



BLACK GOLD BEEMERS

News



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BLACK GOLD BEEMERS

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

ON-GOING REMINDER

- **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.

2008 BGB EXECUTIVE MEMBERSHIP

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2008 MEETING SCHEDULE

Submitted by Road Captain –Paul Crump

- 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.



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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

- 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.

November

- 12 Club Meeting (Election Night)

December

- 10 Club Meeting
-

BACK ON THE BIKE (BOB)

At www.backonthebike.com there is a link that allows you to send a photo verifying just how "far out" you have traveled. They are particularly interested if you are wearing BOB apparel – the wristbands are very cool and of course hats, t-shirts, toques, etc. are also available.

Send your photo, with or without BOB apparel to farout@backonthebike.com.

TOURS

Dragon Bike Tour

www.dragonbiketour.com

Due South Motorcycle Tours - 2008

www.due-south.co.za

Vicmoto Motorcycle Tours Pty Ltd

www.vicmoto.com.au

ABOUT.COM: MOTORCYCLES

Courtesy of:

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

Dainese Airstream Bluetooth Helmet

Wednesday September 10, 2008

Ever wanted to talk on your cell phone while riding a motorcycle? Bluetooth technology has come a long way, and for evidence look no further than Dainese's Airstream Course D-Nect helmet. Weighing only 3.1 pounds, its electronics are tucked tidily inside its composite fiber exterior, shrouded in a sleek matte black exterior.



What's it like to ride and talk with this helmet, and is it worth its premium? Check out my [Dainese Airstream Course D-Nect bluetooth helmet review](#) to find out.



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All-New 2009 Yamaha R1, Unveiled with a Big Bang

Tuesday September 9, 2008

The all-new 2009 Yamaha R1 was unveiled in Las Vegas over the weekend amid much fanfare, with none other than MotoGP stars [Colin Edwards](#), James Toseland, Jorge Lorenzo, and current points leader [Valentino Rossi](#) riding the bikes onto the stage.

The 2009 model boasts loads of innovations and improvements:

- A new engine equipped with a "big bang" firing order inherited from MotoGP, making it the world's first production motorcycle with a crossplane crankshaft. Each crank pin is positioned 90 degrees from the next, creating an uneven firing order of 270-180-90-180 degrees for more linear power delivery.
- A D-MODE variable throttle control function that enables three levels of engine power delivery
- A new control filled die-cast frame rail that houses the engine
- New bodywork with twin projector beam headlights concentrated near newly placed forced air intake ducts.

The 2009 Yamaha R1 will be available in January 2009, and start at \$12,390; to see every available color combination of this innovative superbike, check out our [2009 Yamaha R1 Photo Gallery](#).

The MV Agusta F4CC Superbike

When Reasonably Priced, Mass-Produced Superbikes Just Won't Do

By [Basem Wasef](#), *About.com*

Stellar sportbikes like the [Ducati 1098](#) and the [Suzuki GSX-R1000](#) make this a golden age for relatively affordable performance motorcycles. Bucking the trend of accessible speed, MV Agusta has built 100 copies of their F4CC, a bike inspired by CEO Claudio Castiglioni's personal one-off project. The MV Agusta F4CC is priced at an exotic car-like \$120,000.

Boasting the best components money can buy, the F4CC is essentially a hand-built, factory custom sportbike with 90% tailor made components. Read on to learn more about this unique, stratospherically priced motorcycle.

The Brilliantly Bespoke Goods

The MV Agusta F4CC is based on MV's F4 line, the previous iteration of which featured a 998cc inline-4 engine. The F4CC powerplant has been bored to 1,078cc and produces 200 horsepower at 12,200 rpm. The engine's radially arranged titanium valves were designed in collaboration with Ferrari, and numerous tweaks include polished ports, new combustion chamber geometry, lighter pistons, and re-worked con-rod geometry. Also featured is variable length intake ducts with the Torque Shift System (as seen on the \$42,695 Tamburini model), and magnesium components which bring the overall engine weight loss to 8.8 lbs. Exhaust is routed through a [titanium underseat system](#) that resolves in "organ pipe" tips.

