



Black Gold Beemers

News



2009 December

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make, brand and model of bikes ridden or owned by you this year.

Black Gold Beemers

www.blackgoldbeemers.ca

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

2009 BGB Executive Membership

President:	Rick Wortman
780-464-6722	rickride@telus.net
Vice President:	Harold Beaton
780-467-2821	hbeaton@hotmail.com
Registrar:	David Leeb
780-481-5831	theleeb@telus.net
Treasurer:	Paul Crump
780-433-3997	xpa@shaw.ca
Secretary:	Phil Hodge
780-456-7377	crvboy@telus.net
Road Captain:	Paul Crump
780-433-3997	xpa@shaw.ca
News Rider:	William Wosar
780-244-0466	waaw@shaw.ca
Web mistress:	Melanie Wortman
780-464-6722	wortman@telus.net

2010 Meeting Schedule

- 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 during the off-season continue at the Airways Inn in Nisku.

2010

January

- 13 - Club Meeting
- 30 – Year End Wind-Up, Woodvale Facility, Millwoods Golf Course

On-Going Reminders

BGB Newsletter Submissions

Please submit anything and often to waaw@shaw.ca

BGB Motorcycle Inventory

Please submit any additions, updates, deletions, etc., to David Leeb @ theleeb@telus.net on the number of,



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February

- 10 – Club Meeting

March

- 10 – Club Meeting
-

Congratulations Paul on a job well done in coordinating the 2009 Club Ride schedule.

Ted Bishop On CKUA

Submitted by Wil Wosar

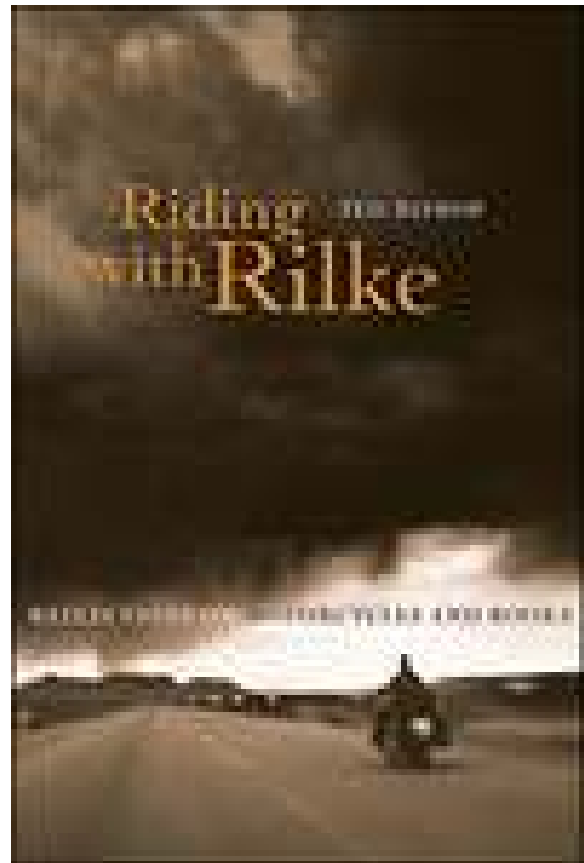
Paul Crump / 2009 Road Captain

This year was one of the few seasons since becoming a BGB that I had been able to take part in so many club rides and, for that matter, Saturday breakfasts. I believe to some degree I was inspired by the Club Ride schedule destinations that our Road Captain, Paul Crump, had put together for the membership. I must admit that I did not make every event, but then probably nobody did – at least not to my knowledge – but I will probably be corrected on that note. I did however offer some options to others who also were not able to make the scheduled rides. This created some interesting, lively and always humorous e-mail as one group of riders derided the virtues of the ride others had undertaken.

Paul has shown us all once again what a wealth of knowledge he has accumulated over many years of riding bikes and doing extensive time on the roads of North America in other areas of endeavour.

He kept things light and pressure free and even though he was not able to participate in every scheduled club ride he encouraged those who were able to go to have fun and return safe.

His choice of destinations allowed me to experience some niche roads I had previously not been aware of but will strive to experience again and again.



Back on 2008 September 11 Ted Bishop, whose book **Riding With Rilke** had been chosen to launch the **Edmonton Reads** season, was heard broadcasting live on CKUA from the Edmonton Public Library. An interview conducted by Ken Davis, host of CKUA's Bookmark program (Sundays 1230–1300 hours), with Ted Bishop was heard on the program's season opener on 2008 September 14.



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In order to hear this interview sign-on to www.ckua.com, choose the **Program Schedule** link, then look for **Bookmark** on the Sunday programming column, and then the **Archived Programs** link. Scroll down to 2008 September 14 and then choose Listen to the Program.

