



# BLACK GOLD BEEMERS

## News



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- Claus Littman: 2006 Unrally, CO

### BGB NEWSLETTER SUBMISSIONS

- Please submit anything and often to [waaw@shaw.ca](mailto:waaw@shaw.ca)

### BLACK GOLD BEEMERS

BMW MOA Charter # 141  
 BMW RA Charter # 260  
 P.O. Box 11714  
 Edmonton, Alberta T5J 3K8  
[www.blackgoldbeemers.ca](http://www.blackgoldbeemers.ca)

### 2007 BGB EXECUTIVE MEMBERSHIP

President:	Rick Wortman
464-6722	<a href="mailto:rickride@telus.net">rickride@telus.net</a>
Vice President:	Harold Beaton
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### ANOTHER REMINDER

#### 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](mailto:theleeb@telus.net) complete with make, year and model.

The present count is 83 bikes, of which 42 are BMW's.



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### RIDE / MEETING SCHEDULE FOR 2007

*Submitted by Brian Hanasyk, Road Captain*

- **Club Meetings** 7:30 PM, **Rosie's Bar and Grill**, 99<sup>th</sup> St and 63<sup>rd</sup> 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).

#### April

**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

#### 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

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### GUTS VS. BALLS

We've all heard about people having guts or balls. But do you really know the difference between them? In an effort to keep you informed, the definition for each is listed below...

**GUTS** - is arriving home late after a night out with the guys, being met by your wife with a broom, and having the guts to ask: "Are you still cleaning, or are you flying somewhere?"

**BALLS** - is coming home late after a night out with the guys, smelling of perfume and beer, lipstick on your collar, slapping your wife on the butt and having the balls to say: "You're next."

I hope this clears up any confusion on the definitions.

Medically speaking, there is no difference in the outcome since both ultimately result in death.



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### BMWMOA

*The following was originally sent by Sue Rihn-Manke, 2007 BMW MOA International Rally Chairman, to our BGB President Rick Wortman who passed it on to the club executive. I believe it is important information for all club members to be aware of for the immediate and long-term future.*

Hi Folks

I am passing this along so as to get some feedback from the people with more rally experience, as to what might work or not.

Thanks

Rick

----- Original Message -----

**From:** [Sue R-M](#)

**To:** [Sue Rihn-Manke](#)

**Sent:** Tuesday, April 03, 2007 3:06 PM

**Subject:** National rally - CLUB AWARDS  
(Change)

To the Presidents and other main contacts for the BMW MOA Chartered Clubs  
From Sue Rihn-Manke, 2007 BMW MOA International Rally Chairman

April is upon us, the planning is in full-throttle for the 35th Anniversary Rally. We hope many of you have scheduled time on your vacation calendars for the rally this summer. The dates are July 12 - 15th, in West Bend, Wisconsin. There is a lot going that week: seminars, live entertainment, great riding, vendors, fabulous food, and some Bavarian-style entertainment that might make you feel a bit like you stepped into the land of the Autobahn & Alps.

**IMPORTANT CHANGE:** This year we have changed the way we will tally the club awards. With the exception of the Virtual Clubs, club information will not be pulled from the registration forms. To be considered for an

award, clubs must submit a list of their members in attendance to Awards and Tallies by Noon on Saturday.

We made this change so there would be a more equitable accounting of your members who attend the rally, resulting with the clubs more fairly represented in the process. As an added bonus, this will make it easier for the Awards and Tallies volunteers who do all of the data entry at the National.

“Why the change,” is a question I have heard. Here are a few reasons:

- The system that was used previously worked well to some degree, but fell apart in other ways. For instance, if a person is a member of several clubs, many times the Awards and Tallies team would only enter one (or two) of these clubs. This new method will allow every club who has that individual on their roster to count them.
- In the past, if two people rode in 2-up and indicated a club number on the registration form, then that was counted as 2 members for that particular club. For many clubs, the spouse, child, girlfriend, (etc) is not included on the membership roster. Technically speaking, this could have given some clubs more than 100% attendance.
- Previously, if a member did not know their club number or if they had bad penmanship, they might not have been counted. And frankly --- after a long, hot ride into the rally, penmanship is generally not a concern.
- This is no different than any other award at the rally. By making this change, it creates consistency for all of the awards - both individual and club.
- This is the same system that is used at the local rally level.