The engine is mated to a one-off mechanical slipper clutch and a cassette-style, 6-speed gearbox, all of which is housed in [stunning carbon fiber bodywork](#) clad with sharp details



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like [titanium mesh inlets](#). Dual 320mm floating, radially mounted 4-piston Brembo monobloc brakes up front and single, 210mm 4-piston rear Brembos provide stopping power. The 50mm Marzocchi fork is treated with carbon nitride for reduced friction, and the [rear Sachs monoshock](#) can be adjusted six ways.

Though the F4CC's major components are extremely capable, it's the details that are truly unique. One-off pieces include the fork feet, [foot pegs](#), upper steering column plate, [hollowed out levers](#), and [Sachs steering damper](#), and a [single-sided magnesium swingarm](#) shows off forged aluminum Marchesini wheels wrapped in 190/55 and 120/70 Pirelli Dragon Supercorsa Pro rubber.

Throw a Leg (Carefully) Over

Just like its Italian superbike counterparts from Ducati or Aprilia, the MV Agusta F4CC feels [narrow](#), relatively compact, and sleek. Reaching the handlebars requires a stretch over the low tank, and the [view from the cockpit](#) is simple: [gauges](#) feature a digital speedo and an analog tachometer—just the basics, nothing elaborate. The saddle is [exquisitely finished in Alcantara](#), and better be for this price!

Special materials by [CRC](#) (Centro Ricerche Cagiva) finish off the F4CC's sharp exterior, but the rider is rewarded with sights, sounds, and g-forces, not cosseting luxuries. The F4CC isn't a masterpiece of ergonomics (and let's face it, high strung Italians don't tend to be), and its quirky imperfections separate it from supremely friendly and cooperative bikes like the Honda CBR1000RR. It feels a bit heavier than you might expect at rest (weighing in at 412 lbs without fuel), but the F4CC's aggressive riding posture reveals its true intent: speed.

On The Road: Riding the MV Agusta F4CC

Fire up the 1,078cc engine the F4CC spits out a fantastically guttural and loud exhaust. Twist the throttle and that song becomes a scream, its roars emanating from the four titanium exhaust tips. The engine's sounds are either inspiring or intimidating (depending on your level of speed-seeking dementia), but anybody with a pulse will be stirred by the sound of an F4CC revving.

Accelerate and the F4CC moves forward with urgency; the slightest increase in throttle produces thrust from low-end rpms that more akin to a big-bore V-twin's, not an inline-4's. The fatness of the torque curve continues throughout the powerband, thanks to the engine's variable length intake runners and astronomic state of tune.



Ride quality can be dialed down to manageable levels, but even in full "comfort" mode the F4CC responds to input with sharp turn-in and easy mid-corner adjustments. Though its mass prevents it from competing in the twisties with its MotoGP-derived competitor, the \$72,500 Ducati Desmosedici, it still feels agile and willing to turn thanks to its low unsprung weight and the finesse of its suspension components.



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Shift action is light and positive, and the Brembo brakes offer excellent feel and stopping power-- a welcome attribute, considering the F4CC's dominant personality trait seems to be its inability to run at anything less than warp speed. Though ergonomic flaws range from narrow mirrors (prepare to tuck your arms in like a chicken) to heat from the underseat exhaust, those irregularities are but a speck on the heady experience of riding the F4CC.

In Conclusion: Why a \$120,000 Motorcycle?

Why spend \$120,000 on a motorcycle? If you're looking for absolute speed or unqualified handling ability, the MV Agusta F4CC will not perform ten times better than a bike like the [Honda CBR1000RR](#) (though it costs ten times more.) If you're only out for thrills, I'm not even sure the F4CC is ten times more exhilarating. Heck, it's even subtle enough that you won't really appreciate the attention to detail or the carbon fiber weave of the fairing unless you stop to take a close look at the body.



