

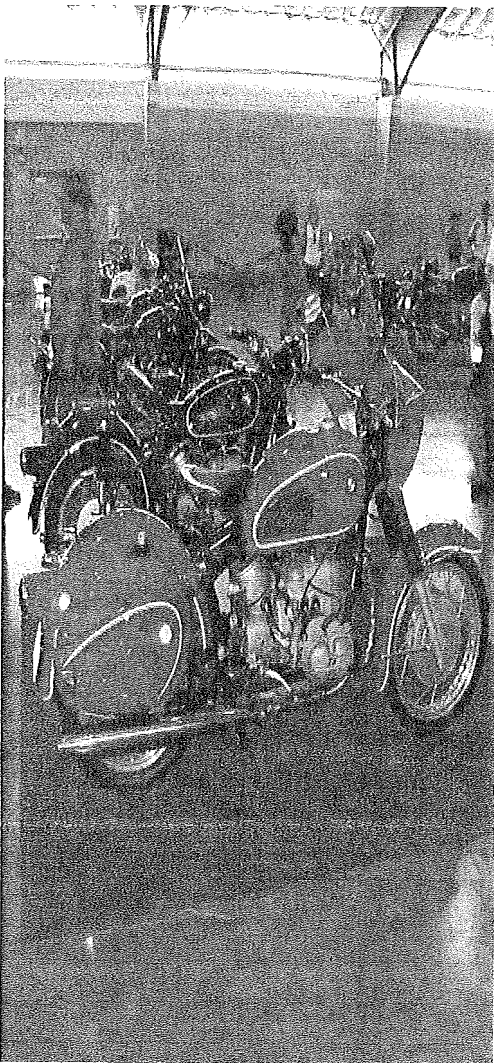


# The Beemer Reader

Newsletter of the BMW Riders of Vancouver Island  
BMWMOA # 237 BMWRA #290

Volume 14, Number 09

September, 2004



An oldie in the vintage show at the MOA National Rally

## September once again...

**Note: change of date of meeting to Sept 18<sup>th</sup>**

The roads will be less crowded with motorhomes, all the families will be back to their jobs and school, and the weather will be less hot and humid: all good reasons to organize a ride somewhere.

Soon the weather will be rainy and cold. It will be time to sit in front of the fireplace and reminisce about all the great trips past. Time to put all those memorable photos into an album and add the needed captions. Time enough for all those things, but right now, is the time to take advantage of those last few good days to ride.

Vince has been providing some suggestions and perhaps it's not too late to explore them. You certainly don't want to be sitting around regretting the "road not taken."

Don't forget this month is the SPECIAL MEETING DAY –

**September 18, 2004.** We have been invited over to Salt Spring Island to visit with **Brian and Marjorie Radford**. Bring anything you might need. Some drinks and food will be provided. I hope to see many on the ferry and at his house. See page 3 for directions...

Ferry info: Swartz Bay leaving – 11:30, 1:10, 3 pm

Fulford Harbour returning – 2, 4, 6, last 8 pm

Happy motorcycling ...

Chris Jones

**Contents** Tire Article Pt 3..p. 2  
Tech Tip.....p. 3  
Roads I Have Ridden.....p. 3  
Ads etc. ....p.4

**Saturday, September 18, 2004**

Meeting is at 9:30 am

At *The Chequered Flag*

Article Three: In this third installment, we'll look at **air pressure and how it relates to load.**

#### The Importance of Tire Pressure on Load

The amount of air pressure that a particular tire requires is based on a combination of factors including the weight of the bike, the type of riding the bike was designed for, the weight of the rider/passenger and any additional gear. All of these factors contribute to load, either in terms of weight or to other load forces such as acceleration, braking or cornering.

It is critical to understand that it is the air pressure inside a tire that enables the tire carcass to support a load. Although the tire carcass and overall structure of the tire has a significant effect on performance, it really is the air pressure inside the tire that provides the tire structure with the ability to support the weight of the bike and rider as well as the cargo, additional passengers, etc.

#### Touring Bikes – On the Edge!

Since most touring motorcycles operate at or near their rated load maximums, it is easy to see why maintaining air pressure at proper levels is so important with respect to achieving a tire's rated load carrying capacity.

On a typical touring motorcycle, 4 psi (.275 bar) of air pressure loss is approximately equivalent to losing 60 or 70 pounds (30 kg) of load carrying capacity. This means if a tire's pressure is 36 psi instead of 40 psi, you should take 60 or 70 pounds of load off the motorcycle. This example illustrates how under-inflation by just a few psi can have a huge effect on a bike's load carry capabilities.

#### Additional Load Requires More Air

When carrying a passenger or gear, it may be necessary to increase both your front and rear tire pressures to compensate for the additional weight. Motorcycle manufacturers will specify different cold inflation pressures depending on whether the bike is loaded or not. Check the owner's manual or vehicle placard for more information on recommended cold inflation pressures for your particular bike and load.

#### Different Tires for Different Loads

Most tire companies offer tires with different load-carrying capacities. Consider carefully the weight of the motorcycle, the weight of any optional equipment and whether it will carry passengers when choosing a tire. Remember, it is possible to overload a tire even though it is the size specified by the motorcycle manufacturer. Maximum load ratings at the specified inflation pressure are marked on the tire and should never be exceeded. Consult with your local dealer for recommendations on the correct tire to suit your riding and load requirements.

