

Wind Noise

Volume 1, Issue 4

August 2008

Rally Notes

Bill Stevens, President

All I can say is that Gillette isn't a destination-I don't mean to offend, but the Cam-Plex had to be one of the bleakest so called destinations I've seen in many years of travel. For that matter, unless you're into energy resource management (oil & gas exploration for those unfamiliar with Halliburton) or coal mining, Gillette is one of the last places I'll ever again plan to visit.

The local hotel chains took full advantage of BMW riders by boosting prices beyond those of 5 star locations in more populated places like Chicago, Tokyo, and even Hong Kong. Gob Bless a free enterprise society.

On the other hand, the ride to Gillette from the west coast has to be one of the best in the contiguous USA. Bear Tooth Pass at 10,947' SW of Red Lodge is suitably named "Top of the World" with a breathtaking overview of Wyoming's Sunlight Basin. Dead In-

dian Pass formed a historical escape route for the Nez Perce years gone by. Buffalo Bill lives on in the historic town of Cody. Antelope Butte in the Bighorn National Forest is aptly named for its wide open spaces, Granite Pass, and wide open 2 lane blacktop through the Bighorn Mountains. For me it's not the destination, it's the ride.

Maybe BMWNA and the MOA had an alternative motive when they chose Gillette as a destination. Might the focus have been to draw comparison between members of the BMW riding fraternity and "bikers" at other local rallies in nearby communities? Just how did the 36th annual BMW MOA International Rally compare to the local Harley Rodeo in Red Lodge? Dare we say a prelude to the big brother of all rallies in a small South Dakota town better known as Sturgis?

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Helping you keep your R90s where it belongs, On the Road!

Special points of interest:

- *President Speaks*
- *Tech Tips with J. Yee*
- *Membership Update with John Yee*
- *Western Riding Tips*

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BMW R90-S
IS IT REALLY THE TOP TOURER?

T.M. OLDER AND BOLDEY
SAVES COPIED
THE CHICKENY SCARICHER

MAUDS TROPHY
HOW MANY MORE WAYS CAN IT BE WENT?

KENNY ROBERTS
CALIFORNIA CHAMPION

SUZUKI 165 ROTARY TEST

FREE STICKER INSIDE!

Rally Notes cont.

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While BMW is busy trying to build the second generation of super bikes, the new S1000RR (the R90S was their first), HD is following tradition by increasing displacement (96 cu in) to improve bottom end performance. Come on, all of us really dig long stroke bottom end performance, not top end zing. Might this be where those ass-less pants better known as chaps came from?

While BMW riders are busy studying vintage pin stripe details on bikini fairings (first displayed on the R90S), HD riders are getting their bikes washed and flossed at the rally bikini bike-wash. Go figure, what sells bikes, big hooters or a heated clothing seminar on a 90° day?

What happened to the faithful BMW aftermarket? Thanks to those who traveled cross country to get there to display and sell their wares, but, the get dyed and pierced trailer parlors alone in Red Lodge outnumbered the vendors in Gillette 20:1.

BMW “riders” best represent the true riding fraternity. Pardon me, but I saw more HD’s on the road during a week period than B’mers. Keep in mind the wild-west is wide open lawless country that attracts V-Twin bikers from around the world this time of year. “Where there is sin, I must follow”.

BMW riders wear helmets, don ear plugs and appear stylish in name brand riding apparel. HD riders bear classic and colorful do-rags and wear minimal clothing. (See bike wash

note above) I’m sure you’ve all seen the back of shirt logo: “If you can read this the bitch fell off!” If BMWNA could only figure out a way to sell as many clothes with their marquee logo as HD. Kind of an oxymoron if you ask me.

BMW is focused on new technology, lighter, faster, less traditional designs. (See bike wash note above) Any idea how HD keeps adding a new twist to a traditional 100 year design and outsells BMW 10:1? Check out the stables at the next B’mer rally. What is missing? (See bike wash note above) Maybe instead of focusing on youth with the new S1000RR, they should instead enlist a few more good looking females to their fold. The male to female ratio at Gillette was dismal. (Unless you’re a single chick/cougar looking for a geezer) Wake up BMW; women control most of America’s disposable income and the good looking ones typically attract men to their fold.

Speaking of music; how were the Riders of the

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San Jose Fork Braces Still Available

President Bill Stevens reports that he has a few extra braces available from the last order he placed. Cost is \$127.48 plus \$10.00 shipping/handling. A savings of 25% to members.

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Rally Notes cont.

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Purple Sage? Hoss Howard? Stage Coach West? Last year in Red Lodge the princess of rock'n'roll herself Joan Jett & the Blackhearts took the stage along with a no name band Leonard Skynard. Something to be said about a "Free Bird".

I'm headed back to Red Lodge in August for the Beartooth Rendezvous sponsored by the Beartooth B'mers. Hopefully the bikini bike wash will be in full swing. There's nothing like an opposed pair of DBLDJGS to make your riding day on the Bear Tooth highway.