You must have Windows Media Player. To install the latest player, [click here](#)

The program time is shared with another interview and is in the second half of the 30-minute segment.

Places to Know and Go

Submitted by Wil Wosar

Windshields

One Saturday morning this last summer upon arriving at the Airways for the Saturday breakfast I made contact with the inside of the windshield with my hand as I was taking off my helmet. I noticed a split second later that my windshield was now in two pieces – one of them on the ground. It was probably a year previous that I had seen a couple of short cracks appear around the bolts that attach it to the fairing extension after removing the windshield for a thorough cleaning around some areas I couldn't get at.

Upon discussing the issue with Rod Romano he surveyed his own personal database (memory) and remembered there was a business on 51st Avenue just east of the RBC on 91st Street that was known for being able to make copycat windshields – I drove down there and found it to be P&G Plastics.

They gave me a quote of \$125 while Argyll Motorsports gave me a quote on a replacement

shield somewhere around \$325 but they couldn't guarantee that it was the right one.

Anyway, P&G were quite busy and told me to bring it back in a week later, taped together now with some clear duct tape, and they would have it done in a couple of days. The delivered end product fit perfectly and when word went out amongst members where I had the work done and that I was satisfied it was Rick Drader who became their next BGB customer. I would recommend P&G's work to anyone...thank you Rod Romano for a virus free database.

Riding Clothing and Accessories

When you look at the amount of expensive clothing we use to ride it is actually quite staggering from a financial point of view. So when something breaks down it is always nice to know of a reliable place to get quality work done. I usually find these places by accident and this time was no exception. I am a regular customer at The Blue Chair as they offer better than average decent gastronomical fare coupled with excellent established and upcoming musical artists.

During a break I cruised the front of the small strip mall located at 76th Avenue and 96th Street and discovered '**Wallace Shoe Making**'. My Alpinestars needed new soles and I decided to give the service a try. The owner, Mike Wallace, and I discussed the best thickness of crepe for my riding needs. My riding pants also had some issues and they were solved quickly and easily. I even brought him a pair of work coveralls that were both needing repair in the same area – 5 minutes, 5 dollars per item.

Bonus - Mike Wallace, also does custom made shoes from scratch for all of us that might have special orthotic needs. In a newspaper article on



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the wall behind the front counter he is referred to as Edmonton's new "sole man". Give **'Wallace Shoe Making'** a try the next time any of your gear needs some TLC.

www.wallaceshoemaking.com

My Next Motorcycle...

Courtesy of Brian Hanasyk

Them thar Amircuns shore like shootin' stuff...



This is my next Interstate freeway cruiser... Just what a motorcyclist needs for riding on America's roads. Designed as an equalizer. Inconceivable and unpredictable lane changes and other traffic related anomalies perpetrated by tire losing, cell phone using, SUV driving morons on the rest of us.

This machine was designed for that purpose. Each mini gun fires at a rate of 3000 rounds per minute (6000 total). During initial test and evaluation it was demonstrated that a single 2-second burst would and did blow a 40-foot RV with tow car clean off the road leaving an open and unobstructed route ahead. It will vaporize an SUV in seconds! Tests further indicated that

after two or three RV's / SUV's in a row were eliminated, or "friggin' smoked", others voluntarily pulled off the road, and thus became a "non threat."

James McFadden

Submitted by Wil Wosar

While checking out a response from Ruth Reno Doell Anderson, which she sent to me on Facebook, I noticed we had friend in common...so I contacted him.



James - the BGB's just held their 25th anniversary at David Thompson Resort the weekend of 2009/08/22-23 - your name came up as Paul Crump brought along some archival material and you jumped out at us - all the best...Wil Wosar

Reply: Good to hear from you Wil, I just recently moved to Ottawa. It was for a promotion, though it wasn't an easy decision to leave Vancouver Island. I'll have to hook up



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with the BMW club here. There are lots of rallies on the east coast.

Hinesight

<http://hinessight.blogs.com/hinessight/scootering>

I haven't seen or heard from Steve and Joan Kurylo for some time but we all know they are making some serious mileage happen in their lives. Joan settled into a Burgman a couple of years back but I am not sure what she is riding now...perhaps this Burgman article will be of some interest to her and other members.

Tricking out my Suzuki Burgman 650

Courtesy of Brian Hines, 2009 September 20



I was going to use "customizing" in the title of this post, but I like "tricking out" better. When a guy is riding a white Japanese scooter, he needs all the hip slang he can find.

In fact, I'm going a bit backwards on the cool front, since I just replaced the tinted Clearview

replacement shield that I wrote about last month with a taller untinted model.

I've now got the XL Clearview shield for my Burgman 650 Executive, instead of a medium. That adds three inches in height. I decided that I was happy to trade being able to look over the shield for less wind buffeting, which was still noticeable with the medium shield.

