



# BLACK GOLD BEEMERS

## News



2008 May / June

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### BLACK GOLD BEEMERS

[www.blackgoldbeemers.ca](http://www.blackgoldbeemers.ca)  
BMW MOA Charter # 141  
BMW RA Charter # 260  
P.O. Box 11714  
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### 2007 BGB EXECUTIVE MEMBERSHIP

|                 |  |
|-----------------|--|
| President:      | Rick Wortman   |
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| Vice President: | Harold Beaton  |
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| Treasurer:      | Lauretta Laaning   |
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### 2008 MEETING SCHEDULE

*Submitted by Road Captain –Paul Crump*

- Club Rides leave the Airways Inn in Nisku at 10:00 AM. We ride rain or shine. Riders should check in before 9:30 A.M. Gas tanks should be full prior to start.
- Club Meetings are held at Rosie's Bar and Grill, 6258 - 99 Street NW the 2nd Wednesday of each month starting at 7:30 PM.
- Saturday morning breakfasts are at the Airways Inn in Nisku. Some Saturday rides leave after breakfast - sometimes we just meet for breakfast and talk bike.

### June

11 Club Meeting  
14 Club Ride - Lloydminster, AB  
28 Club Ride - Provost, AB

### July

9 Club Meeting  
12 Club Ride - Kingsgate, BC (overnight)  
26 Club Ride - Big River, SK (overnight)



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### August

- 9 Club Ride - Chetwynd, BC (overnight)
- 13 Club Meeting – Stratotech Park...?
- 23 Club Ride - Wild Horse, AB

### September

- 10 Club Meeting
- 13 Club Ride - Grouard, AB
- 27 Club Ride - Nanton, AB

### October

- 8 Club Meeting
- 11 Club Ride - Brazeau Dam, AB
- 25 Club Ride - Two Hills, AB

### November

- 12 Club Meeting (Election Night)

### December

- 10 Club Meeting

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### ON-GOING REMINDER

- **BGB Newsletter Submissions**

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

- **BGB Motorcycle Inventory**

Please submit any additions, updates, deletions, etc., to David Leeb @ [theleeb@telus.net](mailto: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](mailto:waaw@shaw.ca) to have them included in the next monthly BGB Newsletter.

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### GERIATRIC MARAUDERS FATHER'S DAY RUN

*I wrote about this run in the last issue and thought it would be nice to give some of you another opportunity to consider participating. Bob Kittle is a former member of the Edmonton Police Service and now resides in the Okanagan*

*Valley. Bob was the founder of the Geriatric Marauders Annual Father's Day Run that is held as close to Father's Day as possible but not always on that celebrated Sunday. This year will be the 20<sup>th</sup> anniversary of the ride and it always leaves from Edmonton. I have never had a bad time despite there being some bad 3weather the odd year.*

*Bob he can be reached at [rwk54@shaw.ca](mailto:rwk54@shaw.ca) for details.*

Or alternately here are some other details from a previous e-mail:

**Subject:** 20 Annual Geriatric Marauders Run  
Hey All - Weekend of the 20 June 2008, rain or shine.

This is the notice...the Geriatric Marauders will ride once again. Bring knife, fork and your drinks.

For everyone...the Friday BBQ (8:00 pm), please contact Wayne Tkachanko by phone (780 922-2505) or email [carway@telusplanet.net](mailto:carway@telusplanet.net) to advise him of your attendance, so he can bring YOUR advise him of your attendance, so he can bring YOUR steak and fixin's.

Accommodations:

Friday: the Hinton KOA have six cabins books in my name, they will be held until one week before the 20th. So, if intending to stay at the KOA bring a sleeping back and make sure to contact James Brown by email [brownkoa4@shaw.ca](mailto:brownkoa4@shaw.ca) or calling the Hinton KOA by phone, be sure to refer to the Geriatric ride and use my name. The Kabins sleep 3 or four, depending if you are willing to share a bed.



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Saturday: Banff, some of us will be staying at the Tunnel Mountain Hostel while others at various hotels.

Supper for Saturday: T.B.A. (probably the Sawmill)

Sunday Breakfast: T.B.A.

Last I heard there were two people putting together T-shirts for this anniversary ride, more info to follow.

Make sure to book your accommodations and let Wayne know re: the meal.

See Yawl There  
Bob Kittle

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### BACKROADS USA – REPEAT

I went to <http://www.backroadsusa.com/home.html/home.html> and found a useful link for myself, or anyone else wishing to track their ride adventures – **Writer's Guidelines**. It outlines procedures to follow if you are interested in seeing your article featured in a longstanding successful motorcycle magazine.

There is actually money to be made if your stories are accepted – is this incentive enough to submit your articles to the BGB newsletter thereafter?