But I'm guessing the average F4CC buyer isn't concerned about being the fastest guy at a track day or bragging about horsepower- after all, [this \\$18,000 Yamaha](#) produces about the same power as the F4CC. Buyers this bike also won't be drawn to the €15,000 Girard-Perregaux Laureato EVO3 F4CC wristwatch (numbered to match the bike) or the Trussardi F4CC leather jacket that come with the six-figure cost of entry. If anything, potential customers will be attracted to the F4CC's exclusivity, MV Agusta's rich racing heritage, and the opportunity to own

a machine that merges high aesthetic achievement with extreme performance.

Call it obscene, call it wasteful, or call it frivolous, but for those with the means the MV Agusta F4CC brings forth a riding experience that is uniquely unforgettable.

SEA AND SHORE

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

New Military Sport Bike Training Unveiled in Norfolk

Story Number: NNS080604-16

Release Date: 6/4/2008 4:02:00 PM

By April Phillips, Naval Safety Center Public Affairs

A new course designed for sport bike motorcycle riders in the Navy and Marine Corps kicked off at Naval Station Norfolk June 4 and at other fleet concentration areas. Every sport bike rider in the Navy and Marine Corps will be required to take the course.

There has been a rise in the number of sport bike riders in the fleet, and the reason seems simple. They are sleek and colorful and built for speed. For Sailors and Marines, many of whom are naturally attracted to an adrenaline rush, this is a huge selling point. However, these same features make riding sport bikes much different than handling cruisers or touring bikes. Mishap statistics show it's important to take these differences into account.

The Naval Safety Center (NSC) partnered with the Motorcycle Safety Foundation to create the Military Sport Bike Rider Course (MSRC) specifically for sport bike riders.

"Sport bikes come with engines that are 600, 800, 900cc or even higher, said Dale Wisnieski,



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a motorcycle safety specialist at NSC. He also explained that these bikes have engines tuned for racing, are made of advanced lightweight material, and are highly maneuverable.

While they may be more maneuverable, they do ride differently than cruisers or other types of motorcycles. That's why this new training is so crucial.



"This course will teach cornering, braking and swerving, and other things necessary to get the most out of your sport bike," Wisnieski said. "Also, it gives insight on rider behaviors and perceptions."

The course includes classroom time as well as practical experience out on the range. The aggressive approach is due to the fact that so

many Sailors and Marines are buying these machines without much riding experience.

"It's common for someone who has never been on a motorcycle of any type to fall for peer pressure or advertising pitches and buy a very expensive, very powerful bike," Wisnieski said. "If you buy one, sign up for this course immediately."

Statistics show that the increased number of sport bikes on the road has had an affect on mishap rates. The rise in sport bike popularity corresponds to a rise in motorcycle fatalities. In 2007, a majority of fatalities involved sport bikes, and of the 31 fatalities that have occurred in the Navy and Marine Corps in 2008, at least 28 involved sport bikes. This new course is designed to reverse this disturbing trend by giving riders valuable experience.

Don Borkoski, also a motorcycle safety specialist at NSC, said the course will help riders respect the capabilities of their high-performance machines.

"The typical racetrack bike is 600cc. The average Sailor is buying one that's 1000cc or above. These bikes are great and can be a lot of fun, as long as you maintain awareness of the consequences of that kind of speed," he said.

Ultimately, speed comes from a rider's throttle hand. The responsibility lies with the rider, not the machine. NSC's motorcycle specialists emphasize that they do not want to discourage Sailors and Marines from riding these types of bikes as long as they are trained.

"This isn't your grandfather's motorcycle safety course," Wisnieski said. "This is exciting. The fleet asked for it because sport bikes are the bikes that they're buying and riding. We listened and designed the training specifically for them



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and their needs. We really believe this is going to go a long way toward improving the success rates for sport bike riders, keeping them on the road and out of the hospitals or morgues."

For more news from Naval Safety Center, visit www.navy.mil/local/nsc/.

HOW TO SAVE GAS COST BY RUNNING YOUR CAR OR TRUCK ON WATER

Submitted by Wil Wosar

There are many super silly ads on the WWW and they sometimes reside as a vertical list on a sidebar. I think I was looking at a TSN related site and there was a link to "losing belly fat". As I thought the site I was directed to wanted more information about me than I was willing to give I backed out – besides I didn't need to lose any belly fat, particularly their way.

