



BLACK GOLD BEEMERS

News



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BGB YEAR END WIND-UP BANQUET

The 2006 season ended with a splendid evening of fine dining and frivolity 2007 January 13 at the Northlands Agricom. A special thanks goes out once again to Barbara Peter for making the venue possible. Rick and Melanie Wortman worked overtime to once again take care of all the small details that saw the event go off without a hitch. An excellent showing by club members also who managed not to rip items from each other's hands during the gift exchange.

RIDE / MEETING SCHEDULE FOR 2007

Submitted by Brian Hanasyk, Road Captain

Club Meetings 7:30 PM, **Rosie's Bar and Grill**, 99th St and 63rd Ave, 2nd Wednesday of the month. Members continue to meet on Saturday mornings at the Airways Inn for a great breakfast and to share lies.

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

February

- 14 Club meeting
- 17-18 Numb Bum Enduro

March

- 10 Daytona 200 Breakfast
- 14 Club Meeting

April

- 7 Brass Monkey Run
East for Easter Eggs in Vegreville
- 11 Club Meeting
- 21 Club Ride, West to Westrose
- 22,23 Bonnie Doon M/C Awareness Show
- 28,29 Montana Steak Run

May

- 5 Club Ride, North to Rochfort Bridge
- 9 Club Meeting (Club Photo)
- 25,26 Hyderseek, Hyder, AK

June

- 9 Club Ride, Ferry Crossings @
Nacmine
- 13 Club Meeting
- 30 CDN SBK Championship Race City
Motorsports Park, Calgary
- 30-1 Rocky Bow Lunatic Fringe, High River,
AB

July

- 11 Club Meeting
- 12-15 BMWMOA International Rally
Westbend, Wisconsin

August

- 8 Club Meeting
- 17-20 Bee Cee Beemers Rally, Nakusp, BC



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September

- 9 Club Ride, Wainright (Right?)
- 12 Club Meeting
- 15 Club Ride, Brazeau Dam
- 23 Edmonton Toy Run

October

- 6-8 Pumpkin Run, Smokey Lake
- 14 Club meeting
- 20 Club Ride TBA

November

- 3 Last Ride - TBA
- 14 Club Meeting (Club Elections)

December

- 12 Club Meeting
-

2007 BGB EXECUTIVE MEMBERSHIP

President:	Rick Wortman
464-6722	rickride@telus.net
Vice President:	Vacant
Registrar:	David Leeb
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BLACK GOLD BEEMERS

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BGB NEWSLETTER SUBMISSIONS

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

ADVENTURES IN CRASHING MOTORCYCLES, PART 2

Courtesy of Art Friedman

Art Friedman, who has been riding motorcycle for 40 years and testing them for magazine for more than 30, and he survives long enough, can be reached by e-mail at

Art.Friedman@primedia.com or ArtoftheMotorcycle@hotmail.com

This is **Part 2 of Adventures in Crashing Motorcycles** originally appearing in the publication, Motorcycle Cruiser, and available on-line at <http://www.motorcyclecruiser.com/>



A motorcycle is most vulnerable when it's leaning into a corner. It has already used up some of its traction reserve, so any loose or slippery material on the road can precipitate a crash. Some of these things may be hard to see.

Another interstate incident, where a rider totaled a Yamaha XS1100, illustrates that sometimes you simply can't see the danger, but that corners always deserve some respect. This happened on a fast 270-degree ramp connecting two Los Angeles freeways. The rider took this same route to work every day and so was familiar with the two-lane ramp and

enjoyed bending around the long curve. On this day he came upon an unusually slow driver in the right lane and pulled out in the left lane to



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accelerate past before the ramp narrowed back down to a single lane. Since he knew that fluids spilt by cars and trucks are usually flung outwards, he carefully scanned the surface of the left lane before committing himself, but he saw no sheen that warned of something slippery, nor did he pick up even a slight scent of gas, oil or coolant. Nonetheless, a moment later he was sliding down the road at 60 mph hoping the driver he had just passed wouldn't hit him. As it turned out, the driver had had the same experience (losing control in spilled coolant while in a car) just a week before and was being very careful with his new car and also very aware of the possibility, so he was ready when the motorcyclist crashed right in front of him. Sometimes the obstacle hides in plain sight, as a Honda rider discovered as he rode into the shade on a mountain road and discovered that the heavy morning dew was still on the road where the sun hadn't dried it up. He low-sided at close to 60 mph.