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### ABOUT.COM: MOTORCYCLES

Courtesy of:  
<http://motorcycles.about.com/?once=true&>  
**Motorcycles Pollute 10 Times More Than Cars!**

Wednesday June 11, 2008

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Susan Carpenter of the LA Times is [apologetic](#), for she bears some bad news for those wrongly under the impression that motorcycles are win-win regarding all things environmental. Though bikes can be twice as fuel efficient as cars, Carpenter's column elucidates the fact that the ability of bikes to extract more power from gasoline also means that they emit more smog causing



oxides of nitrogen.

John Swanton of the Air Resources Board is quoted as saying, "The emissions picture [for motorcycles] is fairly grim," but he goes on to say that "we think it's fair for where motorcycles are today." With Euro III and CARB restrictions already clamping down on bike emissions and the EPA setting tougher standards that will take effect in 2010, the article suggests there are no immediate plans for further government regulation.

As [I've stated before](#), I can't attribute the fact that I ride to a noble, earth-saving instinct, but I'll also admit that this news comes as a bit of a surprise to me. How about you?



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### Would You Put a Lid On Your Motorcycle?

Tuesday June 10, 2008

<http://z.about.com/d/motorcycles/1/0/M/N/-/-/Rocketshields.jpg>

One particularly unusual product that's been floating around the web lately is [Rocketshields](#), a canopy intended to offer wind protection by attaching to a bike's pre-existing fastening points. The product takes the [enclosed BMW scooter concept](#) and applies it to virtually any motorcycle, including the ZX-10R seen here.



Company founder David Fermil claims the goal of the bodywork is to enhance riding comfort, mentioning on his website that "I no longer have to wear a full face helmet that squishes my fat cheeks, fogs up when its too cold or too hot, impairs my peripheral vision and hearing, and makes my head smell like a sweaty sock." I personally tend to ride with as much head protection as possible and enjoy the experience of wide-open motorcycling, but how do you feel about putting a roof over your head while you ride?

### SEA AND SHORE

<http://www.safetycenter.navy.mil/>

### Taming the No. 1 Killer

Courtesy of Cdr. "Diesel Dan" Spagon

<http://www.safetycenter.navy.mil/MEDIA/seashore/issues/fall04/tamingkiller.htm>

After 30 years of motorcycling and 25 years of naval service, I feel blessed to still be a part of this great Navy. Most mornings I get up, wheel my motorcycle out of the garage, and give it the once-over. (The relationship between motorcyclists and their bikes usually is special, and I'm no different.)

I turn on the fuel and pull out the choke, then check to ensure the bike is in neutral and start the engine, allowing it to warm up. During that process, I put on my riding jacket and riding glasses, insert my earplugs (highway-riding wind and noise tend to give me earaches), and don my DOT-approved helmet. One last check of the bike, and it's off to work-I do love to ride. As a motorcycle rider stationed at the Naval Safety Center, I see too many messages and reports about injured and killed motorcyclists. It should come as no surprise that the No. 1 killer of Sailors and Marines is motor vehicles, with motorcycles a strong contributor. The ratio of accidents to motorcycle riders is unacceptable. When we analyze the data from our many mishap reports and look for common causal factors contributing to so many motorcycle fatalities, we find they usually involve safe riders. For a few seconds, though, these riders lose situational awareness and become a statistic. The serious accidents happen with a little showing off here, hot-dogging there, or trying to look cool in front of friends. How do we address this serious problem?



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Regulations already are in place, requiring every active-duty motorcyclist to complete the Motorcycle Rider Course, whether riding on or off base. This course is given free of charge on most bases. Also, active-duty Sailors and Marines are required to wear PPE both on and off base at all times.

Should we maybe ban Sailors and Marines from riding motorcycles? Sound too far-fetched to happen? To quote ESPN's Lee Corso, "Not so fast, my friend." That's an often-heard cry of many non-motorcycle-riding researchers. So, how do we make motorcycling safer and protect our riding privileges?

The way I see it, the key to enjoyable and safe motorcycling is confidence. We need to have confidence in our machines, our handling skills, our risk awareness, and our ability to read and react properly to developing traffic and road-hazard situations.

I can hear you now-"I can do that. I've been to the Motorcycle Rider Course. I always wear my helmet and other safety equipment." Well, my friend, knowledge is power, but knowledge isn't enough. Having knowledge and applying it to the right situation at the right time is "real power."

We can have the most beautiful and technologically advanced motorcycle in the world, but, without the rider, it's just a pretty piece of machinery. Unless knowledge is applied, the most educated motorcycle rider, wearing the best technologically advanced protective equipment, will end up just as dead as the moron who wipes out wearing shorts, flip-flops, and no helmet while going 110 on a wet pavement.

