



BLACK GOLD BEEMERS

News



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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

DILBERT



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MEETING SCHEDULE FOR 2007 / 2008

Submitted by Road Captain

- **Club Meetings** 7:30 PM, **Rosie's Bar and Grill**, 99th St and 63rd Ave, 2nd Wednesday of the month and Saturday mornings at the Airways Inn.

December

12 Club Meeting

January

09 Club Meeting

11-13 [Edmonton Motorcycle Show 2008](#)

12 Possible Year End Banquet Date

February

14 Club Meeting

ABOUT.COM: MOTORCYCLES

Courtesy of:

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

FDNY Says "No Thanks" to Eight Free Harleys for EMS Use



After spending 6 months to study the ramifications of putting emergency medical services personnel on two wheels, the New York City Fire Department has turned down eight free Harley-Davidson motorcycles.

One source in a [New York Post story](#) cites a safety concern with cycles, but for Kent

Aarosen, who proposed the idea, the benefits are clear: "What we have in this program is reduced response times, increased patient survivability and increased access to early defibrillation [during heart attacks]."

The Post story credits motorcycles with a 60% improvement in the response time of Miami-Dade Fire Rescue services, and doesn't come to any definitive conclusions as to why the FDNY is reluctant to accept the gifts. And while the door doesn't seem entirely shut on the case, it does mention that the NYPD is about to plunk down \$1 million on a fleet of Hogs.

DOT Boss & Motorcycle Enthusiast Promotes Bike Safety



Unlike legislators and lawmakers who wouldn't know a center stand from a clutch lever, US Department of Transportation Secretary Mary E. Peters is an avid motorcyclist with a passion for riding. Peters was involved in a wreck two years ago, and credits safety gear for preventing more injury than the broken collarbone she walked away with. "If I hadn't taken those safety precautions," she says in a new public service announcement, "I wouldn't be standing here today."



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[KTM Crowds the Superbike Market, Unveils their Angular 2008 RC8 Crotch Rocket](#)

The superbike market just got more crowded: KTM, Austrian purveyor of fine offroad motorcycles, recently revealed their new 1190 RC8 at the Milan Motorcycle Show.



Ready to duke it out with [Buell's 1125R](#) and [Ducati's 1098](#), the RC8 comes equipped with:

- a [1,148cc liquid-cooled v-twin](#) that produces 155 horsepower at 10,000 rpm.
- A powder-coated chromium-molybdenum trellis frame
- Wind tunnel-tested bodywork that looks like it was designed using only straight lines.
- WP suspension components (inverted 43mm front shocks and a rear monoshock)
- Brembo monobloc brakes
- A total weight of 440 lb with a full tank of gas.

The RC8, which will come in orange/black or white/black paint schemes and doesn't yet have an price, will be available in March 2008. Check out our [2008 KTM RC8 photo gallery](#), and comment on whether or not this vectorized vision of the future is something you'd want to own.

Motorcycle Cruiser Publishes a Dozen Deadly Motorcycle Safety Myths

The world of [motorcycle safety](#) is full of myths, and Art Friedman at *Motorcycle Cruiser* set out to dispel a dozen untruths that he feels are wrongly perpetuated, for better or worse. His list is a mixture of oft-repeated maxims, whispered fallacies, and urban legends intended to discourage helmet use, the justification of "just one drink," and other such practices.

Surely you've heard, suspected, or maybe even promoted some of these beliefs, many of which stir up quite a bit of controversy among two-wheeled enthusiasts; here are the items that are dissected in further detail at [Motorcycle Cruiser](#):

- Other Drivers Don't Care About Motorcyclists
- Loud Pipes Save Lives
- Motorcycle Helmets Break Necks
- Helmets Block Your Ability to See or Hear Danger
- A Helmet Won't Help in Most Crashes
- A Helmet Will Leave You Brain Damaged in an Crash When You Would Have Simply Died
- A Skilled Rider Should Be Able to Handle Almost Any Situation
- If You Are Going to Crash, Lay It Down
- One Beer Won't Hurt
- It's Better to Stay in Your Lane than Split Lanes
- I'm Safer on the Street than on an Interstate
- A Skilled Rider Can Stop Better with Conventional Brakes than with Anti-Lock Brakes

Do you agree with these items? Mull them over, reflect on your personal motorcycle safety belief system, and comment on whether this list is complete cockamamie, or if you think Mr. Friedman's points are actually constructive.