When I lower the shield (the Executive adjusts the height by 2.5 inches with a button touch), I can just see over the top of the XL shield if I get my six-foot body sitting up straight.

So if I ever encounter a cloud of locusts, sort of unlikely here in Oregon, I'll be able to keep scootering along.

The tint on my first Clearview was appealing on bright sunny days. But when I rode on an overcast day -- which come along now and then in the Northwest, if you didn't know that -- it seemed unduly darkening. Ditto with an evening ride.

Live and learn. I'll probably see if I can sell the medium tinted vented shield on Ebay (I stuck with the vent option, which works great to get more airflow onto me on hot days).

I'm up to about 1300 miles on my Burgman 650, which I got in June. I ride it every chance I can. Which has been a lot, given how nice the weather has been in western Oregon this summer. Major grocery shopping, getting bales of hay, and such can't be done on a scooter, but just about everything else is more fun on two wheels. Except for crashing, of course. I haven't had a single problem so far in that regard, not even close.

I've joined the Oregon Scooter Club, but haven't gone on any group rides yet. Probably one day I'll be able to experience the (considerably



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quieter) scootering version of the Brother Speed videos.

Though I've only had my Burgman a few months, I'm amazed at what a change it's made in my life. My wife is generally negative about my Burgman purchase, because she thinks it is more likely to end my life than enhance it. But my attitude is that when you reach sixty you're getting down to a lot fewer years of life left to live, so this is the time to live life to the fullest, taking chances as necessary, because you have less years of life left to lose if "fullest" turns into "deadest."

--- Brian Hines

26 Outlaw Bikers Crash On Oregon Freeway 2009/09/21

2 Gang Members Seriously Injured

WILSONVILLE, Ore. - More than two-dozen motorcycles crashed on a freeway in Oregon on Friday, blocking traffic for hours, police said.

Oregon State Police said the bikers were behind a car when traffic unexpectedly slowed in the northbound lanes on Interstate 5.

The collision sent bikes scattering across the road, near Wilsonville, south of Portland.

Lt. Mike Towner, of Tualatin Valley Fire & Rescue, said emergency crews arrived at the scene to find "ordered mayhem."

The Oregonian reported that two bikers with critical injuries were flown to Portland hospitals by helicopter. The newspaper said the incident, which involved 26 bikers, backed up traffic for about 7 miles.

Rescue personnel said seven other people were treated for shoulder and hip injuries and broken bones.

Most of the victims belonged to the Brother Speed motorcycle club, officials said. The Oregonian reported that the group is identified by the state's Department of Justice as an outlaw biker gang.

Hornig BMW Motorcycle Parts 2009 September

21 years ago, BMW Motorrad was the first motorcycle manufacturer in the world to fit its motorcycles with the anti-lock system, ABS, setting a milestone in the field of active motorcycling safety at the time.

On Monday, August 31st 2009, a BMW K 1300 R left the production halls in Berlin-Spandau as the one-millionth BMW to be fitted with the innovative BMW Motorrad Integral ABS. With BMW Motorrad plant director Hermann Bohrer in attendance, the well-known German actor, scriptwriter and audio book speaker Hannes Jaenicke rode the K 1300 R off the assembly line. An innovation becomes established.

Address:
Hornig GmbH
Hochwiesenweg 2
93458 Eschlkam/Ritzenried
Germany

Fon.: 0049 9948 1070
Fax: 0049 9948 9559775
Mail: info@motorradzubehoer-hornig.de

Our GPS-Coordinates:
Length: 12° 54' 31" O
Width: 49° 16' 53" N



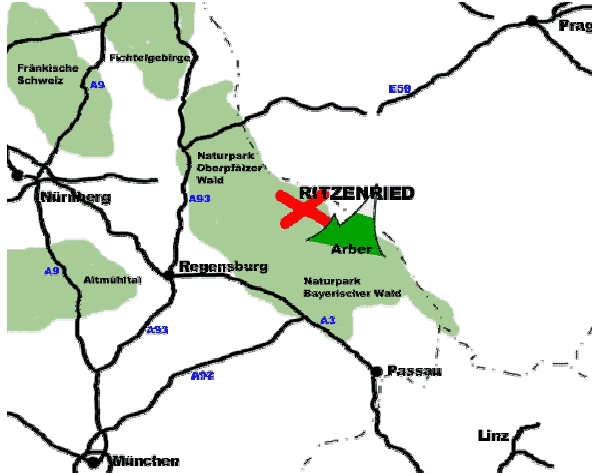
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(Horning) We have been producing special parts and accessories for BMW motorcycles since 2001. The business grew out of our very strong love for motorcycles. This was the basis for the idea that has since grown to provide you, the customer, with the best selection of parts, accessories and even special one-off products from old right up to the latest BMW motorcycles.

