



BLACK GOLD BEEMERS

News



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2007 BGB EXECUTIVE MEMBERSHIP

President:	Rick Wortman 464-6722 rickride@telus.net
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FROM THE PRESIDENT'S PEN

*Submitted by Rick Wortman
BGB President 2006/2007*

Flashy Sport Coat Night

At the September monthly club meeting it was announced that the October club meeting would be Flashy Sport Coat Night. The next day I received a special request about the possibility of moving this special event to the November meeting. The biggest reason for this change is that the person that has inspired this event can't come until the November meeting. So to give the honouree a chance to set a new standard in Flashy Sport Coats, this event will take place in November and this is also the Annual Elections night so it will make for some very interesting colour pictures for the Newsletter. At this point the Road Captains position will be open on the night of the elections. So if this position is of interest to you please let me know.

2008 BGB Executive Elections

The November monthly meeting will see us vote for the executive for the upcoming year. This is an important day each year in the life of the club and an above average turnout would be greatly appreciated – see you there.

BLACK GOLD BEEMERS

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

NEWSLETTER WEB LINKS

The web links in this and previous newsletters are live and clickable when accessed through www.blackgoldbeemers.com, and will take you directly to the article or information referenced.



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FUTURE NEWS

- Dwight Hillas: Isle of Man 2008
- Steve Kurylo South Africa
- Wil Wosar Fitness For Riding
- Rob / Lauretta BMWMOA 2007

RIDE / MEETING SCHEDULE FOR 2007

Submitted by Brian Hanasyk, Road Captain

- **Club Rides** leave the **Airways Inn** in Nisku at 10:00 AM rain or shine. Check in before 9:30 AM with gas tanks full prior to start ('ya right). Only a couple of rides left – maybe.
- **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.

October

- 14 Club meeting
- 20 Club Ride TBA

November

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

December

- 12 Club Meeting
-

ON-GOING REMINDERS

BGB Newsletter Submissions

Please submit anything and often to waaw@shaw.ca

BGB Motorcycle Inventory

Please submit any additions, updates, deletions, etc. to David Leeb @ theleeb@telus.net on the number of, make, brand and model of bikes ridden or owned by you this year.

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, \$19,500

Michael May @ 492-1411, e-mail

michael.may@ualberta.ca

- 2002 Honda VFR, 7148 km, Silver, Helibars, Bill Mayer saddle (solo), Scottoiler, tall windshield; heated grips. \$8,900
-

HWY 21 REVISITED

Submitted by David Leeb

2007 Sept 21/22

It's the last day of a six day solo trip to Yellowstone Park and the Beartooth Pass in Wyoming. I had left Great Falls this morning, riding the nearly empty I-15 through endless golden grassland, under a blue cloudless sky framed by snowcapped mountain ranges in the distant west.

I'd come up through the middle of Alberta's rolling farmland with its harvested fields and clear light. The temperature held at about 16-20 degrees with a near zero bug count, ideal weather for non-stop riding. My last gas stop before settling in for the long stretch home had been at Trochu. Dusk was setting in, the road was empty and the Kawasaki was running as smooth and fast as a turbine. I looked forward to the miles ahead with pleasure as I pulled to a stop at the intersection of highways 21 and 595. All clear on the left, all clear on the right. I turned the throttle to go. Nothing happened. No movement or engine sound except the quietly burbling idle. I tried again. The throttle turned



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with no resistance and without response. The realisation that the cable had either broken or somehow disconnected flooded my disbelieving brain.

I looked around, noticing several farmhouses nearby, turned off the engine and pushed my dead horse to the nearest house. The driveway was packed with vehicles- evidently there was a party going on – and eventually the man of the house came to the door with a somewhat quizzical look. As I described my state of temporary immobility and asked him if I could park the bike on his property and pitch my tent in his yard he listened, then looked me in the eye, said I was welcome to stay and went back to his guests. Just like that.

I set up the tent quickly in the last evening light and moved the bike to a spot where the departing guests would not find it in their way, then got into the sleeping bag and grew drowsy while planning recovery strategies for the morning. My first hope was to be rescued by Echo Cycle. I felt they had some skin in this game since they had done a major service on the Kawasaki only 10 days ago, and should have noticed a frayed cable. Option B was to get in touch with BGB members who owned trailers for towing motorcycles and ask for their help. The final and least appealing option was to leave the bike behind, get my wife to pick me up and then return in a few days with a new cable. This was highly unattractive because the cable replacement required removal of all bodywork, the tank, the air cleaner - a complete stripping of the bike - something I would much rather do in my garage than on a kind stranger's front lawn.