Here is the kicker- their program had already grabbed my e-mail address and I was sent the following article from someone who called themselves – are you ready for this...

listmaster@weightlossdiet4idiots.com

Here is the article:

Article Summary: This article looks at the claims of running your car on 100% water and tells you if it's really possible or not.

When you look closely at such 100% water driven technology, one ends up spending even more than using the usual fuel for powering vehicles.

So, the method I recommend for powering your car with water that will save you cost of fuel is to make your own low-cost hybrid car that will

run on water and gas, thereby saving you huge costs you would have spent using only gas.

In other words - Hydrogen-On-Demand system where you run your car on Hydrogen WHEN you need it!

Note that I am not saying you should build a car from scratch that will run on water. Not at all. This instead is about constructing simple devices that will enable your car to run on water as well as gas. You don't have to alter your car make-up or get a new car. The technology can work with almost any car or truck.

In simple words, this technology involves putting together home-made devices that use a little electricity out of your car's battery to separate water into a gas called HHO (2 Hydrogen + 1 Oxygen). HHO, also known as Hydrogen*Oxygen" or Hydroxy, burns beautifully and by so doing provides TONS of energy.

And the most remarkable beauty is that this pound for pound HHO gas is even much more potent than gasoline - in fact 3 times more potent than gasoline.

By using such cars you effectively save money that would have been spent on fuel for your car. It is estimated that this could save you as much as \$897.40 per year. If you are two, three or four drivers in the family, this yearly saving increases dramatically. And what if you have a fleet of 50 drivers in your company? Then your yearly savings will multiply to \$44,870.

First things first... this isn't about running your car on 100% water. Of course there are information available about running your car on 100% water but I don't recommend them as they are not only complicated but seriously expensive and completely unpredictable.



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Learn more about 'water for gas technology', and how you too can build your own 'water for gas powered' car, visit:

<http://waterforgasprograms.info/index2.php> ,

2008 ALDERS RALLY

Submitted by Bob MacKay

In 2006 I rode clear across the country to take part in the Atlantic Long Distance and Endurance Riders 'BLT 1000/1600'.... with less than stellar results. I was forced to drop out of the rally because of fatigue and illness and left to ponder that 'DNF' beside my name for the long ride home. I promised myself I'd be back to Moncton for another try.

In March of 2008 we moved to Woodstock, NB so the commute to the rally this time was a short 2.5 hour ride down the Trans Canada Highway.

I left home about noon on Friday and arrived at the host hotel about 3pm. As I was checking in I ran into a trio of familiar faces from the '06 rally. Joe, from Quebec, and Alan and Steve from Nova Scotia were the guys I'd been riding with when I was forced to drop out of the previous event. We retreated to the bar to catch up on news and mercilessly tease poor Steve who was still riding his Harley.

The rider's meeting was held a 6pm at HI-TECH Motorsports... a Suzuki/BRP dealer. After tech inspection, a 30 km speedo check, and some sandwiches and cold drinks, we were given or rally packs. A rally towel with a number that had to be displayed in all pictures, a t-shirt, and not one, but two envelopes of instructions. We were to decide that night which route we were going to do and turn in the other envelope in the morning.

Back at the hotel I looked at both packages - one was through Nova Scotia, the other was through New Brunswick. I opted for the NB route because I was marginally more familiar with the roads, and I figured there would be less traffic to contend with. The instructions contained a suggest route and a list of bonus locations where we were to take a picture or get a dated receipt. There were 2 types of bonuses...optional and MANDATORY. There were no check points to contend with but we were to return to the start within 14 hours (with at least a 1000 km) for 'further instructions'.

The BLT is actually 2 rallies in one. There is a 14 hr, 1000 km rally and a 24 hr, 1600 km rally. All riders were to return in 14 hrs. The foolhardy ones would be sent back out to ride through the deer, moose, and darkness. I, of course, was in this later group.