I ride for enjoyment. Accidents are not enjoyable. Why do you ride? Think about your

bike, all your protective equipment, and where you ride, then ask yourself these questions:

- . Am I applying safety knowledge?
- . What risks am I willing to accept?

Be safe and keep the shiny side up.

*The author was assigned to the Naval Safety Center when he wrote this article.*

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### **It's Not Just About the Jets**

*Courtesy of LCdr. Kevin R. Sandlin*

<http://www.safetycenter.navy.mil/MEDIA/seashore/issues/fall04/notaboutjets.htm>

It started with a good-deal squadron guns detachment to Key West, Fla. during the winter of 2004. This evolution was the squadron's first one after the holiday stand-down, and everyone was looking forward to some good flying and "warmer than we were used to this time of year" weather.

As soon as people started talking about Key West, I started thinking I should take some leave before the detachment to visit family and friends all along the East Coast. I figured I would need to make this journey on my bike: a 2003, 100th-anniversary-edition, Harley-Davidson Fat Boy. In making plans for this adventure, I went to the Harley-Davidson website. My biggest concern would be the cold, and I had just the answer: one government issued, anti-exposure suit, complete with aramid liner. Do not fret, we'll revisit that decision later.

With my ride planned, bike packed, seabag (with clothes) strapped to the sissy bar, and saddlebags loaded, I set out for Key West by way of North Carolina; Atlanta, Ga.; and Ocala and Palm Bay, Fla. The round trip would total more than 3,000 miles, and I really was looking forward to the ride.



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The reason I'm putting this experience on paper is because I learned a lot from it. First, I learned that Map Quest is a great thing. It's accurate for directions, mileage and time-for a car. With a motorcycle, you can bet it will take longer than planned. I was getting 40 mpg on my bike, but, on a 200-mile tank, you just can't drive very long without stopping. You also can't ride very long when it's 32 degrees Fahrenheit outside, with 70 knots of wind in your face.

I left Virginia Beach at 0645, and my first goal was to reach Atlanta by the end of the day. I wanted to pull in at a respectable hour in the late evening, so I'd be rested and ready to go the next day. This goal, though, proved to be the first of many that didn't work out as planned.

Because reading a map on a motorcycle isn't as easy as reading one in a car, I took a scenic tour-more accurately, an unplanned detour-through North Carolina. I drove through dinner, finally arriving in Atlanta at 2334. I didn't hit the rack at my cousin's house until 0400, which meant an early start the next day was out of the question. I decided to sleep the day away and travel at night for the next seven-hour leg of my trip to Ocala. I wanted to be there by Saturday morning-I had a hard commitment I couldn't miss.

Twenty-five hours after arriving in Atlanta, I hit the road at 0100. The traffic was very light, the weather extremely cold. The anti-exposure suit was holding up well, but the gloves and boots weren't working as well as I would have liked. This problem always goes back to your pre-flight gear or having the proper equipment for your job. I had my usual Harley half-shell helmet and a woolen ski mask for my face, but they weren't enough. I needed a full-face helmet or something much better than a scarf and a towel wrapped around my mouth. I pushed myself to go at least 50 miles before stopping to thaw out and to get gas. I finally made it to

Ocala at 0845 that morning. I took the next week in Palm Bay to recover from the past days on the road and to get ready for the final push into Key West-so far, so good.

I left Palm Bay on Sunday afternoon in the middle of an overcast sky and slight drizzle. This first exposure to rain wasn't too bad now that I was in warmer weather. I was able to ditch the dry suit and enjoy the ride. By the time I made it to Key West, I had had the sun in my face for six hours and was thinking I might be a little sunburned. The next morning, I looked like an Indian raccoon, with a red face and very white eyes. "Should've packed the sun block," I thought.

Aside from the cold, this first half of my trip was pretty good. The return leg, though, is the one that really brought out the learning points. I decided I would take a straight shot back to Virginia Beach, only stopping for gas and to rest here and there. With no detours for family or friends, it would be a 1,200-mile trip, compared to the 1,900 miles I traveled to get to Key West. It turned out that the weather in Oceana was going to be nasty the next day, so the jets were going to hit the road early in the morning to beat the weather at home base. I thought I would get a jump on the jets and hit the road while the guys were briefing to fly out. This time, I was fortunate enough to get the parachute riggers to carry home most of my gear, so all I had were full saddlebags.

Once we finished up our kangaroo court and did a final farewell for a couple of our aircrew leaving the squadron, I was ready to hit my rack for a few hours before getting on the road. One of my squadron mates came up and asked when I was leaving. I told him after I had gotten some sleep and had checked out of the BOQ. He also asked about the weather, and I told him I would be fine since I had my dry suit with me. He



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wanted to know, though, if maybe the weather was an ORM issue. "Naw, it's just a little cold - I'll be fine," I said.