#### Under-Inflation + Too Much Load = Trouble!

Considering that [surveys indicate that] almost half of all motorcycle tires are under-inflated and many touring bikes are overloaded, this combination can have serious consequences. Riding on under-inflated and overloaded tires will cause steering, handling and braking problems as well as greatly increased tire wear. Also, the heat buildup of riding on under-inflated tires is greatly increased when the tires are also overloaded, causing internal damage that can quickly lead to a complete tire failure.

## Tech tip

By Geoff Stevenson and Bill Wallace

If you're replacing a driveshaft on a K bike, you may find that the new shaft will not fit into the swing arm. Do NOT panic. More important, do NOT start grinding metal away from the shaft!

Some of the new shafts seem to have slightly wider universal joints and this joint binds on the rear end of the swingarm, usually on the flange that accepts the final drive. Fortunately, this is aluminum and is easily sanded. It's a good idea to stuff a rag into the swing arm just inside the flange - but not so far in that you can't get it out again. After you've finished grinding/sanding, the rag should catch any shavings. Better still, vacuum out the inside of the shaft. I used a sandpaper grinding wheel, but you could also employ a half-round file. Keep checking: You don't want to remove any more metal than necessary.

(Why do you NOT grind metal away from the driveshaft? Because it's balanced and any changes to weight are likely to throw it off balance).

The new driveshaft can also be difficult to slide over the gearbox output shaft. It helps to lift the swing arm so it's parallel to the ground. Giving the rear end of the shaft a firm tap with a rubber mallet will push it forward (once you've engaged the appropriate splines by hand) and over the circlip that locks it in place. To remove a driveshaft, tighten a hose clamp over the rear end and use a screwdriver to lever the hose clamp (and the shaft) off. Hold a thin piece of plywood against the flange on the swing arm to keep the bare metal screwdriver blade off the machined aluminum surface.

Incidentally, there's now a company in Ontario that repairs BMW driveshafts, universal joints and final drives. They have been highly recommended in a recent issue of the BMWMOA magazine, although we have no personal experience with them. (Not yet, anyway). The company's name is Bruno's Machine and Repair in Kitchener, Ont., and we got the website through Google. (It's an excellent site).

## Roads I Have Ridden

By Vince Martorino

### Hurricane Ridge

This area is accessed from Port Angeles. I just happened to ride this road as a fill in while waiting for the ferry to Victoria on a cold & windy, rainy day.

Having a four hour wait, the ferry person suggested a ride to Hurricane Ridge. So, I found the road, which is a windy mountain road through a heavily treed area. For a first time it was a magical ride because as I got higher, the rain turned into a white-out and then just like that, I was out of the clouds into a sunny, warm day with no wind.

I parked in the lot, took off my rain gear and jacket, to wander around in a T-shirt. I walked over to the edge amongst the high mountain meadows and vegetation and looked down into Port Angeles through the cloudy skies and saw a grey lower town with white caps on the water.

On this day, it was like being in a different world. ☺

### September Meeting on the 18<sup>th</sup> at Chequered Flag followed by a trip to Salt Spring (Brian Radford's place) for the afternoon.

**Directions to 456 Dukes Road: 1.8 km from the main Fulford-Ganges Road. turn left onto Dukes Road about 7.8 km from the Fulford dock. If you come from the north, turn right onto Dukes Road about 5 km from downtown Ganges(the Vesuvius ferry is an attractive option.)**

## Buy, Sell, or Trade

**For Sale:** 1985 BMW K100RT. Burgundy.  
New tires, battery, front discs, oil/water pump,  
later RT windshield, Corbin seat. 66,000km. \$6,000.  
Geoff Stevenson, 652-9127.

**For Sale:** or trade for newer RT  
2001 R1150R Atlanta Blue Roadster, 37K, ABS, EVO,  
System bags, speedster w/s, cruise control and several  
other options. \$12,500 obo. Call 727-6110, Horst Unger

**For Sale** 1996 R1100GS 60 K. Black, ABS, RID, BMW  
cases, Givi E45 Topbox, Aeroflow, engine protection  
bars (Zweckdesign), BMW tankbag, barbacks, Kissan  
Tailblazer and Signal Minder, Haynes manual and more.  
This bike is in excellent condition, asking \$11,000  
contact Pierre Laliberté at 721-9936 (home) or 516-5101  
(cell)

**Notice:** Any ads placed in the newsletter will run for two issues  
unless otherwise requested.



Bill Wallace, Brian Radford, Marjorie Radford, Geoff Stevenson.  
Victor Buck at the MOA National Rally in Spokane, WA.

### Calendar of Events

**Sat. September 11, 2004**

**Sun. October 3, 2004**

**Sat. November 6, 2004**

**Sun. December 5, 2004**

**Meeting at 9:30 am  
The Chequered Flag**

### Newsletter Editor

Chris Jones  
3229 Service Street  
Victoria, BC V8P 4M8  
250-592-4311  
cdljones@shaw.ca

### Mailing & Clothing

Brian Davies  
905 Parkheights Rd  
Sooke, BC V0S 1N0  
250-642-7047  
bmwrvi@bri@yahoo.co.uk

### Treasurer

Peter Juergensen  
#6-310 Goldstream Ave.  
Victoria, BC V9B 2W3  
250-478-3244  
motonanny@telus.net

### Website

**www3.telus.net/bmwrvi**