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[Finally Unveiled: The All-New 2008 Ducati Monster 696](#)

Ducati unveiled an all-new 2008 Monster at the 2007 Milan Motorcycle Show, the first full redesign in the bike's 15 year history. The new entry-level Monster 696 retains its trademark trellis frame, which is now mated to an aluminum subframe, a setup found in Ducati's \$65,000 Desmosedici.



Other features include:

- A new air-cooled L-twin that produces 9% more power than last year's 695 model, along with a reduced overall weight of 355 lbs
- Radial brakes and an all-digital, MotoGP-style instrumentation.
- [Wide plastic fuel tank sides](#) are easily swapped with inexpensive, differently colored panels-- a feature which should appeal to riders who like to switch their bike color like they change jeans.

Considering that a strong Euro forced a \$1,000 price increase for this year's base 1098 model, we're not holding our breath that the Ducati Monster 696 will be the bargain of the century... but based on its specs, it looks like it will be one heck of a bike.

So forget the [rumors and alleged spy photos](#), check out Ducati's official photos in our [2008 Ducati Monster 696 photo gallery](#), and decide for yourself if this new Monster was worth the wait.

"Kentucky Kid" MotoGP Star Nicky Hayden in MTV Documentary

Last year's MotoGP champ Nicky Hayden may have had a difficult 2007 season, but his struggles might ultimately make for good television: "The Kentucky Kid" will premiere on Friday, November 16 at 10pm ET/PT on MTV. The 2 hour movie special picks up with the last two races of 2006, and if successful, could introduce MotoGP racing to a new crop of future fans.

We're not sure if it will be as riveting as *Faster* or *The Doctor*, *the Tornado* and *the Kentucky Kid*, but we're certainly willing to give it a shot; set your TIVO's or tune in to check out Hayden's late night TV appearance.

BATOPILAS, CHIHUAHUA, MEXICO

Submitted by Mark Rice

Fellow BGB member Mark Rice was kind enough to do a presentation at the June monthly meeting – here are a few of the pictures of the roads travelled and locales befriended.

A few days ago I returned from a 24 day (9,700 km) motorcycle trip from Alberta to Mexico and back. I was asked at today's ride if I might be able to present at this Wednesday's club meeting, my photos from my adventure-of-a-lifetime ride to Batopilas, Chihuahua, Mexico on my V-Strom DL1000 (Copper Canyon area).

Mark...Suzuki V-Strom DL1000 K4 Silver



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SEASON OF THE BIKE

Submitted by Dwight Hillas

(Found in an old Aerostitch catalogue)

There is cold, and there is cold on a motorcycle. Cold on a motorcycle is like being beaten with cold hammers while being kicked with cold boots, a bone bruising cold. The wind's big hands squeeze the heat out of my body and whisk it away; caught in a cold October rain, the drops don't even feel like water. They feel like shards of bone fallen from the skies of Hell to pock my face. I expect to arrive with my cheeks and forehead streaked with blood, but that's just an illusion, just the misery of nerves not designed for highway speeds.

Despite this, it's hard to give up my motorcycle in the fall and I rush to get it on the road again in the spring; lapses of sanity like this are common among motorcyclists. When you let a motorcycle into your life you're changed forever. The letters "MC" are stamped on your driver's license next to your sex and weight as if "motorcycle" was just another of your physical characteristics, or maybe a mental condition. But when warm weather finally does come around all those cold snaps and rainstorms are paid in full because a summer is worth any price.