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- What a great opportunity for even some of the largest clubs to touch base with their members during the rally.

So how should you, the chartered club officers, proceed?

First, you should decide if you would like your club to be considered for one of the Club Awards. (See list at the bottom of this message.) If the answer is "Yes," then come up with a plan that will work for your club.

Here are a few suggestions:

- Bring your club roster to the rally, and when you see someone from your club, ask them to sign it. Beer-stains on the paperwork will be fine as long as it doesn't smudge the ink.
- Notify your members now via your newsletters, emails, and web sites that they need to check in a certain location or with a delegated person.
- Awards and Tallies will be located in the entry of the main pavilion, near Communications. We can keep your club sign-up sheets there, if you like.

Please note that there is still a line for people to enter their "virtual club" information. Awards & Tallies will transcribe the information for the Airheads, IBMWR, Oilheads, Chain Gang, etc.

### Club Awards:

Largest Local Chartered Club in Attendance 1st through 6 <sup>th</sup>
Largest Special Interest or Virtual Club in Attendance 1st and 2 <sup>nd</sup>
Most Member-Miles by a Chartered Club 1 <sup>st</sup> through 5 <sup>th</sup>
Farthest Chartered Club with Five or More in Attendance 1st through 5th

*This is general response forwarded by our Road Captain, Brian Hanasyk, who has had some experience at these rallies.*

If we're interested in applying for an award then it would be important to find out in advance who is going to the rally and make them aware of the need to sign the form in order to qualify. The form should be kept in a central location (Sue has suggested the Awards and Tallies booth) and all members present should be encouraged to sign it before the deadline which I think is noon Saturday. In past we have always put in for the awards when picking up our pre registration at the reg. booth when we enter the rally. The draw boxes are usually located in the registration tent...Brian

### THE 3<sup>RD</sup> MAN IN HISTORY TO WALK ON WATER

*Submitted by Fred Wosar*

The 1<sup>st</sup> one was Christ...

The 2<sup>nd</sup> one was Peter (the apostle)...

Then there was this guy ...Jose





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### 33 SECRETS FOR SMART TOURING

Submitted by Tim Yip

*Here's a nice little article that includes some nice reminders, even for you veteran tour riders. I snipped this from the BMW Sporttouring Forum. It's a nice way to gear up mentally for the new riding season - GET OUT THERE! :)*

Courtesy of:

<http://www.amadirectlink.com/roadride/Riderresc/33secrets.asp>

There's nothing like the feeling of loading up and heading out on a big motorcycle trip. And there's nothing like the security of knowing you're prepared for life on the road. It can take years to develop that knowledge through trial and error. But we've got a shortcut. We've asked AMA staff members to share with you the experience they've accumulated over decades on the road. What you'll find here isn't a comprehensive collection of touring knowledge. Instead, here are 33 insider tips—useful suggestions that have made our tours more organized and more fun. We guarantee you'll learn something.

- 1) Eat at weird times. Everyone and their dog eats around 8 a.m., noon and 6 p.m. To get in and out of restaurants in a hurry, don't be hungry then.
- 2) A short metal cable with loops on both ends (like those made to keep people from stealing bicycle seats) is perfect for securing a jacket and helmet to your bike's helmet lock.
- 3) Carry a spare key. Zip-tie or duct tape it somewhere hidden on your bike, or better yet, give it to a traveling companion.
- 4) Portable weather radios are now in the \$20 range, and the first time one saves you from

running right into a massive storm, you'll wonder why you ever traveled without one. Check accessory companies like Aerostich, or Radio Shack.

5) On high-mileage days, you'll feel a lot better if you carry eyedrops and use them every time you stop for gas.

6) If you're nearing the end of your riding day, and want to set yourself up for a quick getaway in the morning, consider riding to the far side of the next city you reach before you stop for the night, eliminating urban traffic the next day.

7) Take a tip from off-road riders and carry a backpack hydration system so you can drink while you ride. A must for arid weather.

8) Going on a long, complex trip? Keep yourself organized with the envelope system. Before you leave, prepare one envelope for each day on the road. Mark the dates and locations on the outside, then stuff things like hotel reservation info and lists of things to see inside. Instead of juggling your entire stack of literature to find the piece you need, you can just open up that day's envelope.

