

# ***BEEMER ZEITUNG***

MAY 2021



**CAT 1**

**ADDICTION**

**Contributed by JOHN BONEWITZ**

# BMWDFW Tech Day 2021

10am to 4 pm

Sunday, 16 May, 2021

Hosted at Cycle Center/BMW Motorcycles of Denton  
521 Acme St, Denton, TX 76205

*Tech Day in the Denton's dealership's professional shop!*

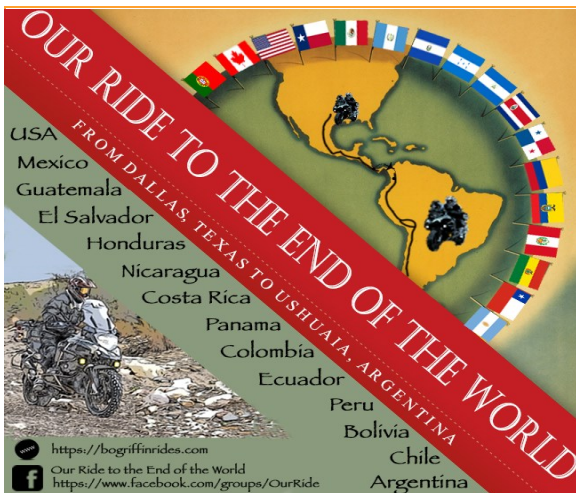


We'll have a couple of the BMW Techs with us at Tech Day. And we'll have the club's mechanical cognoscenti there, too. You definitely need to know them, if you don't already.

## Come join us!

Lunch will be available for a small donation, too. Be sure to RSVP at the Calendar event ([Click here](#)) so we'll know how much to bring. **And there's so much more...** go to our web page and get all the information on the event.





Armando Almeida

Last month we had completed **Day 13** of our journey in **Costa Rica** and after basking in the sun and ocean within that country's borders, prepared to enter the

last country in Central America...

### Days 14–15 PANAMA

Upon entering Panama, the higher standard of living for the people was obvious. My reading about the country indicated that the higher standard had a lot to do with revenue the Panama Canal produces.

On Day 15 we arrived in **Panama City**, clearly the most modern and richest city we had travelled in and is probably only matched by Mexico City, which is obviously much larger as well. We approached the City on the Pan-American Highway and, our "Waze" application indicated there was a lot of police activity on the road. We suspected it was only a question of time until they tried their luck with us. As we expected, we were stopped and told we were speeding. After much discussion we were allowed to depart without any money exchanging hands. The trick is always to be polite, accept their power and ask for proof.

That afternoon we went directly to the **DHL** representative facility to pack the bikes as they would be leaving that evening enroute to **Bogota, Colombia**. The process costs about \$1,000 and it was very well done by the local guys.

Without motorcycles, we decided to take a taxi to visit the Panama Canal and also go through downtown Panama City. The old quarter, known as **Casco Viejo Panama**, features many architectural styled buildings from Spanish to French and Antillean, many built during the construction of the Canal.

The more modern areas of the city have many high-rise buildings, which together form a very dense skyline. There are more than 110 high-rise projects under construction, with 127 already built. The city holds the 45th place in the world by high-rise buildings count."

The **Panama Canal** is an amazing engineering masterpiece that connects the Atlantic Ocean to the Pacific Ocean through a system of locks. The original locks are 32.5 m (110 ft) wide. A wider lane was constructed between September 2007, and May 2016, which allows transit of larger, **neo-Panamax** ships, capable of handling more cargo.



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We just stood there and watched in amazement as the boats were moved from one ocean to another right before our eyes.

That night we stayed in a very nice and expensive hotel close to the airport and dreamed about the great adventure we were on and that on the next day we would be travelling to a new continent, **South America**.

**Note: Armando's Journey to the End of the World will be continued in subsequent issues of Beemer Zeitung. ed.**





# True North

## Mini Tech II



Stephen Slisz

Another one of our Super Tech Days at the Cycle Center of Denton is coming up on Sunday, May 16<sup>th</sup>. Do you still have the urge to work on your own bike but are a little too nervous about unbolting serious parts from your high-tech bike? Changing the brake pads on your R1200/1250GS (or any R1200 RT/R/R9t) must be one of the easiest maintenance items you can perform on a modern BMW motorcycle. You don't even have to remove the brake calipers on the front forks! Two caliper bolts on the rear removes the rear caliper and the procedure is almost as easy.

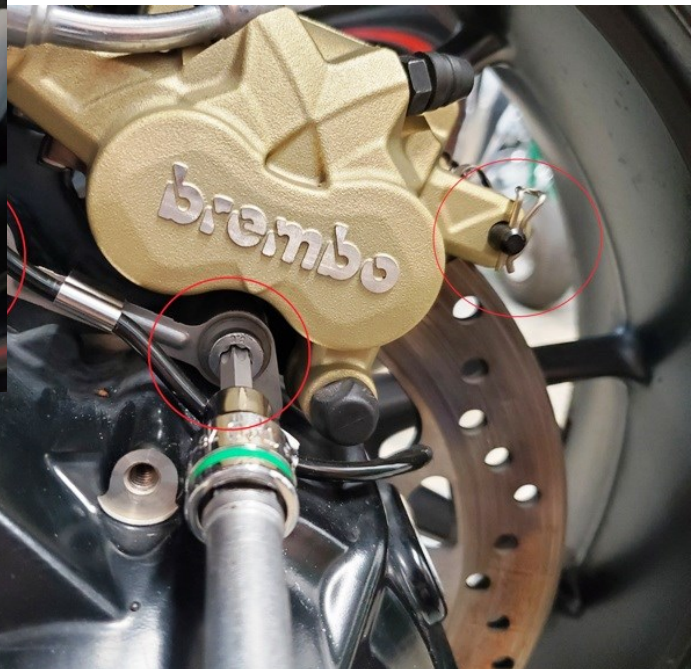
I did a Mini Tech article in the April 2016 Newsletter showing you how to replace BMW Hex/Cam Head R1200 brake pads.