A motorcycle is not just a two-wheeled car; the difference between driving a car and climbing onto a motorcycle is the difference between watching TV and actually living your life. We spend all our time sealed in boxes and cars are just the rolling boxes that shuffle us from home-box to work-box to store-box and back, the whole time, entombed in stale air, temperature regulated, sound insulated, and smelling of carpets.

On a motorcycle I know I'm alive. When I ride, even the familiar seems strange and glorious. The air has weight and substance as I push through it and its touch is as intimate as water to a swimmer. I feel the cool wells of air that pool under trees and the warm spokes of that fall through them. I can see everything in a sweeping 360 degrees, up, down and around, wider than Pana-Vision and than IMAX and unrestricted by ceiling or dashboard. Sometimes I even hear music. It's like hearing phantom telephones in the shower or false doorbells when vacuuming; the pattern-loving brain, seeking signals in the noise, raises acoustic ghosts out of the wind's roar. But on a motorcycle I hear whole songs: rock 'n roll, dark orchestras, women's voices, all hidden in the air and released by speed. At 30 miles per hour and up, smells become uncannily vivid. All the individual tree- smells and flower-smells and grass-smells flit by like chemical notes in a great plant symphony. Sometimes the smells evoke memories so strongly that it's as though the past hangs invisible in the air around me, wanting only the most casual of rumbling time machines to unlock it. A ride on a summer afternoon can border on the rapturous. The sheer volume and variety of stimuli is like a bath for my nervous system, an electrical massage for my brain, a systems check for my soul. It tears smiles out of me: a minute ago I was dour, depressed, apathetic, numb, but now, on two wheels, big, ragged, windy smiles flap against the side of my face, billowing out of me like air from a decompressing plane.

Transportation is only a secondary function. A motorcycle is a joy machine. It's a machine of wonders, a metal bird, a motorized prosthetic. It's light and dark and shiny and dirty and warm and cold lapping over each other; it's a conduit of grace, it's a catalyst for bonding the gritty and the holy. I still think of myself as a motorcycle amateur, but by now I've had a handful of bikes over half a dozen years and slept under my share



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of bridges. I wouldn't trade one second of either the good times or the misery. Learning to ride one of the best things I've done.

Cars lie to us and tell us we're safe, powerful, and in control. The air-conditioning fans murmur empty assurances and whisper, "Sleep, sleep." Motorcycles tell us a more useful truth: we are small and exposed, and probably moving too fast for our own good, but that's no reason not to enjoy every minute of the ride.

CAN AM 3 WHEELER

Submitted by Brian Hanasyk



I stopped by Martin equipment this afternoon (June 2007) to check out the new Can-Am 3 wheeler. What a blast! Lots of torque steer and arm input when cornering under load. Tended to hunt a bit due to road undulations, gave off a bit of engine heat but not enough to be bothersome. I did manage to get the front wheels to slide despite the built in traction control which kills part of the engine when you're coming in too hot to a corner under power. All in all, a lot of fun.

CANADIAN MOTORCYCLE HALL OF FAME

On October 27 of this year in Toronto, Ontario nine individuals and one organization at the were inducted into the Canadian Motorcycle Hall of Fame (CMHF) at the second annual Hall of Fame Induction Banquet & Reunion.

2007 Hall of Fame Inductees

Canadian Vintage Motorcycle Group

Celebrating 40 years as Canada's pre-eminent vintage motorcycle organization

Helmut Clasen - Dundas, ON

Competitor - enduro, motocross, hare scrambles, ISDT, and vintage

Michelle (a.k.a. Mike) Duff - Coldwater, ON

International and national road racer (as Mike Duff), author and journalist.