Since 2004, and thanks to our location in the idyllic Bavarian Forest, we've also been offering professional guided tours and individual route planning in the South of Germany, Czech Republic, Austria, Switzerland, Italy and Greece, to name but a few.



As you can see on the map above that the Horning operation is located on the east side of the Bavarian forest with Regensburg being one of the bigger centres in the area. I visited some relatives of my father there in early 1973 and was surprised to find that the population of 350,000 consisted primarily of 50,000 priests

who managed the church spire infestation, and 300,000 old women that attended mass!

From Bob's BMW

<http://www.bobsbmw.com/index.html>

Courtesy of Bob's BMW

Howard County Police Department

The Howard County Police Department is the latest regional law enforcement organization to recognize the superiority of BMW motorcycles. They have just taken delivery of a G650GS, specially outfitted for police use, which they will be putting through an extended trial. If this bike does for them what they hope it will, they'll be back to Bob's for more of them. We're pretty confident this versatile machine will pass muster. After all, it has become the standard upon which single-cylinder dual-purpose motorcycles are judged. Aggressively engineered for unrelenting performance in harsh environments, just as capable off-road as on; with all the qualities that make this bike so popular among us "civilian" riders, there's no doubt the police will love it too!

Another link on Bob's site addresses **Authority Bikes...**

Bob's BMW Authority (Police) Motorcycles

For several years now Bob's has carried used BMW Police motors through an arrangement with the primary BMW supplier of the California Highway Patrol.

If you are:

- Thinking about buying a used Authority Bike,
- Wondering why anyone would buy one,
- Already an owner but have questions, ...*Bob's is the place to find your answers.*



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OR ...you may be looking at a civilian model RT and thinking about all the extras you could add to it. If so, the Authority model may already have what you want!

All BMW Authority motorcycles have:

- Roll/crash bars front and back.
- Additional fan assisted oil cooling
- Special linked dual-battery system for accessories
- Additional Fuses and switches for accessories
- City cases
- Optional top case/locking radio box on solo seat models.
- Antenna mounts
- driving light mounts, wiring and switches. (Driving lights not included.)
- Special locking side stand.
- Heavy Duty rear shock
- Police duty rated tires

Unlike any other police vehicle, BMW motorcycles are kept on a special lease from BMW and are cared for with one of the toughest maintenance schedules in the world.

Additionally these motors are given a complete going over before being sold. Bob's then goes through each batch and handpicks only the best of the lot for you!

How many times have we heard motorists exclaim, "I just didn't SEE that motorcycle"! Now, when was the last time you drove past a police bike and DIDN'T notice it? We aren't suggesting you break the law by impersonating a policeman, but the paint scheme and bars on these bikes have that distinctive police look to them. Ask anyone who rides one how many times a driver did a double take to see if it was a real cop!

[Email us](#) or call **1.888.BMW.BOBS** if you would like to schedule an appointment to see our Authority bikes.

Authority FAQ's

Can anyone buy a used police motorcycle and ride it?

Yes. But you are not allowed to put on emergency equipment, red/blue lights, siren, or insignia on the bike. That would be impersonating an emergency vehicle.

Are parts hard to get?

Absolutely not! Most of the parts you would be concerned about are the same as the civilian model, and Bob's keeps those on hand. Most special equipment parts are here too, or are readily available from BMW on short notice.

Is it true that the oil cooler will keep this bike cooler in traffic?

Yes it is. Think about how police bikes sit and idle for long periods. The fan-assisted oil cooling will keep your Authority bike from over-heating in traffic. It may not help keep you cool however.

Do the bikes really have "MARY" numbers, like on the old TV series C.H.I.P.s?

Yes they do. Ask the salesperson to show you.

What about wiring diagrams for the special equipment that I don't see in my Clymer manual?

We have copies of every possible wiring diagram for your Authority. You can download them directly from www.bmwmc.net or stop by Bob's and we'll print them out for you.

If I don't like the radio box on the back and would prefer a passenger seat, what can I do?

In some cases, Bob's may offer you the option.



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We can also get dual-seat Authority bikes. (Yes, we can put the radio box on a dual-seater too!)

Does the ‘authority’ ride or handle any different from a civilian model?

Some people think it does. The only way to be sure is to take a test ride and let us know. We should warn you.... people would be looking at you a little more than usual, and most people who test ride this bike will come back and buy it!

If you have any questions not covered here, send an email to ashton.menefee@bobsbmw.com.

Aerostitch

I met a cyclist who was traveling with not one but two laptops, a GPS system and a solar panel to charge his batteries. The only problem: his gear was worth so much money that he was afraid to travel anywhere off the beaten path. I was traveling with a beat-up bike, some dog-eared maps, and a pen. He had the coolest gear. I had an adventure.”