Despite the inconvenience of being stopped in my tracks, behind schedule, and far from home I realized that good luck can hide in the strangest places. For instance, the cable could have broken earlier during this trip; say during any of those

moments of leapfrogging past a long line of slower cars just when I was ready to pull in to avoid oncoming traffic. If the cable broke at that instant I would be the proverbial sitting duck, with not enough speed to pull ahead of the vehicle I was passing or to get away from the one approaching. Or let's say it happened during one of those delicious tingly moments, leaned way over and accelerating through an outside curve on a narrow mountain road without a guardrail. If the throttle broke at that point the sudden change in speed and stability could send me over the edge. Or let's say it happened in the empty snowy wasteland at the 11,000 ft summit of the Beartooth Pass.... I fell asleep feeling safe and lucky.

Next morning I woke full of optimism, buoyed by my association and friendships in the BGB. I did not feel alone. And another stroke of good fortune: it was Saturday morning and the regulars would be gathering soon for the breakfast at the Airways Inn. First I called Tim Yip, who was just on his way out to the breakfast. Tim, bless him, was immediately concerned, sympathetic and helpful – giving my spirits a boost. He gave me the phone number for Kevin Browne who owned a bike trailer. I called, and his wife Heather answered. Kevin's mother was very ill and he had just left for England to be with her, perhaps for the last time. I was ashamed, my small troubles paled in comparison. Nevertheless Heather offered to drive down with the trailer herself if no other help could be found. As soon as I thanked her, the phone rang again and it was Tim to let me know that Kevin was in England and that Bob Brown and Lauretta Laaning and also Darren Nickle had bike trailers (the man knows everything!). He gave me Darren's number and I left a message on Darren's answering machine. Tim also promised to speak to Bob & Lauretta once they arrived for breakfast.



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Meanwhile I busied myself with disassembling the throttle grip housing, and yes, the cable was most definitely toast. It had frayed & separated a ¼ inch from the grip. By this time it was 9 a.m. - time to call Echo Cycle. In hindsight it was quite unrealistic to expect them to transport the Kawasaki back to their shop. I had based my hopes on the occasion 3 years ago when the factory warranty had expired and both camshafts on my bike were found to be badly pitted during a routine maintenance. At that time Echo convinced the factory to replace one for free and the dealership gave me the other at cost. This time the young man I spoke to was only able to provide phone numbers to motorcycle dealerships in Red Deer. (Later note: Echo did give me a complete set of 3 choke and throttle cables at no charge when I showed them the broken cable.)

Shortly after this conversation my cell phone rang again. This time it was Bob Brown letting me know that he and Lauretta were just finishing their breakfast at the Airways Inn. Then they would return home to hook up the trailer and head south to rescue me. Three hours later Bob pulled up, followed by Lauretta and Rod Romano on their BMW's. We wheeled the Kawasaki into the trailer, Bob strapped it down to within an inch of its life, and even so, he stopped twice on the way home to ensure it was still secure. The time passed easily as we chatted about motorcycles, business investment properties, the sorry state of most Alberta farm buildings compared to those in Minnesota, riding skills and retirement. We all stopped for a very nice light lunch at Max's Drive-In in Bashaw before continuing on to Edmonton. The autumn light, the open views around curves, the cool air, pale blue sky and light traffic sure made us wish we were riding along with Rod and Lauretta. I learned also that Bob had planned to attend a vehicle auction this morning to put a bid in on a used KTM dirt bike. He passed this over

in order to pick me up. I sincerely hope it was the better decision and that the KTM would have been a disappointment. Finally, when we stopped in front of my driveway and I wanted to pay for at least the fuel consumed to drive the 300 km, Lauretta refused. She asked only that I pass the good deed along next time I am in a situation to help out a stranded fellow biker.