That conversation was my first clue things would be different on my trip home. I checked out of the BOQ that morning and was on the road, wearing all my heavy-weather clothing, except the dry suit. I really was enjoying the ride.

I got to watch the sun come up while heading toward Miami, Fla., and found myself grabbing a late lunch in Melbourne, Fla., eight hours later. "So far, so good," I thought, prematurely. By the time I hit Jacksonville, Fla., it was starting to get cold, and I could see some rain in my future. As I headed to Savannah, Ga., it was starting to get nasty, and I was wondering if pushing the situation was such a good idea, but I pressed on. Now I remember that any time there's a doubt, there's no doubt-right? Around midnight, I was very wet and cold, and I needed to stop a bit to rest and to recover some warmth in my body. I realized how hard it is to ride at night, especially in bad weather. It's even tougher when tractor-trailers whiz by, and you get caught in their airstream. They can shake you up pretty good. Try doing all this while riding with one hand on the throttle and the other cleaning off your glasses so you can see. Oh, and I almost forgot the construction zone-complete with cones and a ditch on one side-that wasn't well lit. Suddenly, all I could think about was an old church joke: At 45 mph, you're singing "Just a Closer Walk With Thee; at 55 mph, you change your tune to "Nearer My God to Thee;" and, at 65 mph, you switch to "Lord I'm Coming Home!" That's how I felt. I think I was more scared at that point in my trip than I've ever been in an airplane, and God was hearing about it as I rode.

Once I made it through the construction zone, I stopped for another long rest and thaw-out period. As the sun came up the next morning, I was almost to the end of my interstate travels and ready to finish out the last five or six hours on smaller roads. I wanted to get home really bad, and nothing was going to stop me. Even as I was writing this "there I was" story in my head, I didn't stop and heed my own advice. I made it home around 1230 that day, more than 30 hours after I had started.

After spending an hour in the shower, thawing out, I began to reflect on what had happened over the last couple of days and how close I had come to planting myself along the way. I compared my ride on the Harley to a Tomcat flight and found lots of similarities. I learned many good, albeit old, lessons, starting with the problem of get-home-itis. How many jets have we lost this way? How many of our Sailors haven't come back from holiday stand-down because they pushed themselves too far and left this earth behind?

If it's so cold you have to wear your Navy-issue anti-exposure suit to survive, shouldn't that fact be telling you something? We use these suits to keep us alive in emergency situations, and here I was, wearing it voluntarily for a motorcycle road trip. Did I break my crew day? Absolutely! What's a \$50 hotel room for six or seven hours, compared to a hospital stay? My initial planning was good, but, when the planning deviated from the execution, I should have called a time out and regrouped. Instead, I pressed on.

The funny part about this trip is that I ended up with my Harley in Key West, prepared to do some quality riding. From the BOQ to Duval Street and back was a whopping three miles, though, which meant I could have walked almost as quickly as I rode. And, the real kicker



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is that there weren't any ladies standing around, waiting for somebody to go by on a cool bike and offer them a ride—so much for having the Harley in southern Florida.

After driving almost 3,200 miles, I was back where I had started, alive and well, and hopefully a bit wiser. The final thought for this adventure is that if a good safety officer had come across my plan, he would have put a stop to it. Did I forget to tell you I'm the safety officer for my squadron?

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### **Work Zone: Drowsy Driving**

<http://www.safetycenter.navy.mil/MEDIA/seashore/issues/fall04/drowsydriving.htm>

A 29-year-old E-3 was driving home to Georgia (600 miles away) to take care of family matters. At 0530, he fell asleep at the wheel and drifted to the shoulder of a highway, eventually swerving off the road. He suffered multiple fractures to his right femur and several bumps and bruises when his car landed in a culvert. He spent six days in a hospital and another 30 days on convalescent leave.

Elsewhere, an 18-year-old E-2 was driving home from a coffee shop at 0315 when he, too, fell asleep at the wheel. His vehicle crossed the opposite lane of traffic before he woke up, cut the wheel, and hit a tree. He spent four days in a hospital and, at last report, had spent 49 days on convalescent leave with a broken vertebra and three fractures to his jaw.

These Sailors are part of the 51 percent of adults in the United States who report driving while drowsy each year. They're also part of the 17 percent who actually doze off.

Statistics show that younger adults are more likely than older ones to drive drowsy (60 percent of 18-to-29-year-olds, 54 percent of 30-to-64-year olds, 21 percent of those 65 and older). The statistics for those who doze off are 24 percent of 18-to-29-year-olds, 15 percent of 30-to-64-year-olds, and six percent of those 65 and older.