9) A simple map case attached to your bike's tank (we've used a Rev-Pak version that has been available through [www.whitehorsepress.com](http://www.whitehorsepress.com) for years) can keep you on course without the bulk of a tankbag.

10) Keep your stuff dry in saddlebags by using trash compactor bags as waterproof barriers. They're thicker and more durable than standard garbage bags.

11) Use earplugs to help reduce wind noise. You can get them from most mail-order shops or dealers, or in bulk from safety-equipment supply houses.



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**12)** Don't forget that pack-and-ship places are just about everywhere these days. They're perfect when you spot that antique umbrella stand you're dying to buy hundreds of miles from home.



**13)** Don't forget a small towel or rag for wiping dew off seats, windshields and mirrors, and even for doing a quick whole-bike cleanup. Those synthetic chamois cloths work particularly well.

**14)** Pack extra bungees and zip-ties. 'Nuff said.

**15)** Go ahead, buy that GPS you've always wanted. They're perfect not only for finding yourself, but also for allowing you the freedom to get lost in the first place.

**16)** You've heard it a million times, but we'll say it again: look over your bike carefully every morning on the road. Checking the simple stuff—air pressure, oil level, loose or missing fasteners—can save you from big trouble.

**17)** Sign up for [AMA MoTow](#). For \$25 a year, you get peace of mind, knowing that if you do break down, a motorcycle-savvy towing crew is only a phone call away. To sign up, call the AMA at: (614) 856-1900.

**18)** Stash a little cash somewhere hidden on the bike or on you, so you can make something happen when all else fails.

**19)** Before you take off from the hotel or campground in the morning, double check every strap on tankbags or soft saddlebags, and every latch on hard luggage.

**20)** Especially if you're riding alone, wear a dog-tag with your name and contact info. You can get them lots of places, including your local army surplus store.

**21)** Take a look back at where you were parked every time you leave someplace. You'd be amazed at what you find.

**22)** A cellphone can be a lifesaver in an emergency. You can dial 911 for help anywhere you find cell service, but you'll need to tell a dispatcher where you are. Keep track of route numbers, interstate exits, towns you've passed, mileposts—anything that can save emergency officials time in getting to you.

**23)** Good motorcycle gear really is worth it. Waterproof, breathable linings in boots and jackets will transform the way you think about bad weather. A number of companies offer materials that work well, but always test your gear on a rainy day at home before facing a storm on the road.

**24)** Do routine maintenance at home with your bike's toolkit, so you're sure you have what you need along the side of the road.

**25)** On a long tour, plan for at least one day every week of doing nothing. Time is the ultimate luxury, and can mean the difference between a vacation and an endurance run.



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26) Be realistic with your daily mileage. In really scenic areas, 150 miles may make a very full day. Don't assume you can achieve freeway mileage on good back roads.

27) Guidebooks can be invaluable, but these days, a search of the Internet can add spice to your trip by revealing special-interest locations most books fail to include. One of the sites we've used is [www.roadsideamerica.com](http://www.roadsideamerica.com). - World's largest concrete bison, anyone?

28) It is possible to use a kit to make emergency repairs on tubeless or tube-type tires alongside the road. But before you count on this as your safety net, practice using the kit on an old tire in your garage.

29) A pack-able motorcycle cover not only keeps your bike clean and dry overnight, it also discourages thieves. And don't forget a stout lock of some kind for the bike itself.

30) If you can afford it and are short of time, you could always ship your bike somewhere cool and ride it back. Coast to coast, uncrated motorcycle shipping was in the \$600 to \$700 range for AMA members at presstime—much less than your cost to ride it that far. Call the Federal Companies at (800) 747-4100, ext. 217 or 218, for details.

31) If you call a hotel—even if you're two blocks away—you can often get a better rate than if you just walk in. And if you have access to a computer, there are some spectacular Internet-only deals available these days. Either way, do yourself a favor and have a reservation by 4 p.m. You never know when a convention will take over your destination city. Remember that AMA members get a discount at Red Roof Inns (call (800) RED-ROOF and use AMA code CP503343).

32) A nap can do wonders on a long day.