This story illustrates the real value of belonging to a club like ours. When help is needed, when the chips are down, we all know that someone can be trusted to be there in our hour of need. Thank you to all who made the ending of this journey its highlight. In the days and years to come, when I think back on this trip or look at photos taken, it will be the generosity and the kindness of fellow riders that I will cherish and remember above all else.

DERYL THOMPSON'S RESPONSE

There have numerous reports in the media in the last while about how Canadians are ripped off by the price of vehicles in Canada, versus what Americans have to pay for the same make and model across the border. Following is a typical problem and a possible solution.

The problem...

Hi Guys,
As many of you know Gale's car and my truck were recently written off while parked outside our house meaning we have to find another car for Gale. We have been looking at a Mazda 3 Sport GT but the '07 prices are only \$100 less than what they're asking for a '08! In the US the same car with GST lists for \$6000 less than here so we're considering bringing one up. Does anybody know what's involved in bringing a vehicle across the border. I know some of you



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have imported bikes or have researched it. Any pointers would be helpful - Brian Hanasyk

Possible Solution...

Hi Brian and all,

I imported a used BMW Funduro a few years back, and it was pretty straightforward. Check out the (Transport Canada) "Registrar of Imported Vehicles" for requirements (Google for a website?). Basically, for an imported USED vehicle, the vehicle must have been a model which was approved for sale in Canada. You must get distributor verification that your specific vehicle has had any and all safety recalls done. I rode my F Beemer back Buffalo NY, with an In Transit permit (which I got in Buffalo at a Motor Vehicles office). You must notify the border crossing 24 hours ahead, letting them know when to expect you. I believe I also had to fax my documentation to the border crossing.

At the border, I had to pay GST. Once in Edmonton, I needed to get a vehicle inspection done (RIV can tell you what shops are authorized to do these import inspections). Do you know who inspects imported motorcycles in Edmonton, by the way? Ready for it? Are you sure? Freedom Ford! In any case, they treated me nice and did the inspection, which mainly involved verifying signal lights and that the vehicle had km/h indications on the speedo. They also applied a sticker which I believe gave the vehicle a new VIN. If the Funduro hadn't had a miles + km speedo, I would have been required to get a km instrument.

A new vehicle will be a bit different, I would expect, but my experience was quite easy. Wasn't hard to do, but you do need to do a bit of legwork and you do need to plan ahead.

Hope this helps, Deryl

2008 BMWMOA NATIONAL RALLY

Submitted by Brian Hanasyk

Hi guys,

I finally got around to booking our hotel for the 2008 national rally in Gillette Wyoming July 17-20. There is a cluster of about 5 or 6 hotels 2.5 miles from the Complex where the rally is held. We are staying at the Wingate. It's \$135/night for a nonsmoking room with 2 queen beds and a rollaway for my son. That includes a fridge and microwave. There very few hotels in Gillet with the nearest town 30 miles away so you might want to book now and cancel if you can't make it. I know many of you prefer to camp at the rally but after attending 12 nationals I can tell you it's nice to have an air-conditioned hotel room with clean toilets and shower after spending the day in 100 F temps even if it means we miss out on dinner plans with the club.

THIS MONTH IN...

1994

- Mike Sweet (remembered in the 2007 September newsletter) writes an article about a trip with Paul Crump, and Jason and Bruce Dunbar to the British Bike Rally in Biggar, Sask. at John and Shirley Bennett's farm.

1995

- Herb Anderson evaluates a pair of Michelin tires, donated by Dean at Bavaria Motor Works, by riding from Edmonton to Nogales, Mexico and back again in the Three Flags Classic from Nogales to Whistler – 8000 KM in six days.

1996

- Tracy Deslaurier reports on how he 'tortured his tush' in 3 countries in 3 days over 3 thousand miles.



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1997

- Ken Murray reworked the lyrics and theme to 'Take It Easy' by the 'Eagles'.

*I was runnin' down the road
Tryin' to loosen my load
Ah! the one beneath me was runnin' real
sweetly,
And the trees and lakes the best that you can
find,
Take it easy, take it easy,
Don't let the sound of your own wheels get
you in an accident.*

1998

- Vince Kretzul announces that the 'Emperor Restaurant' will be hosting a "snake dinner" on Halloween night – 10 courses for \$15 – snake soup, snake with vegetables, snake balls, etc. – Hiiiiiiiiiiiiiiii...!!!

