2006	3,599	141,432
13	14	Tom & Rosie Sperry	CA	BMW K1200LT	4,572	136,835
14	4	Bob & Sylvia Torter	MT	BMW 1150 GSA 2003	3,476	85,170
15	7	Jeff Bakker	CO	Kawasaki ZZ-R1200 2003	3,375	73,978