33) If you're traveling east or west, schedule your breakfast or dinner times near sunrise or sunset so you don't have to stare into the sun when it's low on the horizon.

### CLASSIFIED AD OF THE YEAR

#### BIKE FOR SALE



**\$10,000**

**06' Suzuki GSXR 1000  
Farmington, UT 84025  
2006 Suzuki 1000.**

**This bike is perfect!**

**It has 1000 miles and has had its 500 mile dealer service. (Expensive) It's been adult ridden; all wheels have always been on the ground. I use it as a cruiser/commuter.**

**I'm selling it because it was purchased without proper consent of a loving wife.**

**Apparently "do whatever the f--- you want" doesn't mean what I thought.**

**Call: Steve (801) 867-8292**

### TRIATHLON OUTRIDERS

*Submitted by Wil Wosar*

Last summer I was actually rather fortunate to be an outrider on a number of triathlons in the Edmonton area – The Great West North Triathlon in Stony Plain, and the ITU in



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Hawrelak featuring Olympic class athletes. The most interesting component was the run portion of the ITU - a CBC cameraman was on the back of my bike facing the runners in the lead. He of course expected some things from a bike and rider that bordered on "reading his mind" before he wanted me to actually do the maneuver. I rarely got into second gear and never saw third gear at all during the athlete's run. Controlling the bike at a speed that gave him the best possible footage with runners literally 1-2 meters from us was difficult at first and never became easy.

Courtesy of:

<http://www.triedmonton.com/TriEdmonton.asp?LID=40>

*The Elite Run consisted of 10 kilometres or 3 Laps of the following route: Athletes exit Hawrelak Park using the same road used for the bike course. After crossing the bridge over Groat Road, athletes climb 1/3 of the distance up Emily Murphy Hill (12 meter elevation change) until reaching a turnaround point. At the turnaround point, they head back into Hawrelak Park and pass in front of the grandstands. Next, a short loop along the Hawrelak Park Road takes athletes to the backside of the lake before they again pass in front of the grandstands. Athletes complete three loops of the run course.*

So you must be wondering what is my point here – quite simply these runners maintained a "constant" 18-21 Km per hour throughout the entire course – and we thought that endurance riding made us tough guys.

The links to these events are listed below and if you are interested in being an outrider contact BGB member Raymond Winters ([rayhw@shaw.ca](mailto:rayhw@shaw.ca)) - but you can forget about being the lead camera bike – I get to do it again.

<http://www.triedmonton.com>  
Sunday, 2007 June 24

<http://www.gwntriathlon.com>  
Sunday 2007 July 01

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### A FLORIDA BIKER AND HIS BABE



### TOUR ADVENTURE OFFERINGS

Following is my response to an e-mail, and the original message, received from Unicorn Adventures Ltd.- Motorcycle Tours

Thank you Christelle – I will be placing this in the April newsletter that comes out tomorrow (and should be on our website soon thereafter. ([www.blackgoldbeemers.ca](http://www.blackgoldbeemers.ca)) – I suspect you may get some response from our members...please stay in touch...

Wil

-----Original Message-----

**From:** Christelle Roux  
[mailto:[christelle.roux@unicornadventures.com](mailto:christelle.roux@unicornadventures.com)]  
**Sent:** 2007 March 19 05:57  
**To:** waaw@shaw.ca  
**Subject:** Proposal regarding your Newsletter  
**Importance:** High



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Dear Wil Wosar,

I am contacting you to check with you if the following deal we closed with Bob Steele (who is BMW Bikers of Metropolitan Washington (BMWBMW) Newsletter's editor) could be of any interest to you:

Our company, Unicorn Adventures Ltd - Motorcycle Tours, decided to grant a 10% discount per person for each BMWBMW group of at least 9 motorcycles, on any of our tours.

The BMWBMW members will be informed through a dedicated article in their next Newsletter issue, and also through their forum.

We would like to offer the same conditions to any other BMW club.

Let me know if you're interested and I will create a promotional account especially for your club, and will provide you all the documents you may need (text and pictures) to write an article about us.

Enjoy and drive safely!