### *Danger Signals*

If you're about to fall asleep, you'll experience some or all of the following symptoms:

- You have trouble keeping your eyes open and focused.
- You nod and can't keep your head up.
- You daydream or have wandering, disconnected thoughts.
- You yawn a lot or need to rub your eyes.
- You find yourself drifting out of your lane or tailgating.
- You miss road signs or drive past your turn.
- You feel irritable, restless and impatient.
- On an interstate, you drift off the road and hit the rumble strips.

If you have even one of these symptoms, you could be sleepier than you think. Pull off the road and get some sleep.

### *Risk Factors*

Research by the AAA Foundation for Traffic Safety has found several risk factors implicated in drowsy-driving crashes. Ask yourself these questions:

- Have you been awake for 20 hours or more?



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- Have you had six hours of sleep or less in the last 24 hours?
- Do you often drive between midnight and 6 a.m.?
- Do you frequently feel drowsy while you're driving?
- Do you work a night shift?
- Do you work more than one job?

If you have any of these indicators, you're at a much higher risk of having a drowsy-driving crash, even if you don't feel sleepy. Half the drivers who have drowsy-driving crashes say they felt "only slightly sleepy" or "not at all sleepy" right before the crash.

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### ULTIMATE BIKER CHALLENGE

*Submitted by Wil Wosar &  
Courtesy of Discovery Channel – Civilization*

**Ultimate Biker Challenge** is an extreme motorbike tour of Europe that features biking nuts from different countries getting stuck into bike building, bike riding and bike racing.

Bikers the world over are a special breed. Whether they live for speed and danger or the pursuit of the ultimate in freedom their love of motorbikes fiercely brings them together.

Hosted by biking enthusiast and UK journalist Warren Pole, Ultimate Biker Challenge, is a ten part series that looks at bike culture across Europe and explores the differences and similarities from country to country.

Best known in the UK as the presenter of Channel 4's World Superbike coverage Warren Pole is a print journalist and TV presenter with an enthusiasm for speed and dangerous challenges.

Most recently Warren's been traveling Europe in search of danger and adventure for Discovery Channel's Ultimate Biker Challenge. While filming the show he continued to work as a freelance journalist and writer for FHM, FRONT and the Mail on Sunday.

As Warren travels from country to country he experiences each culture as it exists in the moment and puts his speed freak to the test as he revs up and races through each of the country's most death-defying biking challenges and events.

*'Discovery Channel – Civilization' is found locally at DCIVI, Channel 94 on digital cable requiring a digital box and a high-speed Internet service. Listings for Ultimate Biker Challenge can be found at*

<http://www.discoverycivilization.ca/schedule/tvlist.aspx>

*Some of the episodes I have seen cover Ducati's Super Bike School, the Ural Festival where sidecars from WWII were featured, the Erzberg Rodeo, in Austria, featuring hill climbing in a rock quarry, and a bike stunt park located in the heart of the inner city in Nice, France to take the stunts off the road*

### PLEASE NOTE:

This Saturday, Saturday, June 14, 2008 at 3:00 PM EST – 1:00 PM MST Warren attempts to learn the fine art of trials riding, the ultimate test of a rider's balance and bike control when he enters into a round of the National Trials Riding Championships in the Czech Republic

The same day at 3:30 PM (EST) – 1:30 PM MST - Warren travels to Mettet in southern Belgium to take part in Superbiker, the worlds



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largest Supermoto event, a dangerous mix of gravel and tarmac action with bumps, jumps and spectacular sideways action.

*This a fantastic program...!!! WAW*

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### HONDA ST OWNERS SITE BLOG

*Submitted by Dwight Hillas*

Bad crash this morning on Ortega Hwy. Here's what I was told this morning at the lookout.

Just two turns south of the Lookout this morning someone on a silver 07' ST1300 coming towards the lookout crossed the centerline on a blind turn to make a pass and hit an on coming car head on. The impact completely destroyed the front wheel breaking off the front forks pushing them into the engine. The bike burst into flames and was picked up and carried back 30-40 yards leaving parts scattered everywhere. The Rider (unknown to me at this time) was still alive but was being worked on as he was loaded into the ambulance. Not sure if he survived, it didn't look good. Ortega Hwy. was shut down for about 2 hours, oil and parts were everywhere.

Even though I was just around the corner I was unable to get to the scene but was talking with a friend on the phone while at the scene helping police get vehicle year and I.D. numbers off the bike at the scene. Afterwards I saw what was left of the bike after it was loaded up on the tow truck. You could barely tell that it was indeed a 1300.

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### DMOTORIDER

*Submitted by Daren Labranche*

Hello again, this time from Manaus, Brazil in the middle of the Amazon rainforest.