Yvon Duhamel - Montreal, QC

International and national competitor in diverse disciplines

Charles "Iron Chief Charlie" Mahoney - Campbellford, ON

Dealer and contributor to motorcycling and motorcycle organizations

William "Billy" Mathews

Competitor, first non-American to win Daytona 200

J.B. (Bernie) Nicholson - Calgary, AB

Contributor, mechanic, author of "Modern Motorcycle Mechanics"

Jim Robinson - Wheatley, Ontario

Competitor, promoter, contributor and dealer in Ontario



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Marc St-Laurent - Trois Rivières, QC
Contributor and advocate for motorcycle rights
in Quebec

Bob Williams - Windsor, ON
Designer, builder and owner of land speed
record motorcycles

* * * * *

The Canadian International Motorcycle Heritage
Museum Foundation is a charitable organization
created to...

...record and preserve the history and
heritage of the motorcycle and
motorcycling activity in Canada; and to
recognize, honor and celebrate those
who have achieved excellence and / or
made significant contributions to the
well- being and advancement of
motorcycling in Canada

The Founding Patrons are the [North American
International Motorcycle SUPERSHOW](#) and the
[Motorcyclists Confederation of Canada](#).

The Canadian Motorcycle Hall of Fame was
founded in 2005, and the first twelve honorees
were inducted on May 6, 2006.

It is a program of the Canadian International
Motorcycle Heritage Museum Foundation, a
registered charitable organization incorporated
in Ontario, Canada.

Canadian Motorcycle Hall of Fame

Peter Jacobs, CAE

Secretary

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HORNIG GMBH

Courtesy of Helmut Hornig

*I received e-mail from Helmut Hornig,
Chairman of Hornig GmbH of Germany, a
company specializing in upgrades to BMW
motorcycles. Here are some of the articles from
their newsletter albeit it with some
understandably incorrect English grammar.*

- [Review BMW Motorrad Days 2007](#)

[http://www.motorradzubehoer-
hornig.de/en/news/95_BMW_Motorrad_Days_2007.html](http://www.motorradzubehoer-hornig.de/en/news/95_BMW_Motorrad_Days_2007.html)

BMW Motorrad Days 2007-07-16

Again in this year, BMW could gain a great
success with the Motorrad Days in Garmisch-
Partenkirchen.

After first statements, about 34000 visitors from
all over the world travelled to the festival during
the weekend from 6th to 8th of July. Like
indicated in the new name, some things were
different that year.

The complete event was divided in the five big
categories Enduro, Tour, Sport, Urban and HP
which were marked with huge balloons in the air
above the tents.

The festival area was newly and perfectly
arranged and enlarged, among other thing by the
X-Track, an Off-Road range on which the
visitors could test the G650X Challenge.
The stars Simo Kirssi, Joel Smets, Sascha Eckert
and Andreas Lettenbichler raced on HP2,
G650X Challenge and new 450 Cross-maschine
round the track which was always attended by
spectacular applause. On the asphalt the breath-
taking stunts done by Chris Pfeiffer on his



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modified F800 could be admired.

Next to all the changes, well-known parts of the event like the daily party with live-music stayed unaltered. Also the presentation of the BMW biker's wear and the parades were kept.

As the probably greatest highlight of the Motorraddays can be seen the BMW sport maschine which was already tested in LeMans and could be watched from all sides in Garmisch now.

The Hornig company was allowed again in 2007 to join the BMW Motorraddays and to present some of its products and conversions.

The eye-catcher here were the conversion of an R1200R and as a surprise a configured G650X Moto with some sportive details like a engine spoiler, a little beak, a rear-wheel cover and upbeat painting. Additionally, this maschine was lowered by a shorter suspension so mainly female visitors who were smaller than 170 cm pleased with that conversion.

Besides that, the other products from the usual assortment were also presented on a R1200GS and a K1200GT.

- [Long-Distance Rides with Dave Derrick](#)

http://www.motorradzubehoer-hornig.de/en/news/92_Haerteste_Bedingungen_fuer_Fahrer_und_Maschine.html

Long-Distance Rides: Hardest Conditions For Driver and Bike

The Hornig Company has found a new way of testing its products under unbelievable difficult conditions: by sponsoring a Long-Distance rider of the IronButt Association (IBA). The IBA's members are Motorcyclists who enjoy riding more than 1000 miles in one day, of course, in a

safe way. The Hornig products have to pass that long-term test to assure best quality to the later customers. The rallies organized by IBA members are probably the hardest ones on the globe - for riders as well as for the machine.