Christelle ROUX  
Communication Manager  
Unicorn Adventures Ltd

### TRIP TO NAKUSP

*Submitted by Bruce Douglas*

I received an email from Deryl asking if I would like to join a group riding to Nakusp, which I agreed to on one provision, that this was not an Iron Butt event. My butt after all is pink and tender. The crew was Deryl Thompson (V-Strom), Dave Raynor (Yamaha Mini Van), Bob Brown (R1200GS) and Lauretta Brown (R1200C) and I (R1200GS).

The trip started at the gas station in Calmar in the morning when no sane person should be in Calmar. The weather was good and the plan was to stop in Rocky Mountain House and fuel up. The ride to Rocky was uneventful and pleasant. Lauretta had to stop at Rocky for fuel, she said "her bike did not have as much range as the others". I think she twists the throttle a lot when we are not looking.

Seeing the party had two Alberta Safety Council Instructors we had a speed limit. Which was the posted limit plus what ever they felt like at the time. It was after Rocky that the aberration in riding style appeared. My Rugby knees and wrists become uncomfortable after a while riding but this was strange from the back of the pack. The riders ahead started to stretch their arms, this is normal. Then they would stretch the legs also normal but the high kicks? It looked from the back like a badly managed group of the New York Rockettes! Bob and Lauretta asked if we would like to participate in their continuing quest for the perfect pie. This sounded noble so we stopped at Nordegg and they were correct the pie there is great. The next stop on the gourmand quest was suggested by Bob because it is the male that is driven by the stomach (now I have some points with Lauretta). This stop was not pie but buffalo burgers in Field, it might have included pie if I could eat that much. We sat out on the patio of a little



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café with other mature Hippys, it was pleasant. The Shelter Bay-Galena Bay ferry was a beautiful crossing and relief for abused buttocks. The ride along the Columbia river had some good turns and Laurretta's foot peg was getting closer to the pavement.

We finally arrived in Nakusp. Bob and Laurretta checked into the Hilton and we the Peons found a spot for our tents. Now it is time for my quest of the perfect cold beer and this will take a lot of research - luckily I had a lot of willing helpers. The new BMW low seat for the GS that promised to allow me to touch the ground had done some damage to the tender nether regions of my body. I discovered they made it an inch low by removing the padding. I think I should get some of those Hippy shoes with the two inch soles as this town appears to be where they moved too.

Bob and Laurretta directed us to the local pie emporium for supper after which we continue the research into the late hours, healing the wounds and solving the worlds problems. I am thankful I do not snore as I would disturb other's slumber in the camp grounds after this very complete and enjoyable day.

### Day Two

After adequate coffee to get the corpuscles jiggling we decided to take a small ride down Highway 6 to Creston and back because there is thousands of turns for Deryl and Dave. Eight hours yesterday was the longest ride I have done, so a short twisty ride sounded like fun. We also were on a hunt for some things that Deryl took care of, as I was looking left, right and sometimes forward. The scenery was great. Deryl knew a great place in Nelson to eat but they didn't serve food and we were riding bikes. (some throw back to Deryl's misspent youth I think). So Bob and Laurretta chimed in with the

best place for pie here and they were right (I think they have an interesting life quest after all). It was another Hippy place (I need some of those shoes).

On the way up 3A on the east side of the Kootenay Lake was the promised twisty road. Dave the instructor took the lead with his mini van, this will be a safe and dignified ride. I followed Dave and the turns were great, but Dave was leaving me behind, he had past instructor speed some time ago. What's he got on that bike Nitous? I have the GS wide open and finally I am catching him. I can see him in the distant sparks arcing of the foot pegs, if he keeps this up he will need somewhere else to put his feet. If we go any faster, I will need a pad on my knees to feels the road. The curves are fantastic at this new instructor speed, who cares about the scenery. At Crawford bay Dave had red shifted and I am looking for the local constabulary, they have to be around. Sure enough there is a trap at Crawford Bay and Dave in the SST did not see them nor did the RCMP see Dave. Damn I like these anti-lock brakes as I pass at the legal limit. We finally catch Dave at the Kootenay Bay Ferry which we just missed and have to wait an hour putting us in the dark for the rest of the ride.

All the peg grinding has made us hungry and Bob and Laurretta point the way to a pizza place but we have no time for pie. We load the pizza in the SST's trunk and head down to the ferry. The pizza was great out of the SST pizza delivery machine on the ferry ride. Bob and Deryl each have nine pieces and I am having a look at Dave's bike wondering what he is really running.