I've updated my website once again so that you know I'm still alive and riding. This update includes:

- Four new pages of 'Travelogues'
- More 'Amigos' to share with all those wonderful people who have helped me along the way
- New functionality for locations that allowing you to see where all these places with strange names really are on the globe (only for the last four pages of 'Travelogues' at this time). Look for location names on individual 'Travelogue' pages as well as the 'Travelogues' list page that are now blue hyperlinks to tiny KMZ files, waiting for you to click on them so they can take you there with Google Earth©.

Cheers,  
Daren LaBranche  
[www.Dmotorider.com](http://www.Dmotorider.com)

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### TOURS

#### Dragon Bike Tour

Dear All,  
Would you like to join BMW motorcycle tour start on Mid-May? Only away your desk 7days (7days only) you will get heaps of benefit through this tour, we can embrace the freedom, totally connect with the earth, smell the soil and animal along the road from Langzhou to Dunhuang either, also visit most treasure heritage, like Mogao Caves (Buddhist art & masterpiece of manuscripts), Mingshashan (Crescent Moon Spring) and part of Great Wall (Jade Gate Pass) and etc.....please come to experience most historical west of China and Marco Polo's footprint with us.



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Looking for hear you soon for details of route, model of bike or others.

Dragon Bike Tour (HK)  
 Website: [www.dragonbiketour.com](http://www.dragonbiketour.com)  
 Email: [dragonbiketour@gmail.com](mailto:dragonbiketour@gmail.com)  
 Tel:+852-21471010

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### Friday 13<sup>th</sup> Rally TYNDAs International Rally

WHY: Once a year we have a moto rally to honor foreign motorcyclists and this year it will be the weekend of June 13-14-15th. Do not bring your black cat. Motorcycle dogs and kangaroos travelling on your motorcycle are welcome, along with your spouse and friends. SIDECARS are WELCOME This rally is always of special interest to those who intend to travel outside of North America. Meet those who have done it.

WHERE: Westfir, Oregon, 40 miles east of Eugene. 47008 La Duke is the exact address with a special moto entrance. A former plant nursery, located near the end of the famous motorcycle road, the Aufderheide, now an ecological reserve on the bank of the Middle Fork of the Willamette River.

COST: Free except for your gas getting here. If you don't have the money to return home we will take up a donation.

WHO: All motorcycle riders are invited. Free camping with toilets and showers. For the infirm there are motels within 4 miles.

SCHEDULE: Friday night: Potluck-BBQ and bonfire if burning is permitted. We eat what you bring, so bring a lot. Motorcyclists get hungry. BYODs.

Saturday: Ride from the rally point to Cottage Grove on a 70 mile newly completed all paved road, a motorcyclist's delight. Lunch will be at a BBQ restaurant there - no host. We will return to the rally site for the afternoon speakers: Bjorn the Viking on Iceland and Franz from Brazil. Robin Dave will be displaying his 1991 KTM540 Dirt Bike converted to a Kawasaki Tecate three Wheeler using the dirt bike frame and motor and three Wheeler running gear made with custom triple clamps and swing arm.

Wine and cheese by the river afterwards. In the evening another bonfire and cooking what you bring, if burning is permitted.

Sunday: Leave or stay. Next week in Oregon is the Chief Joseph Rally that is interesting to attend.

RSVP. Yes, so we can send you the registration form, have a count for the BBQ restaurant and place you on our special mailing list for updates. Last year the rider from Brazil on his 110cc Traxx was 30 days late so some rally attendees came back.

Host: Eric and Gail Haws, 47008 La Duke, Westfir, Or. 97492. 541-782-1072.

[Tynda@aol.com](mailto:Tynda@aol.com)

TYNDA \*\*\* Enjoy our website at [users.rio.com/~tynda](http://users.rio.com/~tynda) (note: a ~ not a straight line)

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### Due South Motorcycle Tours - 2008

Dates:

- July 2008 13-20 (Lowveld Legend - Mphumalanga) 7 days / 8 nights
- July 2008 27 (Day Trip - Sunday)



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- August 2008 03-10 (Lowveld Legend - Mphumalanga) 7 days / 8 nights

The above dates have been finalised. Should you be interested in these dates, please reply with e-mail for additional information.

Enjoy incredible riding, sights and natural beauty of the Mphumalanga Region, Mphumalanga means 'Place of the Rising Sun' in SiSwati. Natural scenery and spectacular roads are the hallmark of this area. A rest day in the Kruger National Park, famed for game viewing The Big 5 (Lion, Elephant, Leopard, Buffalo and Rhino) from an open vehicle will be a highlight

Please peruse the website:  
[www.due-south.co.za](http://www.due-south.co.za)

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'Life's a journey... enjoy the ride'

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### Vicmoto Motorcycle Tours Pty Ltd

Dear Wil,

See some of the best that **Australia** has to offer whilst riding the best that BMW Motorrad has to offer!

We have written to you to bring our **BMW Guided Tours** service to your attention, this has been added to our well established Luxury Passenger Tours.