We left in twos, every 2 minutes starting at 6:30. I left at 6:50 and that meant I would have to be back with at least 1000 km by 8:50 that evening. The first bonus location was a quick 10 minutes up the TCH towards Fredricton. I grabbed my picture and headed out just as 2 more bikes arrived.

Ten minutes later it started raining. I continued northwest on the highway for about an hour, took an exit, got my 2nd bonus, and carried on. 3 more bonuses and the rain had stopped. At Fredricton I swung northeast toward Mramichi , my home town, grabbing bonuses in Boistown, Doaktown, and Miramichi. So far I was doing well. I'd gotten all the available bonuses. I was using my GPS but I also had a map with all bonus locations marked either as "M" or "O". The rain was sporadic with showers that lasted 10 to 30 minutes.

As I swung north towards Bathurst, I was calculating time, distance, and what I should do



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next. From Bathurst I could continue north to Cambelton where a big optional bonus waited, but it was a long way and it might leave me short of time. I opted to skip Campbelton and Jaquet River that I had also marked as an optional bonus. Instead I headed east around the remote Acadian peninsula in northeastern NB where I scooped up all six available bonuses with no problems.

As I was heading south back towards Moncton I realized that I still had quite a bit of time left...that I actually could have gotten those other two...but it was too late now. I had managed during the course of the day to pick up a few extra points also. The "BLT" in the rally name stands for 'bridges, lighthouses, and trails'. You get extra points for pictures of named bridges, functioning lighthouses, (of which sadly, there are fewer and fewer in the Maritimes), and Scenic route or Trail signs. I headed back south, stopped for a bonus in Shediac, then, because I was not quite at 1000 km, I blasted down the TCH to Sussex and back.

I pulled into the hotel early, but with my 1000 km and lots of points. I was the first one back of the '24 hour guys'. Rally master Graham Chenell gave me my instructions for the night. Ride to Aults Cove, NS at the mainland end of the Canso Causway to Cape Breton Island. There was a compulsory two hour rest period there but it was only available between midnight and 3 AM. If you arrived after 1 AM you too late for your 2 hr break and thus, out of the rally.

Because I had an early start I had the luxury of a leisurely trip, collecting bonuses along the way. I arrived at Aults Cove ½ hr early so took the time to collect another bonus...a gas receipt from Port Hawksbury, as well as 3 more Trail signs! I had it made.

I got to the rest area...a gas station/truck stop and was met by Scott Cameron, the assistant rally master, who welcomed me and informed me my buddy Steve Spinney had crashed his beloved Harley into, not one, but two guardrails near Digby, NS earlier in the day. He was recovering at home with broken ribs and a broken collarbone.

Five more bikes arrived before the 1 A.M. cut-off. Scott was anxiously peering into the night because he expected at least 3 more, but no one appeared out of the blackness. We spent the time either trying to sleep in a truckers lounge, watching wrestling on TV, or sitting outside on a curb, drinking coffee and telling stories.

Because I was the first to arrive, I was also the first to leave, but was overtaken by eventual winner Tom Sullivan. I stuck with him for a while, but there were too many deer and I eventually slowed down and let him go. I found out later he went to Halifax to get a bridge picture!

I made it back with time to spare...again I was the first one in. I found out the other 3 who didn't arrive at Ault's Cove were victims of various troubles. Thane Silliker was forced to stop and sleep near New Glasgow. He had ridden from Ontario on Friday and was short of sleep before the rally even began. One of the guys had been hit by a deer near Antigonish. The deer actually ran into him! He managed to keep his Buell upright but the collision fractured his ankle. His buddy naturally dropped out of the rally to help him out.

At the check-in two nice ladies sat me down and went through my trip. I was confident I had accumulated enough points to finish 3rd or 4th. Finally, I would make up for my failure in 2006.

It went like this:



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“Did you get the picture of the “big scoop” in Salisbury?”

“Yes...right here. “

“Very good, did you get the gas receipt in Allardville?”

“Yes...right here.”

“Very good. Did you get the Salmon Museum?”

“Yes, right here.”

And so it went until....

”Did you get the picture of the bank in Jaquet River?”

“No, I passed on that one.”