Bob has more lights than Clark Stadium on his bike so he volunteered to lead the group in the dark. He did a fine job pointing out 39 deer, 20 sheep and executing one rat with his 4.00 X 18 trouance weapon. The rat was still waving his



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tail as I went by, someone else administered the coup de gra. This night riding cuts into the research time. Bob and Laurretta the mighty leaders they are, find a place that has the research all prepared. I was pleased that Deryl choose this short 12 hour ride.

### Day Three

After Breakfast at Bob and Laurretta's favorite restaurant where the owner was doing research at the same facility we used. The restaurant owner's research gained him a large and sore black eye (we find all the good locations). His staff had not arrived so Dave the mighty SST driver served coffee and took orders, what a great guy. After breakfast Bob and I rode to the top of a mountain on curvy switch back gravel trail past an old mine. We past a man on a pedal bike on the way up, pedaling to beat hell at 1 mph. I like having 100 HP. The amazing thing he did arrive not long after us and his tongue was not caught in the front spokes, I was impressed but I also like having 100 HP tongue slapping at the side of my face.

That afternoon there was I slow riding skills competition and I found I had none. Riding at almost no speed my front wheel dug into the sand and I laid my bike down much to the cheers of the crowd. I have to get some of those hippy shoes so my feet reach the ground.

### Day Four

We headed back at full instructor speed lead by Dave (he has got to have Nitrous). We left the odd deer quivering in fear by the side of the road. Best of all we have become a coordinated rockette group kicking and stretching in unison with Deryl's lead – it is Definitely a site to be seen.

### DMOTORIDER

*I just checked Daren LaBranche's website - <http://dmotorider.com> - and found his last entry to be 2007 February 12.*

*We know he has information to pass on to us but I suspect he is having a great time – I hope – and he may be having difficulty finding the time to update his site – who can blame him.*

*Check out his site and assure him that someone is shoveling the snow he has forsaken.*

*Here are a few words from his journal...*



I made a day trip into the Suzuki dealership in San Jose to see about that 'similar' replacement front wheel, but it wouldn't work, so my contact Randall very helpfully ordered one from the parts factory I'd been talking to in Colombia that I'd pickup on my way through (now I knew for sure I was going to Colombia). I also needed to change my rear tire and finally use the one I've been carrying around since Guatemala (which BTW was the highest mileage rear tire I've ever had: 16,141 kms on a V-rated Metzler Tourance). Luckily, while I was there my battery died, so after 5 years and 90,000 kms I replaced it with another Suzuki battery that would hopefully perform as well.



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While at the dealership, I was invited to join a club ride (for large bikes, like mine) in two days. The group consisted of two clubs actually: Costa Rica & Panama, with probably some 40 bikes (of all types) in total. I was very impressed at how organized these riders were as we rode along the small highways through the busy little streets of each town along the way. One rider would always wait at a corner to make sure the entire group knew which way to go, and more than once a rider would actually stop traffic to make sure the group was able to proceed together (not unlike a funeral procession).



A couple of guys spoke better English than I spoke Spanish, which definitely helped, and they all included me in their breakfast stop. And

though the riding wasn't like back home, the brotherhood was and I met some great people and got to see some beautiful countryside as well as two volcanoes that I otherwise wouldn't have and along the way I made a few new friends and some contacts in Panama.

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### ROLEX 24

*Submitted by Wil Wosar*

*I am not quite sure where I originally saw this article but I thought I would save it - as it has to do with endurance "driving". While some of us are all too familiar with "endurance riding" in adverse conditions there are those that get to share duties behind the wheel in a protected environment - as in the Daytona Rolex 24.*

Courtesy of: [Mike Mills, ADZEN](#)

Daytona, FL – January 28, 2007 – At 16 years and 47 days old Auston Harris is the youngest driver to compete in and complete the Rolex24. This was Auston's second long distance endurance race in the last two months having participated in the 2006 25 Hours of Thunderhill in early December placing third in class and fourth overall, an event he finish third overall and in class in December of 2005 as well.