In another crash on a back road, the rider saw the sand in the corner, but he (and the rider behind him) believed from its appearance that it was hardened concrete that had stuck there long before. The first rider's crash alerted the second rider about their misjudgment.

In another cornering incident, the rider thought he knew the road, since he rode it frequently, as recently as that afternoon. It meandered along a southern Wisconsin river, and was a perfect route for an evening ride with the young lady whose attention he'd finally managed to attract. The surprise was the fact that the people whose driveway intersected the first corner had just graveled it late that day, which scattered gravel all through the corner. He discovered this when his headlight settled on the curve, too late to stop before he had to choose between committing to the corner or running off the road through a ditch.

He chose the former, and the young woman was very impressed that, as they departed the motorcycle, he had the presence of mind to somehow turn over, grab her and hold her on top of him as he slid on his back.



When the road is in shade, you may not be able to see threats on its surface, particularly if you just rode out of bright sunlight shining in your eyes.

Weather can be an unexpected factor. A rider had gone out for a short ride one day in the New Mexico Rockies. It was nice when he left, but a snowstorm came up suddenly, so he headed home immediately. The snow was coming down pretty hard and quickly built up on the roads. A few blocks from home,

there was a four-way-stop intersection, which he had to approach on a downhill grade. He braked very early and gently, but the snow beneath was packed and icy, and his Kawasaki's rear wheel locked. He was fishtailing gently toward the intersection when a crossing driver pulled up, looked over at him, seemed to examine his plight, then pulled slowly out in front of him. He tried just a little more brake, which sent him sprawling, fortunately so gently that his bike wasn't even scuffed.

Sometimes, even close-up careful examination reveals no apparent problem that would reduce traction, especially if you aren't going quickly or turning hard--and the tires still let go. This happened to a Yamaha rider, and though he and his companion carefully examined his bike and the corner where his front tire lost traction, they could find no hint of a cause for the crash. Here is another one where there simply was no warning or apparent cause. The rider was riding



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in the rain, as he had been for about three hours, on the New York Throughway. The rain finally showed signs of slackening some, and since he was headed west, he hoped to be out of it in a while. Suddenly, with no warning whatsoever, his BMW twin started whipping back and forth, pitching him off at about 60 mph after about three cycles. Though he spent half an hour walking along the road, he could find no reason for the sudden loss of control and the bike, though battered, displayed no problem that would have caused it. In fact, he rode it on to his west-coast destination after some mostly cosmetic repairs.



As unpredictable as cell-phone wielding drivers but less expected, deer are a significant threat to motorcyclists. And they can come at you from any direction.

Your environment can toss all sorts of surprises at you, and with a bit of imagination, you might anticipate some of them. Deer can be quite deadly to motorcyclists at night. I recently saw a statistic on the [Wisconsin DOT site](#) that says that "98 percent of motorcycle-deer crashes resulted in a fatality or injury to the cyclist" and eight of nine deer-involved fatalities in the state were motorcyclists. So we all look for deer along rural roadsides at night. But how about the Harley rider who couldn't see (or avoid) the deer that jumped in front of him because it came from an embankment above?

Would you have been ready for this one? A rider riding a road on the outskirts of a town on a windy day passed workmen unloading corrugated metal siding from a pick-up. Just as he passed them, a gust caught a four-by-eight piece of the siding, which flew toward him. It hit

him edge-on, hard enough to cause him to swerve across the road. The fact that he veered away when he saw the siding coming allowed it to drop enough to hit him in the shoulder, where it left a scar on his leather jacket, rather than in his bare neck.

Even when there is an obvious threat, something else unexpected may be stalking you too. Consider the case of the rider commuting to work in city traffic who came up a couple in a car who were having such a violent argument that he could hear them shouting through the closed windows from several car lengths away. The passenger was jumping around so violently that the big SUV was rocking, and the driver's reactions to her were making him swerve slightly. They were in the left of three lanes going that direction as the rider overtook them in the middle lane. In the right lane and ahead was another car going about the same speed as the rider. A third car occupied his right rear quarter. As he overtook the arguing couple, the rider shifted his attention left to watch them, so he'd have warning of any sudden change in speed or direction from that quarter. He continued to look as he came abeam, and remembered thinking, "If they don't cool it, there's going to be an accident." It was an accurate prediction, but they weren't involved.