Dead silence.

“But that was a mandatory bonus. I’m sorry, you’re out.”

Sure enough, there it was on the instruction sheet...’ Bank of Nova Scotia, Jaquet River - mandatory bonus. I had consulted the instructions several times during the day, but missed it. I had mis-labeled it on my map.

Stunned, I slunk back to my room and had a shower.

At the windup brunch the awards were handed out. I congratulated the winners...said goodbye to friends...but I was just going through the motions. I wanted this to be over with. I didn’t want to feel like I had unfinished business in Moncton, but, I do. I’ll be back next year!

FAMILIAR STRETCH OF ROAD

Submitted by Dwight Hillas

Montana Highway Claims 4 Albertans

Gwendolyn Richards and Stephane Massinon,
Calgary Herald

Published: Sunday, June 29, 2008

Four Albertans, including Mount Royal College IT director Doug Dunwoody, have died in motorcycle crashes along one stretch of Montana highway, prompting a call of concern from an emergency room physician who worries this is just a sign of more to come.

Dr. Harry Etter said emergency room officials deal with several motorcycle wrecks each summer along Highway 89 near Glacier National Park.

But Etter says four deadly crashes since Wednesday involving Albertans is "crazy." Within two hours on Friday, the small hospital in Browning, Mont., dealt with two fatal motorcycle crashes.

"Two fatalities in the same afternoon is just unheard of for us," said Etter.

In one case, a motorcycle towing a trailer went out of control, killing Calgarian contractor Jason Goring, 33, and seriously injuring his son, 13, who was hit by a following car. The teen is to be released from hospital today.

In another case, the motorcyclist ran head-on into another car. The victim was Gregory George Chambers, 43, also of Calgary. In both cases, police say the men were wearing helmets.

"Coming off Glacier park, the stretch of road is very twisty and not in great shape," he said. "I



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think people hit it too fast." The fatalities prompted a fellow emergency room doctor to contact border officials, asking them to encourage motorcyclists to slow down and drive with caution.

Three of the four fatal crashes happened within a few kilometres of each other, and the fourth only slightly further away.

As a motorcyclist himself, Etter said the stretch of highway requires careful attention to driving. Montana Highway Patrol Trooper Mark Wilfore cautioned drivers to slow down and pay attention to the winding road.

"We see it as a problem. It's a nice drive but if you're unfamiliar with it, it can cause some problems," he said, noting the tight corners can be deceptive to riders.

Montana roads claimed the life of a third Calgary man on Monday. Doug Dunwoody, the director of information technology at Mount Royal College, died instantly after his motorcycle left the road.

Dunwoody's widow, Jane, said it is unclear exactly what happened to cause the crash. She heard her husband was the lead rider that morning as a group of friends left a small town in Montana. They had only been on the road a few minutes and were on a large, sweeping turn when there was a puff of smoke from his bike and Doug went off the road, Jane said.

"He had all the gear. He always practised caution and safety. Nobody can understand how this happened," she said.

Doug was passionate about motorcycling, starting about four years ago when he first took lessons, followed by advanced safety courses. "It was one of the joys of his life," Jane said.

Glenn McKean, president of the Calgary Motorcycle Club, was unaware of the crashes but said it's a challenging road.

"The majority of accidents that you hear about these days are young people and they are riding beyond their skill limit," he said.

When Doug said he was getting a motorcycle, Jane got a licence and a motorcycle too so they could enjoy his passion together. He later traded his smaller Honda for a Gold Wing, which was better for Jane to ride on the back.

Q & A

Q: What's the cheapest thing on a BMW Motorcycle?

A: The rider

Q: How can you tell that a BMW rider and his passenger are having an affair?

A: Their jackets don't match yet

Q: How many BMW riders does it take to screw in an oil filter?

A: Two: one lying on the ground, preferably at a campsite; one taking photos to post.



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HARLEY 10 PASSENGER LIMOUSINE

Submitted by Jurgen Peter



GOD BLESS THE ITALIANS

Submitted by Brian Hanasyk

Why are they being pulled over? – NO helmet...!