Willie Weir, Adventure Cyclist, May '05

Harry Hurt - Motorcycle Crash Expert Dies

Courtesy of Susan Carpenter, Los Angeles Times, 2009, December 3, Thursday

Forwarded by Brian Hanasyk

Harry Hurt, one of the world's foremost authorities on motorcycle crashes and their causes, has died. He was 81. Mr. Hurt suffered a heart attack at Pomona Valley Hospital on Sunday, a complication of back surgery he had had a week before, according to his eldest son, Harry Hurt III.

Mr. Hurt was the principal investigator of the Hurt Report, an on-scene investigation of 900 motorcycle accidents conducted in Los Angeles from 1976 to 1977. Published in 1981, his research continues to form the basis of many U.S. motorcycle safety programs and is credited with saving countless lives.

Mr. Hurt was a professor of safety science at the University of Southern California in the school's Traffic Safety Center in the early 1970s, when roughly 10 percent of U.S. highway traffic fatalities were because of motorcycle accidents. In 1975, the National Highway Traffic Safety Administration reached out to Mr. Hurt and the university to develop an accident investigation methodology and study that would determine the causes of motorcycle crashes and injuries. Among the study's major findings were that speed was not a factor in most crashes; that helmets were effective in preventing brain injuries and deaths; and that two-thirds of motorcycle crashes involved cars and two-thirds of those accidents occurred when a car driver failed to see the motorcycle and violated the motorcyclist's right of way.

"Harry was the acknowledged giant in motorcycle accident research," said Jim Ouellet, one of the accident investigators for the Motorcycle Accident Cause Factors and Identification of Countermeasures study, better known as the Hurt Report.

"Similar studies since 1990 reflect his influence and have largely confirmed his findings. He was a bulldog at finding the facts and making them public even if some people were unhappy when the facts he reported didn't support their pet theories."



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Mr. Hurt was a lifelong motorcyclist and never had a crash, his wife, Joan, said. Mr. Hurt rode "a garage full of things. Hondas, Triumphs, Nortons, dirt bikes, street bikes, all kinds of stuff," his son said, including a Suzuki trail bike he used to walk his pet, Gurl Dawg, as recently as a decade ago, when he gave up motorcycles because he was no longer able to ride.

The only child of a banker, Hugh Harrison "Harry" Hurt, Jr. was born on Dec. 13, 1927, in Big Spring, Texas, where he grew up building and flying model airplanes. He joined the U.S. Navy toward the end of World War II, learned to fly and became a commissioned officer, but the war was over so he never flew in combat.

He met his wife, Joan Beene, while serving in the Navy and they married in 1950, the same year he graduated from the Agriculture and Mechanical College of Texas (now Texas A&M University), where he received his bachelor's degree in aeronautical engineering. After a short stint analyzing airplane designs for the Texas aero physics lab, North American Aviation, he moved west to attend USC and received his master's degree in aeronautical engineering.

As a graduate student, Mr. Hurt was involved with a project to develop a crash helmet that forms the basis for helmets used today: a hard exterior shell lined with an energy-absorbing material and soft inner padding.

Mr. Hurt's expertise in vehicular safety began with aviation. He wrote "Aerodynamics for Naval Aviators," a flight-training textbook that continues to be standard reading for aviators and is still in print, 44 years after its initial publication.

It was after joining the USC faculty and heading the engineering section of its safety division that

he branched into motor vehicle safety research, developing and teaching courses in accident investigation/analysis and accident reconstruction.

"I don't think (Harry Hurt's) contributions to motorcycle safety can be overstated," said Art Friedman, former editor of Motorcyclist magazine who, in 1990, wrote a column naming Harry Hurt as Motorcyclist of the Decade.

This article appeared on page C - 4 of the San Francisco Chronicle

Motorcycle Helmets

Submitted by Phil Hodge

I believe we all received an e-mail from Phil and Janice (Retired and Riding Again) Hodge that contained a couple of PDF files from the American National Highway Safety Administration: "Motorcycle Helmets Use and Head and Facial Injuries", and "Traffic Safety Facts for 2008 on Motorcycles".

The first article, rather "the study", was quite lengthy and was a lot of data to pour over and digest. The second was more to the point and contained some interesting statistics that will make one take notice of how important the decision to wear a helmet can be.

While there were certainly more points to mention than I have hereafter, the following are those that stood out and had the most meaning for me.

- Median charges for hospitalized motorcyclists who survived to discharge were 13 times higher for those incurring a traumatic brain injury (TBI) compared to those who



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did not sustain a TBI (\$31,979 versus \$2,461).