JOKES

Little Johnny Goes To the Bathroom

During one of her daily classes a teacher trying to teach good manners, asked her students the following question: "Michael, if you were on a date having dinner with a nice young lady, how would you tell her that you have to go to the bathroom?"

Michael said, "Just a minute I have to go pee."

The teacher responded by saying, "That would be rude and impolite."

What about you Peter, how would you say it?"
Peter said, "I am sorry, but I really need to go to the bathroom. I'll be right back."

"That's better, but it's still not very nice to say the word bathroom at the dinner table

And you, little Johnny, can you use your brain for once and show us your good manners?"

I would say: "Darling, may I please be excused for a moment? I have to shake hands with a very dear friend of mine, whom I hope you'll get to meet after dinner."

The teacher fainted

ABOUT.COM: MOTORCYCLES

This is a rather good web site and we have used, complete with a "Courtesy of" reference, some articles in the past. Here are some of the latest articles that I believe will be of particular interest to BGB members.

Courtesy of:

<http://motorcycles.about.com/?once=true&>

A Motorcycling Legend Is Gone: Bud Ekins Passes Away at 77

Famed Hollywood stuntman and off road racer Bud Ekins performed the legendary motorcycle jump in "The



Great Escape," drove the tires off the Mustang GT 390 Fastback in "Bullitt," and was one of the first Americans to compete in the International Six Days Trial in the 1960s. He passed away of natural causes at Cedars-Sinai Medical Center in Los Angeles this past Saturday at the age of 77. A few months ago, I was fortunate to spend some time interviewing Bud in his Hollywood home while researching my upcoming book.



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Irascible and opinionated, Bud was everything you'd imagine a motorcycling icon to be; he was never shy about defending or demystifying friends like Steve McQueen and Von Dutch, and loved to talk shop about bikes. Regarding the "Great Escape" days, he said simply, "It's not like nowadays, it was a completely different era." His passing only reinforces that sentiment.

A Strange Brew of Technology and Nostalgia:
BMW's New HP2 Sport

(Note: title is a hyperlink in the newsletter.)

Buell's 1125R may have broken the shackles of the past and embraced water-cooled technology, but BMW has chosen to celebrate its air-cooled boxer heritage with the new HP2 Sport. Based on the R 1200 S, the HP2 is a track-oriented motorcycle that squeezes 128 horsepower from BMW's [famously horizontal boxer power-plant](#), and utilizes drag levers to activate valves which are larger than the R 1200 S's. Intake and outlet are flow-optimized, forged pistons handle increased output, and a stainless exhaust system sits underneath the engine for the first time in a BMW.



**The Future is Now... or, at Least, Soon:
Honda to Bring DN-01 Concept to Production**



http://z.about.com/d/motorcycles/1/0/U/8/-/-/Honda_DN-01-large.jpg

Honda announced today that they're bolstering their [2007 Tokyo Motor Show arsenal](#) by bringing the hyperstyled DN-01 motorcycle to production, and that the bike will fitted with an appropriately radical transmission.

The DN-01's so-called Human-Friendly Transmission (HFT) shifts automatically via infinitely variable hydraulic operation. The tranny uses two fully automatic shifting modes-- "D" mode for normal conditions and "S" for sport-- as well as a manual setup that simulates a traditional 6-speed. Honda's press release suggests the different settings will also alter throttle response.





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European Dreaming: 2008 Honda Transalp

Do you want what you can't have? Do you pine for the unobtainable? Behold the mysteriously foreign 2008 Honda XL700V Transalp-- exotic, at least, to non-Europeans.



Built in Spain by Montesa Honda S.A., a local manufacturing subsidiary established by Honda in 1986, this dual-purpose 700cc motorcycle is a Europe-only model that was originally introduced in 1987. Modernized for 2008, the Transalp is Euro-III emissions approved, and boasts ABS and a v-twin that has been tweaked for improved low-end and midrange torque. In spite of its upgraded mechanicals, the Transalp boasts a definitively old school, large round headlight.

Fifth Gear Pits \$15,000 Ducati Against \$220,000 Lamborghini

Note: Fifth Gear was originally intended to replace Top Gear, which is hosted by the Jeremy Clarkson, the unapologetic sports car enthusiast who harbors a notorious [hatred for motorcycles](#).