Shiny side up! See ya on the road.

2009 R90s Rally

While the R90s Club did not hold an Official rally this year. (too many things didn't come together), we are considering having the rally in conjunction with the BMWMOA National Rally in 2009. The rally site is Johnson City, TN which make an excellent opportunity for us all to get together.

Please e-mail the officers (see p. 7) with your thoughts and ideas to make this a reality.

We look forward to hearing from you and more importantly, seeing you.
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MEMBERSHIP UPDATE

As of this printing, we have 105 club members in good standing.

For those that didn't get the word, our club has been approved for discount purchases from www.powerletproducts.com

Power Let supplies electrical plugs, sockets, wiring, etc. in case you need to power your GPS, cell phone, radio, etc. while riding your bike. They are the supplier of choice for the BMW, Triumph and Ducati factories.

Go to the web site listed above and check out their products. I purchased their products to power my GPS and electric vest for all three of my street bikes and they are a quality item. Our club is eligible for up to 15% off on purchases and up to at least 20% off on multiple purchases of ten or more of the same item. The only stipulation is that all the items must be shipped to the same address. This might not save you much because then you have shipping to your house, unless you order a large quantity or big ticket items. If interested, please send me your list and if we get enough orders, I can determine if you can realize a cost savings or not.

The club still has the following items available for purchase: BMW Twins book, R90S book, embroidered club hats, R90S gauntlet gloves, and machined aluminum intake tubes.

Send John Yee an email at ducjyee@yahoo.com if interested. Thanks!

Tech Tips

BREAK A TIRE BEAD IN 7 EASY STEPS

By John Yee
Treasurer

Note: This article was written with an understanding that you are experienced in performing your own tire removal and replacement so the procedure of levering the tire on and off is not covered.

I have changed over 70 tires from tube-type to tubeless, from dirt to street, from narrow section to 190/50 radial tires by hand with just a few simple tools. Contrary to popular belief, you do not need an expensive or fancy mechanical bead breaker, a wedge to pound on the bead, a humongous c-clamp, etc. to break the bead on a motorcycle wheel. You don't even need to be a macho person because it doesn't take brute strength to break a bead if you follow these 7 simple steps.

In order to start, you only need a few inexpensive items to do the deed. See photo #1.



Photo #1

You should have one valve core remover (approx. \$5) and a pair of tire irons (approx. \$30) as shown. The tire irons should have a 'gooseneck' bend to it. This style is usually 15" long. You will also need a container of 'snot' (6-8 ounces of plain tap water mixed with an ounce of liquid dish wash soap). Ok, let's begin.

Step #1. Remove the valve core to completely deflate the tire.

Step #2. See photo 2. Insert a tire iron between the rim and bead and press down on the tire.



Photo #2

Step #3. This is THE most important step in the process of breaking the bead. While pressing down on the tire, drip some snot into the

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Tech Tips cont.

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crevice, between the tire bead and rim flange. I usually stick a few fingers into the snot and 'paint' between the bead and rim to get the crevice soaking wet. Move the tire iron over a few inches and complete this cycle until the complete rim and bead area is saturated with snot. This step is vital because the snot acts as a release agent to enable you to break the bead by using only two tire irons.

Step #4. Photo #3. Insert the gooseneck end of the tire iron (bottom iron in the photo) into the rim and force the tire down as much as possible.

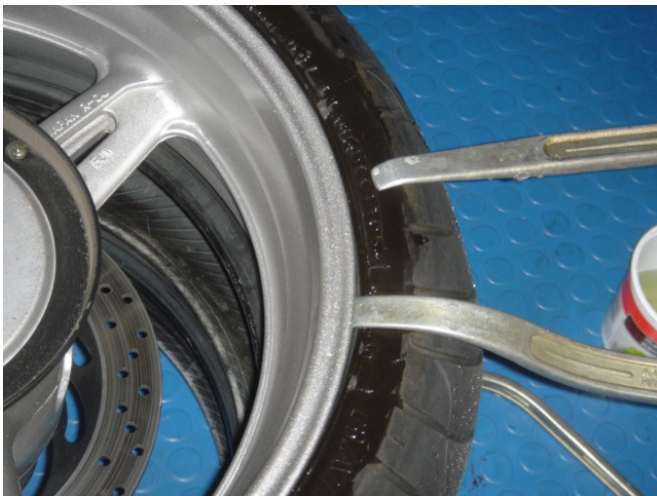


Photo #3

Step #5. Photo #3. Use the straight end of the next tire iron (upper iron in the photo), placing the curved tip facing down, towards the tire and insert it between the rim and tire bead.

Step #6. Photo #4. If the tire iron is inserted

into the rim as far as possible, you should be able to feel the tip of the upper iron catch the bead.