- Over 85 percent of hospital-treated motorcyclists without a TBI were discharged home, compared to 56 percent of motorcyclists with severe TBI.
- Motorcyclists admitted to the hospital with TBI were more likely to die, be discharged to rehab, or transferred to a long-term care facility. While 17 percent of all hospital-admitted motorcyclists had TBI, they account for 54 percent of all admitted riders who did not survive.
- Helmeted motorcyclists were less likely to experience facial and head injuries compared to unhelmeted motorcyclists. Helmeted motorcyclists were significantly less likely to experience TBI. TBIs are of particular concern in our study. TBI was associated with significantly higher hospital charges. Additionally, motorcyclists with TBI were much less likely to be discharged home and more likely to require rehab or to be discharged to long-term care facilities following their hospitalizations. Both destinations are likely to result in costs and burdens for the injured motorcyclists beyond the scope of this study's data. Finally, motorcyclists involved in alcohol- or drug-related crashes and speed-related crashes had higher odds of experiencing poor outcomes.
- NHTSA estimates that helmets saved 1,829 motorcyclists' lives in 2008, and that 823 more could have been saved if all motorcyclists had worn helmets.
- Per vehicle mile traveled, motorcyclists are about 37 times more likely than

passenger car occupants to die in a traffic crash.

- One out of four motorcycle riders in fatal crashes in 2008 were riding their vehicles with an invalid license.
- Forty-three percent of motorcycle riders who died in single-vehicle crashes in 2008 had BAC levels of .08 g/dL or higher.
- In 2008, a higher percentage of motorcycle riders in fatal crashes had BAC levels of .08 g/dL or higher than any other type of driver.
- NHTSA estimates that helmets saved the lives of 1,829 motorcyclists in 2008. If all motorcyclists had worn helmets, an additional 823 lives could have been saved.
- Helmets are estimated to be 37-percent effective in preventing fatal injuries to motorcycle riders and 41-percent for motorcycle passengers. This means for every 100-motorcycle riders killed in crashes while not wearing a helmet, 37 of them could have been saved had all 100 worn helmets.

See Appendix "A" on the last page for more information.

Thank you Phil...

PS

*If you did not get these two documents in an e-mail from Phil Hodge you **should**...he can be contacted at crvboy@telus.net, or simply walk towards the loudest noise at any BGB function.*



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PPS

Look forward to an upcoming article featuring Jay Leno and a helmet expert on the very important topic of proper helmet fit.

Top Five Rides

Courtesy of and by Ruth Reno Doell Anderson- Submitted 2009/06/11

*I (Wil) had an idea a while ago – I would poll people on their top **five** rides and ask for a description of all five in less than 250 words.*

I thought Ruth would be a good place to start – all BGBs should be ready to answer the call in the future.

This is what she sent me (us):

Well,

1. The road into Big Bend National Park (twists and bends and up and down and the Park is beautiful), Texas. Just watch out for javelinas - (wild desert pigs – sometimes known as the ‘collared pecary’).
2. The Blue Ridge Parkway - lots of sweepers and glorious views (and almost any little road off the parkway), Starts in Front Royal, West Virginia and goes down to Tennessee. Fall colors glorious.
3. Parts of old Route 66 - I especially like the desolate part west of LA, tall towering cliffs with wide-swept plains.
4. The road from Chihuahua area of Mexico up to Texas, very high and twisty, and a little scary, but the vistas are phenomenal.

5. The road in Zambia from Chipata south to the Mozambique border. Just watch out for the big male baboons. They like to take on motorcycles.

6. Any of the roads in Cape Girardeau, Missouri area that have letters instead of numbers for names are twisty, fun, and lovely especially in spring and fall. Come down here and Herb will take you on any number of wonderful twisty roads.

Oh, did you mean Canadian roads?? Hmmm? I'll have to think about that for a while.

R

P.S. Our son Erik just rode down here, snow in Montana, hail in Nebraska, and thunderstorms all the rest of the way. We expect him this morning...sometime.

Fav Roads

www.blackgoldbeemers.com

In checking out the BGB website recently I was pleased to see that our Web Mistress, Melanie Wortman, had added a new link that featured both ‘Highway’ and ‘Off Road’ favorites submitted by some club members. If you have a ride you favor let us know by submitting a short description to wortman@telus.net.

See the ‘Fav Roads’ link for examples.

Australia Deploys Noise Cameras

Submitted by Phil Hodge

State governments across Australia are poised to deploy automated cameras that mail tickets to vehicles considered by a machine to be noisy. The fully automated noise camera systems have



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been in development since 2005 but are now active and issuing warning notices in the small New South Wales suburb of Mount Ousley, according to the Roads and Traffic Authority (RTA) Annual Report. The agency is looking for a regulatory means of making such ticketing solutions

More common.

"The RTA is contributing to the development of the 'Planning Guideline for Residential and other Sensitive Building Developments alongside Major Roads,'" the RTA report explains. "This will include requirements to address noise for new residential development along nominated roads and rail corridors.... RTA continues to develop technology in the form of a suitable noise camera to use as an enforcement device."