Vicmoto Motorcycle Tours delivers a 5-star touring experience. Our tours are a complete holiday package, we ensure that your accommodation and dining compliments your ultimate riding adventure.

Our '**Ultimate Icons of Victoria**' tour circumnavigates the state of Victoria over ten days and covers 3,200kms on high quality sealed roads through breathtaking scenery that is uniquely Australian. Victoria presents countryside so variable that you feel as if you have visited multiple countries in the one journey.

We will shortly be detailing other options that can be added to the '**Ultimate Icons of Victoria**' tour that take you into the state of South Australia (SA) and also the Australian Capital Territory (ACT) however these are available now if required and please contact us for details. You can see full details of the '**Ultimate Icons of Victoria**' tour plus a preview video at

[http://www.vicmoto.com.au/Ultimate\\_Icons\\_of\\_Victoria.htm](http://www.vicmoto.com.au/Ultimate_Icons_of_Victoria.htm)

Travel with us and travel first class!

Should you have any questions please contact us, we are always happy to hear from you.

Our best regards.....Steven & Martin

Steven & Martin Craig  
Vicmoto Motorcycle Tours Pty Ltd  
Telephone 0434 240 591  
[www.vicmoto.com.au](http://www.vicmoto.com.au)  
"A Different Way Around"



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### SINCERE MESSAGES

Submitted by Dwight Hillas



The only time you have too much fuel is when you are on FIRE!



Tuck in behind me – I'll show you where to crash

### HUMOUR

Submitted by Dwight Hillas [hillasd@shaw.ca]

*I went riding yesterday and when I stopped there was gas flowing out of my carbs...*

I learned if you pick the bike up off the ground, the leak stops. ☺

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### GHETTO BIKE

Submitted by Brian Hanasyk

[bhanasyk@aol.com](mailto:bhanasyk@aol.com)



### FREE GAS ON TUESDAYS

*Barbara Peter passed this on from a member of Women In the Wind*

97.3 K-Rock and [KAWASAKI](#) Good Times Dealers wants to give **YOU FREE GAS** for your Motorcycle every Tuesday until June 17th! All you have to do is listen to Terry Evans in the Morning at 8:40am each Tuesday for the time and the [7-ELEVEN](#) location where you can receive **FREE GAS!** If for some crazy reason you missed the location, and if you're a



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Freeloader you will receive an email with all the details! **K-ROCK'S TWO WHEEL TUESDAY** begins Tuesday, May 6th.

by the year 2012 to 150,000 units."

### HORNIG

#### BMW S1000RR

*Courtesy of Helmut Horning*

[http://www.motorradzubehoer-hornig.de/en/news/116\\_BMW\\_S1000RR.html](http://www.motorradzubehoer-hornig.de/en/news/116_BMW_S1000RR.html)

The rumors have run rampant for almost a year and now BMW Motorrad makes them official. The German marque is diving into the superbike realm with the all-new 2009 BMW S1000RR.



Road racing and a true sportbike in the form of the S1000RR are one part of the growth equation, the other part is expected from a bigger share of the enduro market through the recent acquisition of Husqvarna.

But back to the S1000RR. The German marque is entering into the Superbike realm to get a slice of the Japanese-dominated pie. Citing an 85% share of the literbike market by the Big Four, Kuenheim acknowledged the ambitious nature of a BMW superbike entry.

Details are hard to come by at this time, but the new uberbike is a 1000cc Inline-Four with which the Bavarian firm will contest the 2009 World Superbike Championship.

In a speech delivered April 16th in Munich, BMW Motorrad President, Hendrick von Kuenheim explained the new S1000RR as one part of an ambitious goal by BMW to increase motorcycle sales "by approximately 50 percent





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"We naturally realize that we are taking on a great challenge," said Kueheim. "Particularly the Japanese are some 20 years ahead of us in this class and have lots of experience. But even so, the spirit of this competition alone encourages us in our efforts."

The Motorrad Press went on to state the company expects to run in the top 10 during next year's championship and be contending for WSB victories by 2010.

As for the S1000RR spec sheet, Kueheim didn't go into detail saying, "Since we are still in the middle of the development process, it would be too soon to mention any specific technical data."



But... We do know for sure it's a Four, with Kueheim promising "the engine will of course offer a number of special features, especially on the cylinder head." BMW's Duolever suspension is out, with a more traditional fork obvious up front. The BMW President also promised the new superbike would have "special traction control." BMW's spokesman Rudolf Probst mentioned that the S1000RR will have around 190 horsepower.

As to when the BMW S1000RR will be

storming a road near you, don't expect it anytime soon. What we do know for certain is BMW has promised 1000 units will be produced by the end of 2009 to conform with WSB homologation rules.