Photo #4

Step #7. While pushing the lower iron down on the tire, ensure that the tip of the upper iron is caught on the bead. As you lift the upper iron the curved tip that's facing down will force the bead to slide down. If the snot has penetrated well enough and your tire irons are in the correct position, the bead will start to slide down, not much, maybe a quarter of an inch but it's just enough to break the bead. Congratulations! You have just broken the bead using just two tire irons! Continue this process by moving both irons along the rim and break the rest of the bead and then flip the tire over and repeat the same procedure.

Using this process, I have yet to be defeated in breaking the beads on any wheel that I've

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Tech Tips cont.

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tried, even original OEM tires that have been on a wheel for over 10 years. The longest time it has taken for me to break a bead was 3 minutes, the shortest, 30 seconds after applying the snot solution.

Final tips:

The reason for using gooseneck tire irons: the gooseneck portion of the iron is less likely to mar the rim while levering the tire off and then back on.

Don't forget to remove the old weights before balancing the new tire.

The colored dot on the sidewall of the tire indicates the lightest part of the tire and generally, this dot is placed next to the valve stem, which should be the heaviest part of the wheel. This is how most of the bike shops orient the tire but I have found this isn't always the best way to do it. See tips #4 & #5 on how I do it.

Replace the valve core and cap and set the bare wheel on a wheel balancer to confirm exactly where the lightest/heaviest part of the wheel really is. I have seen wheels with the heaviest part as much as 180 degrees away from the valve stem.

Mark the heaviest part of the wheel. This is where you should place the colored dot when installing the new tire. Attention: This is for Norm Delezenne only-don't forget to check the directional arrow for correct rotation when re-installing the tire!

If you use tips #4 & #5, you will need less wheel weights, and sometimes, none at all to balance the wheel.

If you find that you are short of wheel weights

and are changing both front & rear tires, change the front tire first and use the weights on the front tire. You can usually get away with not using any weights on the rear, but the front must be balanced or else you'll have a shimmy/vibration problem. Don't ask me how I know this! Good luck! Please email John Yee (ducjyee@yahoo.com) if you have any questions or need further clarification on this process.

WESTERN RIDING TIPS

By Bill Stevens

Wear a helmet. No not a do-rag or a half-assed skull cap with chin strap. A real DOT helmet, preferably full faced with face shield. Your skull contains liquids that will spill upon impact.

Wear protective clothing. Most of the roads out west are chip sealed. Chip sealing preserves the asphalt with a layer of chipped rock. It removes skin and flesh down to the bone on contact. Denim jeans and tank tops do not qualify.

Wear gloves. If you ever go down, chances are good your hands will be the first point of contact. (See #2 above)

Wear protective glasses. We all occasionally ride with the shield up. When was the last time you caught a horse fly in the eye at 50mph? You're only allotted one set of eyes.

Stay hydrated. This means H2O or other

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Who runs this little organization anyway?

Well, basically our members do, but these folks graciously give their time and energies to make the club what it is:

President: Bill Stevens

European Chapter President: Kirk Ratzel

Australian Chapter President: Philip McCardle

Vice President: Ken Claus

Treasurer: John Yee

Secretary: Norm Delezenne

Newsletter Editor: Rick Griffith

Road Captain: Dale Wright

Safety Chairman: Howard Cobb

Historian: Mac Kirkpatrick

Please use your Membership List for full e-mails, etc.



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suitable liquids capable of maintaining your electrolyte level. Avoid alcohol! The bikes lined up in front of the Erma Hotel/Bar in Cody, WY have to go down the road sometime-right?

SLOW DOWN! When deer and antelope dot the landscape and appear as 2 eyes on the fringe apron, its time to slow your pace. Hitting Bambi at any speed is going to hurt. At 80, consider yourself DEAD!

Avoid thunderstorms and lightning. Riding head on into a mid afternoon thunderstorm can result in a hair rising experience. Turn around, stop, and seek shelter.

Keep the shiny side up and stay clear of bikini bike washes!

R90s Sport Owners Membership Form

National R90S Sport Owner's Club

Application for New or Renewal of Membership

Please print or type legibly – we will use this information for our club roster (address will be omitted from roster for security reasons)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL _____

YEAR(S) OF R90S _____ SERIAL NUMBER _____

COLOR: (CIRCLE ONE) SILVER SMOKE DAYTONA ORANGE OTHER _____

(ADD COLOR)

MILEAGE _____ MODIFICATIONS/NOTES _____

Please make a \$15.00 check or money order payable in U.S. funds to: John Yee - Treasurer

Mail to:

John Yee

244 Candia Lane

Cary, NC 27519

***Do you have any interesting stories, rebuilds and repairs, tips, restorations, bike searching adventures, etc. concerning your R90S that you would like to share with the membership? If you do, this is a way to contribute to the club and get your name in print for all to see. Submit it and we will put it in the newsletter. Send to our Editor, Rick Griffith. classic_r90s@earthlink.net