The fully automated noise analysis system designed by the NSW firm Acoustic Research Laboratories uses a set of microphones and cameras that continuously record and analyze activity on a neighborhood street. A computer program processes the audio data to isolate trigger sounds from general background road noise. This allows the device to find opportunities to mail a traffic citation to passing vehicles that exceeds a predetermined noise threshold. Once configured, the machine will generate up to 10,000 tickets before the on-board hard drive is filled. A 10-second video and audio clip is stored for each incident for use in court proceedings. South Australia and Victoria have begun similar programs with each state focusing on the noise of heavy commercial truck compression brakes, an issue designed to court local approval of the ticketing technology.

"In parallel with the development of the acoustic measurement methodology, Transport South Australia has developed camera technology that can be linked with the measurement software,"

Australia's National Transport Commission reported. "The combination of these systems offers the potential for excessive engine brake noise incidents to be identified and recorded, which may provide a useful tool to enforcement agencies."

The commission approved the regulation against engine compression brakes last November. The ticketing system can also be easily expanded to issue citations for loud subwoofers, noisy exhausts, or even an inopportune honk of the horn.

Thank you Phil...

Erzberg Rodeo

<http://www.erzbergrodeo.at/>

I mentioned quite a number of meetings ago that there was a riding enthusiast out there named Warren Pole who had a hand in producing a series on the Discovery Channel called **Ultimate Biker Challenge**.

Here are the programs that I know of:

- [Italy](#) Warren Pole heads to Ducati's advanced rider race school, where he attempts to beat Marco Lucchinelli on a flying lap around the Imola circuit.
- [France](#) Warren Pole travels to Decazeville in southern France to take part in one of the oldest motor sports, hill climbing, and pitting man against mountain.
- [Isle of Man](#) Warren Pole has been entered into a drag race at the legendary Isle of Man TT. He's on board a bike that can reach speeds of up to 250mph.
- [Hungary](#) Warren Pole has just one day's training with Hungarian stunt-riding



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champion Angyal Zoltan before he has to perform in front of 5,000 hardcore fans.

- [Austria](#) Warren Pole joins the line-up at the Erzberg Rodeo. Known as the world's toughest off-road bike race, fewer than 40 of the 500 starters will finish.
- [Poland](#) Warren Pole travels to the historic town of Gniezno in Poland to check out their national obsession, speedway, in which he takes a 'crash' course.
- [Russia](#) Presenter Warren Pole travels to the eastern frontier of Europe in search of Russian Ural sidecars that date back to World War II and the Stalin era.
- [Sweden](#) Presenter Warren Pole travels to the frozen north to have a go at ice racing, a winter version of speedway on bikes with vicious spiked tyres.
- [Germany](#) Warren Pole travels to Kuppenheim to find out about motoball, a strange hybrid of football played on motorbikes. He also attends a local BMW festival
- [Holland](#) Take one viciously fast motorbike, attach a sidecar to it and make presenter Warren Pole the

passenger or 'monkey' in the Sidecar Cross Championships.

- [Czech Republic](#) Presenter Warren Pole attempts to learn the fine art of trials riding, the ultimate test of a rider's balance and machine control over speed.
- [Belgium](#) Warren Pole takes part in Superbiker, the world's largest Supermoto event, where the best riders from Supermoto, Motocross and circuit racing compete.

Clicking on the links **will not** take you anywhere but to a page that indicates the program is not presently available.

However, not one to be deterred I zeroed in on the Erzberg Rodeo where thousands of riders try to qualify with only the best 500 getting the opportunity to stare death in the face.

Simply go to www.youtube.com, type in 'Erzberg', and you should be able to access numerous videos on the action that takes place in that quarry every June in Austria, this year from June 3rd to 6th at the tiny city of Eisenerz.



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This is a sample of the action at the Erzberg Rodeo...





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Christmas 2009 BMW Gift Ideas

<http://news.motorbiker.org/blogs.nsf/dx/christmas-2009-bmw-motorcycle-gift-ideas.htm>

Courtesy of Mike Werner 2009 December 09

BMW Messenger Bag

Motorcycle messengers use them all the time, but according to BMW, the bag has been improved for "normal" motorcycle riders. It's a functional shoulder bag made of polyester and polyamide carrying about 10 litres worth of stuff.

The rear section is padded and the whole thing is well protected from the rain.



US\$133.40

BMW Brown Leather Strap Watch

This will look good on any BMW motorcycle rider. A brushed stainless steel case, and it even has a small BMW logo on the dial. It has a calendar, and it's waterproof, so you can dive into the pool with it.

US\$ 169.00





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BMW Valve Stem Caps

Make your BMW motorcycle stand out even more. Put these tire valve stem caps on your wheels, replacing the rather dull black ones you've got now.