Auston co-drove the TRG #67 Porsche GT3 Cup entry with the support of Mo's Gold. Starting 61st on the grid and 33rd in the GT class, the four drivers did a outstanding job of managing the car through the entire 24 hour race bringing, the car to the checkered flag in 28th position overall and 12th in class and capturing the SunTrust Improve Your Position award for the GT class.

Auston and co-driver Tom Cloet of Belgium, an endurance specialist, took turns setting fast race lap in the TRG #76 Porsche GT3 Cup entry with



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Cloet securing the fast lap after Auston's final stint.



Auston was credited with an hour plus of driving time while he sat in the pits during the 3rd ever in Rolex24 history red flag while an eighty foot section of guard rail was replaced. Nevertheless he made the most of his time in the car consistently turning quick laps that kept the car competitive while being conservative enough to bring the car to the checkered flag.

The car completed 588 laps (2093 miles) in the 24 hours without any problems whatsoever. "The TRG team did a stellar job both in the preparation of the car and in the servicing during the race" said Auston.

"Endurance racing is truly a team sport where everyone is important to the final outcome. The crew efforts in preparing and supporting the car at the track and the drivers managing the equipment to make it to the final lap" stated Auston, reflecting upon the weekend. "I am so grateful to my dad, Kevin Buckler, Mo's Gold, and the TRG crew for getting me here and providing me with this opportunity. My co-drivers were fantastic, the car performed flawlessly. This was simply an awesome experience."

Auston's plans for the remainder of 2007 are undecided at this time. Auston placed third in the 2005 Formula TR 1600 Championship, third in the 2005 25 Hours of Thunderhill, was the leading rookie in the 2006 United States Touring Car Championship until his age restricted participation at several tracks, was third in class, fourth overall in the 2006 25 Hours of Thunderhill in the Car and Driver BMW Diesel and now SunTrust Improve Your Position award winner in the 2007 Rolex24.

*It is interesting to note that car and drivers completed 2093 miles or 3,368.36 kilometers in 24 hours over "familiar territory" for 588 laps. The AB2K and similar events have seen some extreme riders post distances near 3,000 Kms in generally adverse conditions (outside on a bike). We know who the real champions are - don't we?*

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### SHORT STORY

*Submitted by Barbara Peter*

Man driving down road...  
 Woman driving up same road...  
 They pass each other...  
 The woman yells out the window, PIG!  
 Man yells back out window, B I T C H!!  
 Man rounds next curve...and crashes into a  
 HUGE PIG in middle of road and dies.

Thought for The Day - If only men would listen...

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### FIRST AID AND CPR

*Submitted by Wil Wosar*

We participate in a very dangerous activity – riding a motorcycle – and yet how many of us have First Aid and CPR training that is current. I



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have contacted St. John's Ambulance with the view to propose they put together a class for those BGB members interested in becoming certified. A one day course in Emergency First Aid is \$95.00. – details to follow by e-mail or newsletter.

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### RETRO HELMET

*Submitted by Dwight Hillas*

I was on a site looking at GPS units and came across this “retro helmet”. The owner was having trouble reading his GPS as indicated below. Now he will have no excuse for speeding – or having to glance down and turn his head and squint to read the screen.



### WINDING UP THE WAY BACK MACHINE

*Barbara Peter's brother Jurgen has been a long time bike nut – over 50 years – and he recently sent me a picture that definitely dates him.*



*I asked him to give me the W5 on the bike and location and this is what I got back.*

The bike is my 1977 Honda 750K four cylinder and only one week old at Jericho beach in Vancouver. I traded this bike for my 1950 Jaguar Mark 10, the owner of the local bike shop just had to have the car. The 750K was a nice bike BUT we could not get rid of the severe high frequency buzz from the engine. It made it almost impossible to do any longer rides . It vibrated (buzzed) so severely that the passenger's feet would slip off the foot pedals continuously.

After a week I brought the bike back to the dealer, who wanted to keep the car, and was promised the very first Yamaha XS 1100 that came to Canada for the local motorcycle show that year. It had gotten rave reports in all the cycle magazines and the deal was that the bike had to remain at the show until closing several days later. I agreed and spend every day at the show chasing “looky loos” off “my” bike...I



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drove it out of the show and it turned out to be the best bike I ever owned.