As the rider turned his head to the left to watch the couple, that car ahead to his right moved into his lane ahead of him and slowed, apparently in response to a fourth vehicle that was backing down a driveway toward the curb. The rider looked up to see the car immediately and unexpectedly in front of him, its brake lights glowing. He hit his brakes hard, overbraked, and crashed his Kawasaki in the middle of the busy boulevard. The warring couple apparently didn't even notice what transpired just outside the car's passenger door.



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All these crashes and near-misses (or is "near-hits" the correct term?) have several things in common. All might be called freak accidents. They show that a cautious, attentive rider who focuses on the standard threats can still get in trouble if he does not open his mind to consider unusual dangers. They are reminders that if you approach a ride with the attitude that nothing will go wrong, you are asking for trouble. Because they demonstrate that you simply can not anticipate everything that can go wrong, they reaffirm that you need to be prepared when something does. Those crashes show the value of solid protective apparel. Amazingly, the broken leg was the only serious injury suffered in any of the accidents described in detail. This was because in each case the rider was wearing solid protective gear. I know that for certain because of another aspect they all have in common: all those accidents and events happened to me.

For more information on safe-riding equipment, strategies, techniques and skills, see the www.MotorcycleCruiser.com

BARGOONS

Submit to waaw@shaw.ca to have them included in the next monthly BGB Newsletter.

- Rick Young @ 780 435-8693 or 780 221-2287, e-mail ryoung@anglocanadianmotors.com
 - 2006 BMW K1200s Indigo Blue/Alpine White, BMW expandable bags & tank bag, BMW alarm & ESP
 - Throttle-meister throttle lock & PIAA high wattage lights & full 3m tape
 - Immaculate at 4500km
 - \$19,500

- F. Roland Kurzitza 780-489-7597 rolandfk@shaw.ca
 - 1978 Ice Blue R100RS \$6,000
 - Peter Trommelen peter.trommelen@gmail.com
 - 1997 Amarena Red BMW R1100RT \$9,700
-

FUTURE NEWS

- Dwight Hillas: Isle of Man next year
 - David Leeb: Washington - Part 2
 - Rick Wortman: The President's Pen
 - Tim Yip: Real Time Bike Reviews
 - Wil Wosar: 2008 Alberta 2000
 - Vince Kreutzell: BMWMOA
-

MOTORCYCLE JOKES

Courtesy of About: Motorcycles

<http://motorcycles.about.com/cs/motodiversions/l/bljokeindx.htm>

Two bikers are riding side by side down a county road. One of them has the zipper on his jacket break, and the flapping in the wind is driving him crazy. So he pulls over and decides to don the jacket backwards, at least 'til they get home. It works well enough, if a bit uncomfortable.

A little while later both guys wipe out in a turn when they don't see a patch of loose gravel. They are lying inert in a field, their bikes nearby, when a farmer happens upon them. He immediately calls 911.

"You gotta' send an ambulance!" he yells into the phone. "These two boys are twisted up pretty bad."

"Are they still breathing?" asks the operator.



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"Well the one was, until I turned his head back around the right way...."

* * * * *

A biker from Texas had gone on a ride to visit some friends in Boston. He was supposed to meet his friends at an up-scale bar where some local college kids also happened to hang out. When he pulled in, he had been on the road for a while and needed to use the restroom. He noticed his friends had not arrived yet, so he asked one of the customers, "Hey buddy, where is the bathroom at?"

The customer sneered and said, "Here at Harvard, we don't end our sentences in prepositions."

The rider looked at the guy in the sweater vest and said, "Okay. Let me rephrase. Where is the bathroom at, A-hole?"

* * * * *

The Little Old Lady
Submitted by Raymond Winters

A husky biker stopped by the local Harley shop to have his bike fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home he stopped at the hardware store and bought a bucket and an anvil. He also stopped by the feed store and livestock dealer and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem: how to carry all of his purchases home. While he is scratching his head he was approached by a little old lady who told him she was lost.

She asked, "Can you tell me how to get to 1603 Mockingbird Lane?"

The biker said, "Well, as a matter of fact, I live at 1616 Mockingbird Lane. I would walk you home but I can't carry this stuff." The old lady suggested, "Why don't you put the anvil in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?"