US\$ 9.95



BMW Style 12V Plug

BMW are one of the very few manufacturers who use the ISO 12V plug for motorcycles. It's different from the car cigarette 12V plugs, which means none of the electric equipment will work on a BMW. So you either get a converter plug, which is messy, or you change the plug of your electric equipment. Now you can use your GPS, heated vest and/or cappuccino machine on your motorcycle.

Amazon US\$ 8.96



Other brand name motorcycle gifts are available by clicking on the link at the beginning of this article.



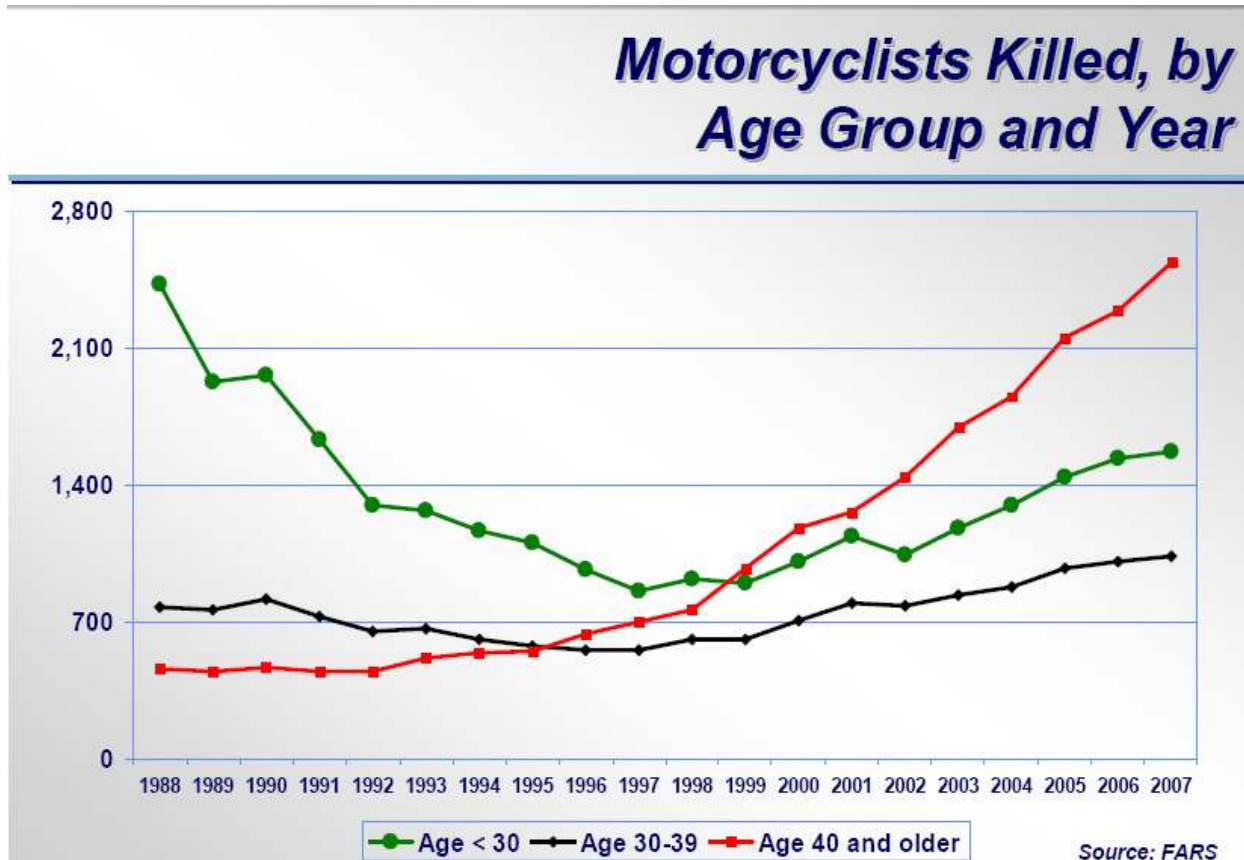
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Appendix A



What Do We See Here...?

This data table is an excellent topic for discussion. Without even looking at the entire report from the NHTSA, forwarded by Phil Hodge, and the data that generated this table, I will **guess** at a couple of things (just talking out loud here):

- Riders under 30 years of age have become more aware of safe ride practices and deaths went down accordingly from 1988 – 1997 but as motorcycling became more popular the number of deaths grew relative to the increase of young riders taking up the sport with bikes becoming more powerful also being a factor
- Riders 40 years and older were the minority in 1988 and may have developed safe practices in their riding years but as they aged their skill levels faded, their lack of attentiveness became a factor and mid-life crisis bike buying without proper training and equipment became a liability