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### BMW K1200GT Conversion

*Courtesy of Helmut Hornig*

[http://www.motorradzubehoerhornig.de/en/news/117\\_Perfect\\_Touring.html](http://www.motorradzubehoerhornig.de/en/news/117_Perfect_Touring.html)

The BMW K1200GT conversion from Motorcycle Accessory Hornig GmbH was presented for the first time at the BMW Motorcycle Mountain Days in Kaprun, Austria and the visitors loved it.

The BMW deluxe Tourer is already a very good motorbike but Hornig tried to design it unique and to improve its touring and comfort qualities as well as individualizing it for the driver.

In order to improve its touring qualities the seats were equipped with a fluting to release the tailbone. The seats were also broadened by about 15mm. The padding consists of two layers, the upper one is comfortably soft and the lower one avoids denting. They especially take care of the pillion rider's comfort:

Here, the seat was increased in the middle front part to inhibit a cramped position. These alterations care for a tangible comfortable riding - free from pain. Also the vexatious sliding when the driver brakes has an end now. The seats are slippage related material.

[Driver's seat 189,- Euro](#)  
[Pillion rider's seat 184,- Euro](#)

Not only the seat ensures more driving pleasure



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but also the new V-Stream Windscreen with its 64cm height and 60cm width, which protects the driver very good from the wind.

### [Windscreen 199,- Euro](#)

Ultimate perfection of the Tourer ensures the waterproof bags for the side cases which fit perfect to the shape of the original side cases with an extra space for documents and small things with a shoulder strap for easy packing and unpacking.

### [Inside bags 39,90 Euro](#)

In combination with the 23-liter waterproof tank bag it is no problem to take everything with you for a great trip.

### [Tank bag 114,90 Euro](#)

Because of the GPS mounting behind the handlebar it no problem to have a very good view on it also when you use a big tank bag and it won't take a long time to view back to the road.

### [GPS Mounting 89,90 Euro](#)

Even more comfort provide the brake- and shift lever enlarger together with the higher sidestand foot enlargement which makes the much easier to bring the fully loaded bike from the side stand into driving position.

### [Brake pedal enlargement 29,90 Euro](#)

### [Shift lever enlargement 19,95 Euro](#)

### [Sidestand foot enlargement 29,90 Euro](#)

A Remus Revolution Titan exhaust arranges for the more power and the correct sound which is necessary for such a bike.

### [Remus Revolution Titan exhaust 621,- Euro](#)

The BMW K1200GT was also coloured in Alpina white from the new BMW M3 E92 and an extra designed K-sticker (which will be

available soon) was attached to the bike for unique looking just like many other items:

### [Rear wheel center lug cover 60,90 Euro](#)

### [Axle journal cover 21,90 Euro](#)

### [Frame cover 12,20 Euro](#)

### [Center cap cover 22,50 Euro](#)

### [Cooler screen 19,90 Euro](#)

### [Clear Turning Signals 74,90 Euro](#)

All BMW products sold by Hornig can be found at:

\* <http://www.mhornig.de/en/produkte.html>

or

<http://www.motorradzubehoerhornig.de/en/home.html>

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## UNO MOMENTO

*Submitted by Brian Hanasyk*

A young Canadian inventor named Ben Gulak has created an innovative new electric motorbike that takes some of the lessons learned from the Segway device, but implements them in a cooler package.

The bike, called the Uno, looks from its profile like a strange powered unicycle but actually employs two wheels side-by-side. Riders lean forward to accelerate -- a feature used by the Segway, and can hit a top speed of 25 mph in its current configuration. The Uno also makes use of a set of gyros to enhance ease of balance, and



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the wheels are independently operated making turning much more precise.



Gulak, who's 18 years old, says that the Uno is relatively simple to ride but, "takes a bit of getting used to because you have to learn to trust it." The young inventor is currently courting investors for his Uno project, and truly believes that the vehicle might one day provide a green alternative for urban commuters.

"It has a range of about 2.5 hours and it is designed for the commute to work through busy towns" says Gulak. "I believe this could be electrical alternative to the car. I'm just looking for an investor to help me get it into production."

### AN ORDER TO GO

*Submitted by Barbara Peter  
(barbara.peter@shaw.ca)*



### VIRGINIA INTERNATIONAL RACEWAY

*Submitted by Dwight Hillas [hillasd@shaw.ca]*





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I got away for another track day with Keith Code and highly recommend it. He said that Virginia was his favorite track with Barber Motorsports a close second. Virginia is beautiful - lots of twisty roads and very green. The day before my track time, there were some vintage cars on the track.



The track has a few elevation changes so one can really get the feel of many different situations.



The bike used was the Kawasaki Ninja ZX-6R. It won the Daytona 200 in '07. It is more bike than I can use, but is sure fun to ride – it is a little more responsive than the ST.