Their Sponsored Rider is Dave Derrick who has been a Long-Distance rider for a while now. He's riding a 2000 BMW R1100RT with many special modifications. Dave installed a new stock muffler (Hornig), new brake discs rotors (Hornig) and a precise adjusted WP suspension (Hornig). The twin spark alteration has been installed on the motor for better MPG as well as cutting back the gears faces in the transmission for premium race quality shifting. Additionally, he has installed an enlarged the auxiliary fuel cell to carry the maximum by IBR rules (11.5 gal.). The rear rim was changed out to a 17" to provide improved tire choices and a custom-made map case for better holding of the rally book information has been fitted for use on the tank bag. Also installed on the motorcycle is a communication system wired into the rider's headset that includes a CB radio with integrated phone, radar detector, 2 GPS units, an I Pod and a PDA.

It is Dave's intention this season to ride in all the US East Coast rallies offered this year before the "Main Event", the IronButt Rally (which can briefly be described as 11000 miles in 11 days). The plan is to improve the skills for that event by riding hard in the member sponsored events. Already this year Dave has competed in three competitions.

In the year's first event, The Cape Fear, his auxiliary fuel system developed trouble, which caused his planed route to change but he still finished in 13th position in a field of 89 starting, having road 1303 miles in 26 hours. The Rhode Island Rally is a 12-hour rally, which at first you might think would be an easier competition. But



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in fact a 12-hour event leaves no time for making any mistakes that may happen during a planned route. Dave rode 547 miles in the 12 hours and came in 2nd in this solo effort. Round three of this year's schedule the MD 20/20 Rally starting in York, PA Dave came back with two awards; Fourth Place over all and Most Miles ridden in the competition. In this rally Mr. Derrick traveled 1641 miles in 30, which include 2 hours of sleep time.

When speaking about his sport, Dave always stresses the importance of safe riding practices including the awareness of the mental and physical state during the ride. "Speed does not win competitions; time management and route planning are the goals to a winning run."

HARLEY LIMO



JOKES

Top Ten Reasons Why BMW Riders Don't Wave Back.

1. New Aerostich suit too stiff to raise arm.
2. Removing a hand from the bars is considered "bad form."

3. Shoulder too stiff from camping on the ground the night before.
4. Too sore from an 800-mile day on a stock "comfort" seat.
5. Too busy programming the GPS, monitoring radar, listening to ipod, XM, or talking on the cell phone.
6. He's an Iron Butt rider and you're not!
7. Wires from Gerbings is too short.
8. You're not riding the "right kind" of BMW.
9. You haven't been properly introduced.
10. Afraid it will be misinterpreted as a friendly gesture.

Top Ten Reasons Why Harley Riders Don't Wave Back

1. Afraid it will invalidate warranty.
2. Leather and studs make it too hard to raise arm.
3. Refuse to wave to anyone whose bike is paid for.
4. Afraid to let go of the handlebars because they might vibrate off.
5. Rushing wind would blow scabs off the new tattoos.
6. Angry because just took out second mortgage to pay luxury tax on new Harley.
7. Just discovered the fine print in owner's manual and realized H-D is partially owned by those rice-burner manufacturers.
8. Can't tell if other riders are waving or just reaching to cover their ears like everyone else.
9. Remembers the last time a Harley rider waved back, he impaled his hand on spiked helmet.
10. They're jealous that after spending \$20,000, they still don't own a Gold Wing.



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A KNOCK ON GOLF



TRACKDAYS . . .
because golf is for faggots.



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THE DEFINITION OF...



COMMITMENT

When you're beyond screwed, but way too stubborn to care...