"Why thank you very much," he said and proceeded to walk the old girl home.

On the way he said, "Let's take my short cut and go down this alley. We'll be there in no time." The little old lady looked him over cautiously then said, "I am a lonely widow without a husband to defend me." "How do I know that when we get in the alley you won't hold me up against the wall and have your way with me?"

The biker said, "Holy smokes lady! I am carrying a bucket, an anvil, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?"

The lady replied, "Set the goose down, cover him with the bucket, put the anvil on top of the bucket, and I'll hold the chickens."

THE 2007 ALBERTA DRIVER'S HANDBOOK

1. Turn signals will give away your next move. A confident Alberta driver avoids using them.
2. Under no circumstance should you maintain a safe distance between you and the car in front of you, because somebody else will fill in the space, putting you in an even more dangerous situation.
3. The faster you drive through a red light, the less of a chance you have of getting hit.



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4. **WARNING!!!!** Never come to a complete stop at a stop sign. No one expects it and it will result in your being rear-ended.
5. Never get in the way of an older car that needs extensive bodywork, especially those with B.C. or Saskatchewan plates. With no insurance, the other operator has nothing to lose.
6. Braking is to be done as hard and late as possible to ensure that our ABS kicks in, giving a vigorous, foot massage as the brake pedal violently pulsates. For those of you without ABS, it's a chance to strengthen them leg muscles.
7. Never pass on the left when you can pass on the right. It's a good way to prepare other drivers entering the highway.
8. Speed limits are arbitrary figures; given only as a suggestion and are not enforceable in Alberta during rush hour, especially in Calgary.
9. Just because you're in the left lane and have no room to speed up or move over doesn't mean that an Albertan driver flashing his high beams behind you doesn't think he can go faster in your spot.
10. Always brake and rubberneck when you see an accident or even someone changing a tire. This is seen as a sign of respect for the victim.
11. Learn to swerve abruptly without a signal. Alberta is the home of high-speed slalom driving thanks to the Department of Public Works, which puts potholes in key locations to test drivers' reflexes and keep them alert.
12. It is tradition in Alberta to honk your horn at cars in front of you that do not move three milliseconds after the light turns green.

13. To avoid injury in the event of a collision or rollover, it is important to exit your vehicle thru the windshield right away. Wearing your seat belt will only impede your hi-velocity escape from danger.

14. Remember that the goal of every Alberta driver is to get ahead of the pack by whatever means necessary.

15. In Alberta, 'flipping the bird' is considered a polite salute. This gesture should always be returned.

Thank You From,
The Alberta Registrar of Motor Vehicles

CHECKING IN

Geoff Wilson sent in a number of pictures this last Christmas – seen here in Utah – stay safe Geoff.





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NEWS FROM DAREN LEBRANCHE

This is the response received from Daren Lebranche re: the 2007 Alberta Driver's handbook.

LOL, but I have bad news for you guys. The cities in Mexico and Central America that I have driven through are MUCH worse than Alberta! And from what I've heard, Panama City even ups the ante by leaving some of the manhole covers off.

Here's a highway bridge I crossed in Honduras last month.



Daren LaBranche

CRITICAL ISSUE FOR DISCUSSION

This letter was submitted by Calgary based BGB member Steve Broadhead to Rick Wortman – it is an issue that will be the focus of much discussion by BGB Executive in the weeks to come.

Rick,

Thanks for putting on the banquet! Julie and I enjoyed visiting with you and the other members of the BGB.

Barbara and Julie were talking during the banquet and Barbara mentioned that she was confused about the purpose of the club

Apparently the conversation went something like this: is it for the monthly meetings, for the monthly rides, for the association of Beemer riders which seemed odd based on the percentage of Beemer riders in the club membership, or was it for the Alberta 2000 rally? These are all very good questions. I told Julie, that it was probably for all those reasons plus a few more.

I understand that the BGB won't be hosting the Alberta 2000 again in 2007.

I would have ridden it in 2006 and most likely in 2007, if the BGB would have hosted it. But, frankly, there are lots of other rallies, and lots of other riding to do. New Rallies have sprung up and luckily those wanting to participate in endurance rallies have a lot to choose from.