Check out who won in [this video clip](#) (courtesy YouTube), and if you just can't stand to watch

the Lamborghini intro, scan ahead to 2:48, where the motorcycle goodness commences.



http://www.youtube.com/watch?v=N6_0pOa4fC4

Brits really do have a sense of humor. *Fifth Gear**, the cinematically styled automotive show, once staged a good natured [Lamborghini Gallardo versus Ducati 999 battle royale](#). After the nail-biting racetrack face-off, the Duc emerged victorious-- by only .44 of a second. On the occasion of the launch of Lambo's souped up 10-cylinder, 523 horsepower supercar, the show once again threw Ducati's latest superbike-- the 160 horsepower 1098-- up against the Gallardo Superleggera, one of the hottest four-wheeled Italian exotics on the market.

DAREN LABRANCHE UPDATE

Although some BGB members have the "latest" news on Daren, I thought I would let you look a portion of his latest travelogue and a few pictures. As of 2007 June 18, as indicated at <http://www.dmotorider.com/>, he was in Medellin, Colombia. Daren writes:



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Since everyone's been asking "what have you been there for so long?", I guess I'd better try and explain. But it's going to be hard for most people to understand unless you've actually been here on a bike. And keep in mind that the typical mentality around these parts is manana, manana (tomorrow, tomorrow). This means that what can't get done today (and probably won't if you're North American) can always get done tomorrow.

Hooking Up With Friends



To me, Colombia is quite different than Central America. For example: It's nearly impossible to find someone here who speaks English, the highways are much better, the scenery is breathtaking and I even see a few other large motos on the roads with me in the cities. Bike shops here know what my bike is because they've actually seen one before, and parts and service are available here that I've been told aren't in Ecuador, Peru and Bolivia, and are supposedly much much more expensive in Chile. So it seemed to me that this was the place to stay and order parts, do the necessary service and even some upgrades to Buzz in preparation for our trip into the vast distances of South America that lay ahead.

The Loser...?



Medellin is centrally located, so just about every weekend that I've been here I've gone on a ride to some interesting place within reach (over 11,500 kms (7,145 mi) since I entered Colombia). I've bought and setup my new GPS, made changes to the structure of my website to make it easier to navigate and yet contain even more information (you noticed, right?), and I learned how to edit and create my first downloadable video of the trip. Of course staying at an economical and comfortable moto-hostel complete with a garage that attracts overlanders like flies didn't hurt either. And my Spanish has even improved a little too.

Statistics

- Days on the Road: 268
- Kms Traveled: 30,249
- Fuel Consumed (L): 1,807
- Countries Visited: 10
- Pictures Taken: 2,867



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Are Those Prairie Oysters...?



A few notes from my time here:

- Colombia is a country full of obvious contrasts: Wealth/poverty, trust/distrust, beauty/ugly, ancient /modern.
- On May 2, 2007 Buzz turned 100,000 kms (62,137 mi).
- A wave from a child is like a hug from a stranger - it can instantly change your entire opinion of a place and its people.
- After following a car for sometime with 2 kids looking back at me I decided to wave - they replied with the finger.
- Dog is truly mans best friend: Saw a dog carrying an empty food bowl in his mouth while walking with his poverty stricken owner, both were looking for donations.
- Saw a taxi with long plastic plumbing pipes strapped to the undercarriage and sticking out the front and back at least 1.8 m (6 ft) each end while driving through city traffic.
- GPS City sucks. And so does Fugawi.
- Seems like you get fingerprinted for almost everything.
- To buy anything at a large grocery store with a credit card you need to provide a cell phone number for ID.
- Experienced my first earthquake.

Lunchtime...?



Take the time to let Daren we want him back safe eventually with e-mail to 'Daren LaBranche [dmotorider@gmail.com]'.

The remainder of this travelogue and others can be seen at <http://www.dmotorider.com/>.

E-MAIL AND JPEGS

Many times when members send mail they do not send to all recipients - more specifically all BGB members. I am guessing that a complete e-mail address list needs to be made available. I will discuss this with David Leeb to ensure that all members get all e-mails in the future.

Additionally I will look at formulating a protocol for naming JPEGS before you forward them for inclusion in the newsletter. This will make it much easier for me to reference and catalog them and ensure they are included in your submissions.