



The Beemer Reader

Newsletter of the BMW Riders of Vancouver Island

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Rio Jacket:



Made especially for the really hot days. It is nothing more than a mesh fabric with pieces of armour in strategic places.

Several manufacturers produce these jackets, and I know all of us will be on the lookout for one in the stores soon.

If you have one and would write a few paragraphs about it: cost, features, opinions, etc. I could use it in an upcoming edition.

AUGUST is here already!!

Where does the great riding weather go? Well, I suppose we are so busy taking in the roads and adventures that we are distracted and time speeds passed until suddenly we are made aware its passing by the lack of good weather. For me the summer and great riding never seem long enough and as August draws to an end, I always regret not taking every opportunity to travel roads I promise myself the rest of the year I will do.

That's when a read of **Vince Martorino's** item "Roads I Have Ridden" really helps. He has brought a riding perspective this month we should all heed. Thanks for that, Vince.

Next month we will be having a special meeting. The September meeting is changed to the 18th. AFTER that club meet at Chequered Flag, **Brian Radford** has invited us all over to his place on Salt Spring Isl. for an afternoon of camaraderie followed by a BBQ for all those who can stay that long. I want you all to know so you can make a note on your calendar. **SEPT. MEETING SPECIAL 18 th**

Look for photos of members at the MOA National Rally in Spokane in the Sept issue

Happy motorcycling ...

Chris Jones

If you are a member of BMWMOA, please contact Peter J. (address on last page). He needs to add your name to our MOA Club application. He is desperate!!

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Sunday, August 8, 2004
Meeting is at 9:30 am
<i>At The Chequered Flag</i>

Article Two: The Problem with Under-inflation

Last month, we looked at the effects of tire pressure on motorcycle safety and performance. In this installment, we'll dig a little deeper on the performance side of things and look at some of the consequences on riding on under-inflated (and over-inflated) tires.

Riding on Under-Inflated Tires

Riding on under-inflated tires is extremely dangerous with a number of serious (or even fatal!) consequences.

Too Much Heat = Trouble

Under-inflation causes excessive flexing of the sidewall which results in heat build-up in the tire. Heat is the number one enemy of tires. Higher temperatures expose the body of the tire to greater damage from normal road impacts, cause accelerated tread wear and can cause hidden interior separations that can result in premature tire failure.

Riding on under-inflated tires for prolonged periods greatly increases the chance of suffering a blow out. And as any rider knows, a blowout can cause a total loss of control and result in a serious accident.

Resistance to Road Hazards – Pothole Alert
Under-inflation lowers a tire's ability to handle various road hazards. For example, hitting a pothole with an under-inflated tire can cause the tire to buckle over the rim flange, causing extensive internal tire damage and eventual failure. In some cases, hitting a pot hole with an under-inflated tire will instantly cause the tire to rupture.

Hydroplaning – Slip Sliding Away
Low tire pressure reduces the speed at which a tire maintains full contact with a water covered road. This situation is commonly referred to as hydroplaning and is one of the main hazards of riding on wet roads. The reason that an under-inflated tire hydroplanes is that the larger footprint area results in a lower ground contact pressure reducing the tire's ability to push the water away from the contact area. Motorcycle tires are

designed to provide their optimal wet weather traction when they are proper inflated

Adverse Handling – I Didn't Want To Do That!

Riding on under-inflated tires can significantly affect the handling of a motorcycle. A bike that feels stable while riding in a straight line may react unpredictably when cornering with an under-inflated tire.

As a general rule, cornering with an under-inflated rear tire will cause the bike to over-steer (turn more sharply than anticipated), whereas cornering with an under-inflated front tire will cause the bike to under-steer (turn less sharply than anticipated). Either situation is extremely dangerous for a rider not expecting this change in handling.

As soon as you feel your bike handling a little strangely, it's a very good idea to stop and check the tire pressures. Even though the tire may not look like it has lost air (today's stiff sidewalls often don't show much deflection) make sure to check with a good quality gauge. If you were using an active tire pressure monitoring system, you would have received a low pressure warning and would have pulled over to check out the situation.

Reduced Tire Life & Increased Fuel Consumption –Ouch!

Riding on under-inflated tires can dramatically shorten the life of a tire. 20% under-inflation can reduce tire life by up to one third. For some bikes, this can mean tire life dropping from 10,000 miles to 7,000 miles. As well, a motorcycle running on under-inflated tires consumes more fuel and increases the level of exhaust emissions that are released into the atmosphere.

All Tires Lose Air - Naturally

It is important to realize that air loss occurs naturally through the sidewall of virtually every tire, regardless of brand, price, or quality.

This air pressure loss can be between 2-4 psi (0.14 - 0.27 bar) per month. Because the loss happens gradually over time, it often goes unnoticed until the tire becomes dangerously low.

Since most riders check their tire pressures infrequently, this normal loss of air can have disastrous consequences. If a tire loses more than 2 psi per month, the tire, valve or wheel may be damaged so make sure to take your bike in to a service center for a complete tire and wheel inspection.

Tire Over-Inflation – Too Much of a Good Thing
Riding on over-inflated tires can also be dangerous. Over-inflated tires reduce riding comfort and stability, and are more susceptible to cuts, punctures or damage by a sudden impact. Over-inflation can also result in uneven tire wear and a reduction of a tire's contact area with the road, resulting in reduced grip while cornering.

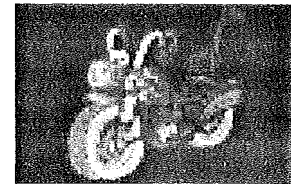
I'm Going To Tell You One More Time
At the very least, invest in a good quality tire pressure gauge and check your tires before every ride (make sure your tires are cold when you check them). Or better yet, install an active tire pressure

monitoring system. Motorcycle tires only work properly when they are inflated properly – just a few PSI (or kilopascals) can make a huge difference.

Send Us Your Flat Tire Stories!

If you have an interesting story related to a tire problem while riding, we'd love to hear it. Send us your best flat tire story, and I'll compile them into document for future distribution. If we publish it, we'll send you a SmarTire gift and we'll put your name in a draw for a free SmarTire for Motorcycles, Active Tire Pressure Monitoring System. Send your stories to: tiretips@smartire.com.

In next month's installment, we'll look at the importance of tire pressure in relation to load (both passengers and gear) as well as discuss some practical tire care tips.



Roads I Have Ridden – Vince Martinaro

Sometimes we don't see the beauty that's really there. Living in Victoria, BC limits our local riding to North or a short South, because of this we ride the same roads all the time. So what I have started doing now is look for the beauty of the road and to appreciate it. For example, you won't find many roads in North America any nicer than this one.

It starts with a slight down hill with a right hand sweep into a narrow passage with very large trees and a river beside you. From here it snakes through until the road starts to climb up the side of a mountain with sweeping curves on wonderful pavement. At the top the view are mountains

with a salt water inlet. Now we wonder along the top until we come to the summit with a viewing area. A little further you come to the last viewing area just before it heads down. From this viewing area you see green mountains, islands, farms, forests and white cap mountains and salt water. At the bottom of this downhill section turn right and follow the road right next to the salt water inlet. Going back on this road has such a different look that it's like a new road

So, next time you head for the Malahat, don't be bored by it, be awed by it. It is one of the prettiest roads in North America.

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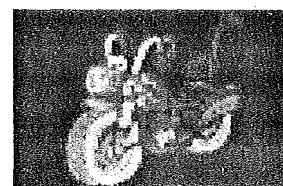
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MOA National Rally Spokane, WA Jul. 15-18, 2004