*Jurgen then turned the stock XS 1100 into the Yamaha Midnight Special by repainting every part black – originally a washed out maroon. The dealer sent the pix back to Yamaha in Japan and they then began pumping out the bike in black thereafter. The original story was featured in the 2006 May newsletter – see the BGB website ([www.blackgoldbeemers.ca](http://www.blackgoldbeemers.ca)).*



Sarah, age 6, with her bike, and apparently already a fantastic rider.

- Barbara Peter's grand niece (?)
- Jurgen Peter's granddaughter

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### MOTORCYCLE CLEANING TIPS

*Whatever you didn't get done at the end of last season should be addressed before you hit the road again or the problem will just compound itself.*

*Courtesy of: About: Motorcycles*  
<http://motorcycles.about.com/library/tips/uctipclcan002.htm>

### Ten Simple Cleaning Tips

Here's a Motorcycle Tip from Motorcycles forum corner host, BEARKAT511.

1. Try a dab of dishwashing liquid on the inside surface of your helmet visor. Rub well, until clear, it reduces fogging.
2. Avon Skin-So-Soft, any kind, even the spray-on body lotions will take off chain over spray faster than anything. **DO TAKE CARE NOT TO SPRAY ON ANY PAINT.** Instead, spray a clean rag, then get to work on the spokes, chain guard and under the rear fender.
3. WD-40 is a true miracle spray. Spray a clean rag with it, then wipe down the front of your bike, the headlights, leading edges of the handlebars, etc. Bugs won't stick at all. I've found WD-40 better than wax on headlights and metal.
4. Can't find any Avon products? Try a citrus based spray cleaner to get the chain gunk off. Again, don't spray the bike part, spray the rag instead.
5. Oven cleaner gets rid of boot marks on chrome exhaust pipes quite quickly. Be careful **NOT** to get any of the oven cleaner on any paint. You may want to mask off any painted surfaces with cardboard to ensure that the oven cleaner stays on the pipes. While wearing rubber gloves, saturate a rag with oven cleaner. Apply rag to exhaust pipe(s). Let sit for 10 minutes or so. Using a wooden spatula, gently scrape the gunk off. Repeat as necessary, finishing with a clear water rinse, and the wax of your choice.
6. Avon bubble bath is a good choice to use when cleaning your textile gear. Add a capful to a sinkful of hot water. To remove bug residue, saturate a rag with the solution, wring gently, then wipe the textile item. It removes bugs, grime around the wrist areas,



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and when used inside the textile item, it removes sweat and odors.

7. Do you have a leather jacket that's getting funky inside? Try Fabreeze. Spray lightly, hang the item so it's open. Let dry. Works like a charm!
8. Zippers being difficult? Try wiping a small dab of wax up and down the teeth.
9. Do your boot eyes tear up your laces? Find the culprit, and coat it with clear nail polish. Reapply as necessary.
10. If you have leather garments, instead of mink oil or other treatments, use lard instead. Smear the lard on with a clean rag, work it in to the seams, especially. Crank the oven up to about 300 degrees, and hang the item in front of the open oven door on a chair back or the like. A fireplace, even furnace vents work, but an open oven door is best. This works on any leather, saddlebags, chaps, jackets and gloves. The lard on leather WORKS, if done correctly. The secret is to use the lard heavily, let it melt and be absorbed into the leather and stitching, then buff off any excess. Yes, globs of lard will become rancid, but if it's allowed to be absorbed into the leather, it's one of the very best leather conditioners available. Many commercial products contain alcohol, which dries the leather. Some products contain silicone, which IMHO is just as damaging. Once you use silicone on anything, you have to keep using it, or it will dry out worse than before the initial application. Many commercial products are petroleum based, which alone (like Vaseline, it's great on leather) works fine, but many of the petroleum based products also contain alcohol. It's a vicious cycle!

### BARGOONS

Submit to [waaw@shaw.ca](mailto: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](mailto: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](mailto:rolandfk@shaw.ca)
  - 1978 Ice Blue R100RS \$6,000
- Peter Trommelen [peter.trommelen@gmail.com](mailto:peter.trommelen@gmail.com)
  - 1997 Amarena Red BMW R1100RT \$9,700

Want to send them a Motorcycle Tip of your own for possible inclusion here? Submit it at:

<http://motorcycles.about.com/cs/maintenance/a/motorcycletips.htm>