Though we are still very limited in the northwest, with basically only the North West Passage Rally, which has recently moved from a 48 hour format to a 5 day format. I would have to check Rallymasters.org to be sure, but in the past, my understanding is that the only



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spring/summer 24 hour rally in the area is the Utah 1088.

The BGB have done a great job hosting the Alberta 2000 for almost 10 years. Many riders received benefit from your voluntary labors - me being one. The Alberta 2000 was my first rally, and now this year, as you know, I am riding in the IBR, after having a dozen or more rallies now under my belt. So, I say, thanks for being there, when I was searching for my first rally! Obviously, if very few Edmonton area BGB members would be riding in future Alberta 2000's, or you weren't making money on the project, then you would have to have a burning desire to hold one simply for the pure enjoyment provided to others, and for the purpose of building endurance riding in the local area. And that is a lot of time, energy, labor and expense to go through if those things aren't there in sufficient quantities, as you know.

Dick Fish, from Cardston, would be a great Rallymaster, and his name alone would draw a good number of participants. If you could talk him into it. Bob Mackay said he was going to broach the subject with him. Gerry and Bob both did very good jobs on the last couple. Though the bikini girl was a bit much. Bob asked me if I would be interested in being the Rallymaster at a future Alberta 2000, should the club decide to hold another. I said that I would, but told him that I have big riding plans for 6/2007 and 6/2008, so wouldn't be available until 2009 at the earliest.

All the best, Steve Broadhead

CALIFORNIA SUPERBIKE SCHOOL

Submitted by Dwight Hillas

2006 May 5th Reno-Fernley Raceway @ 7:00 A.M. - I am at the top of a hill, in the middle of a

racetrack, getting my bearings. There are two 18-wheeler in Kawasaki Green with "Discover the Art of Cornering" on them. Approximately 25 ZX-6R Kawasaki motorcycles are lined up off to the side, a small tent shell to get out of the sun should it get to hot, and about 30 riders (some brought their own bikes). The two trailers are used to haul the motorcycles from track to track, and house the riding gear, chairs, tables, tent, tires etc.



Staff included Keith Code, a course manager, a mechanic, 11 corner men - one for each of the corners on the track - and coaches, some to give class instruction and others to follow us on the track for individual instruction. We are situated about the middle of the track, and will not be using all of it today.



Keith Code has written two books on riding skills - A Twist of the Wrist Volumes I and II -



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and instructed more world champion motorcycle racers than anyone else. His schools have been going for 27 years. Courses take place at 12 different tracks throughout the year, in the U.S.

Why this track? I did a track day in 2005 in Calgary on my ST1100. Having taken a break for 37 years from riding, I thought it wise to get back in the groove without wasting any more time. The Calgary experience was worthwhile, but the ST is a big bike for the track and I wanted more.

I chose Keith Codes course because it is broken down into 4 (soon to be 5) different levels of training with each course building on the previous one. No matter your skill level, everyone must start at the level one.

With our short riding season I wanted a course time that would allow me to have a few miles under my belt prior to the track, and to regain skills lost over the winter - such as which direction should the choke lever be on start-up, and remembering to put the side stand down prior to getting off the bike. The month of May looked like a good time, as that would leave lots of time to practice what I learned. Reno-Fernley was in May.

Reno-Fernley was built in 1998. The motor-sports complex is built on 500 acres. It now has a 4.3 mile track which is one of the largest tracks in the U.S. The track is near the town of Fernley, and is about 30 minutes east of Reno. We didn't use the whole track for our day. 11 corners - 11 corner men, with radios, to contact the course manager or each other if needed.

The day began at 7AM with sign in, and a check of our riding gear and motorcycle if we brought our own. I rented leathers for \$75. I brought my own helmet, gloves and boots. Motorcycle rental

was \$200. Course fee was \$450. The course fee varies depending on the track.

We were split into three levels - no level IV today. There were about 10 people per group. A couple of track coaches were assigned to the riders. One of the trailers was used as a classroom.



The drill was:

- Classroom - get the lesson and skills to practice for your time on the lap.
- Do the laps. While on the track, at some point, one of the coaches will follow you, then pass and motion you to follow them, and watch them, so you can improve on the skill set you are learning.
- Back to the lesson trailer. Go over the session with your two coaches.
- Classroom. Repeat above.

They have been offering the courses for quite some time and it was all very well organized. Feedback from the coaches was excellent. Beverages and snacks were available and lunch was provided.

Prior to track time we were schooled in use of the different colored flags and their meaning.



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Unfortunately not everyone paid attention, and we received a verbal blast from the Course Marshall after our abbreviated first track time.

The first exercise was throttle control...do the track in 4th gear and no braking. There was an off camber corner which a rider missed on our first lap. The bike crashed and the yellow flag came out. Some of us slowed down. Others didn't, and continued to pass other riders. WRONG!

We were on the track for five rides and were tired at the end of the day. I should have written down the track length - I do know I went around the track 29 times, and my last lap was 26 seconds faster than the first.

Level I deals with the six most common errors riders make and why we make them: "uncertain corner entry speed, rider generated instability, intermittent traction, sloppy turn entry positioning, imprecise steering, and poor bike/rider interface".

Drill:

- 1: Throttle control, 4th gear, no braking
- 2: Turn points, setting up corners, third and fourth gear, no braking
- 3: Quick turning, setting up corners, two gears, light braking
- 4: Rider inputs, technique, three gears, light braking
- 5: Two step turning, reference points, full gears, and braking

It was a great day, 22 degrees Celsius, sunny - good people. No, I do not intend to take up racing, but I really enjoy the track experience,

and it has made me a better, more confident rider. I highly recommend it for anyone. Keith Code has a great way of teaching how a motorcycle reacts to different inputs and how to control it.

I will go back in 2008 for Level II. I can't fit it in this year, with the Isle of Man taking up a chunk of time.

The more you know, the better it gets.

If you are interested check out www.superbikeschool.com

WAYS TO WHILE WINTER'S WOES

Submitted by Tim Yip

If winter's getting you down, you can spend part of the non-riding season getting the most up-to-date motorcycle news and researching trips and gear for the fast-approaching new season. Here are a handful of essential websites:

Daily Motorcycle News and Road Tests

- MCN (U.K.) - <http://www.motorcyclenews.com>. Probably the best motorcycle e-zine in the Web. Big on Moto-GP, World Superbike and the latest racing gossip.
- Motorcycle Daily - www.motorcyclenews.com. A short editorial commentary each day provides one motorcycle journalist's views of what's happening and important from an American perspective. MD also has a very good, and always up-to-date list of the latest news releases from the motorcycle industry.



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- Motorcycle Online - www.motorcycle.com. This was a former favorite website of mine, but they changed it to an access by subscription only service. Still, this American site 'teases' you by letting you read the first few paragraphs of their feature stories, and much (mostly older) road tests can be viewed in their complete versions.
- One Wheel Drive - www.onewheeldrive.net is a nice Canadian site. While it takes the editor sometimes a week or more to add new material, the stories are well-written and test Canadian-spec bikes.

Touring

- Daren LaBranche's website - <http://dmotorider.com>. BGB member Daren seems to be having too much fun on his pack-horse V-Strom to update his website often, but look at his great pix, read his journal, and send him a personal email. He enjoys hearing from us.
- Kelly and Della Graham's website - www.kellarwt.com. Also BGB members, check out "Kella's" (Kelly and Della . . . get it?) adventures on their matching KLR 650s. The Red Deer residents are now in South America. Send them an email also.
- Horizons Unlimited - www.horizonsunlimited.com. If you want to know how to plan and equip yourself for a one-year or five-year Round The World tour, this is the website for you. Run by Vancouverites Grant and Susan Johnson, the Grants

have spent more than ten years touring the world on a BMW R100GS, and their website is used by thousands of moto travelers as a place to find and provide information about motorcycling through almost every part of the world.

Gear

- **RiderWearhouse** - www.aerostich.com. Maker of the legendary Aerostich riding suit, their online catalogue is a great way to research your next gear purchase. You can also order a free catalogue – one of the best in the industry.
- **Web BikeWorld** - www.webbikeworld.com. This is a terrific source of online product evaluations. Especially useful is the site's helmet evaluations and explanation of how different helmet models fit different shape heads.

BGB MOTORCYCLE INVENTORY

David Leeb, our detail oriented Registrar, is and continues to do inventory on the number, make, bran and model of bikes ridden by BGB club members.

Please submit any additions, updates, deletions, etc. to David @ theleeb@telus.net complete with make, year and model.

We will try to publish a complete list in an upcoming newsletter.

By the way, the present count is 83 bikes, of which 42 are BMW's.