Good news! The procedure for the Liquid Cooled R-bikes with the new Brembo brake calipers is exactly the same.

1. **Front pad replacement.** Place the bike on the center stand so you can easily turn the front forks to the left and right. There is no need to remove the brake calipers from the fork tubes.
2. With your fingers or an instrument that won't mar your brake disks, push the brake pucks back into the recesses of the caliper.



3. Using needle-nose pliers or similar tool, remove the spring safety clip near the top center of the caliper.



4. Remove the brake pad mounting bolt with a T-30 Torx driver and Remove the brake pad retaining clip from the center of the caliper.
5. Slide the used brake pads out of the top of the caliper using

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needle-nose pliers or similar tool.

6. Slide the new brake pads into the caliper from the top opening making sure to place the friction surfaces toward the brake disk.

7. Replace the brake pad tension spring.

8. Replace the brake pad mounting bolt making sure the tension spring is underneath the bolt. Tighten the bolt to 7Nm or 5 ft lbs. (just a little more than hand tightened)



9. Replace the brake pad retaining bolt safety clip onto the slot cut into the bolt.

### **Rear Brake Pad Replacement.**

1a. Remove the 2 large calipers bolts with a Torx 40 tool.

2a. Remove the 2 retaining clips on the brake pad retaining pin. Turn the caliper upside down in your hand and push the retaining pin out. It just presses out with your fingers. Be prepared to catch the brake pads as they pop out.

3a. Insert the new pads making sure the flat tab end of the pad fits into the slotted recess of the caliper. Holding the pads in place with your fingers, turn the caliper over and insert the retaining pin through the two holes in the caliper with the retaining pin "head" to the inside of the caliper. Reinstall the two pin retaining clips (they insert into the holes drilled in the pin) and reinstall the caliper onto the bike.

4a. Reinstall the two large caliper bolts and tighten them to 24 Nm or 18ft/lbs.

Pump the handlebar brake lever and the rear brake pedal several times to reseat the brake pads before you pull the bike off the center stand. You are done. Enjoy your accomplishment and your new brakes!

"Yeeha" Stephen Slisz





**CAT 2 PHOTO FOR MONTH OF *MAY***



**BUTTES AND MESAS OF BIG BEND**

**By JOEL WATSON**

# DART

by Jeff Owl

In the last couple of years I had the opportunity to go on adventure riding trips to Southern Utah Grand Staircase/Escalante and Big Bend National Park. I also went on the "Redneck Ramble" once. I even took my V-Strom through the single track course during the field day before the Ramble, working the skid plate over in the process. Prior to these trips, my most recent dirt riding experience was a few decades ago on a YZ80 and I never had any training. The first thing I got out of these trips was a desire for more! The second thing was the realization that learning how to handle a big bike in these environments by trial and error and casually watching others was not getting me to where I wanted to be.



I met **Bill Dragoo** when he gave a talk on adventure riding a few years ago. Most of you who do adventure rides have probably heard of Bill. He runs a school up in Norman, OK called "**Dragoo Advanced Rider Training**" or DART <<https://www.billdragoo.com>>. Back in July I went looking for a course on his website and found that the Level 1&2 classes in the near term were booked up. Not knowing if the "wait list" was a good opportunity or false hope, I contacted Bill and told him a bit about my experience. Fortunately, three gentlemen from Minnesota (my old stomping grounds) had booked a "custom class" and their experience was similar to mine. So with their consent Bill added me to the class, which was still about a month out.

Once confirmed for the course, I poured over the material he had on his web site to prepare students for class. This included bike prep, riding gear, special equipment, physical fitness, and some riding basics. There is some good information to be had there, even if you are not going to take his class. The class motivated me to finally get my F850GSA ready for off-pavement. I replaced the plastic panel BMW uses for sump protection with an aluminum skid plate that provided better coverage. I installed a headlight protector. I was still riding on the Anakee III tires that came with my motorcycle, so after reading some reviews I mounted a set of **Bridgestone Adventurecross AX41 tires** and spent time with the bike on a center stand, sitting and standing, trying to figure out the optimal position for the handlebars. I ended up putting in 20mm straight risers. I installed Bark Busters in place of the OEM plastic hand guards and added an adjustable, folding shift lever. At the time I did not find any good options for a folding, adjustable rear brake lever. On the gear side, Bill emphasizes the importance of having good boots. I did a review of the rest of my riding gear and deemed it adequate for the job.

About a week before the class Bill held a virtual orientation via video conferencing. He reviewed some of the expectations for the class, and we each discussed our backgrounds and experience levels. He also suggested some reading to do before coming to class, most of which can be found in links from his web site. So that gave me some time to re-think equipment and other preparations before setting out on the road. I thought about camping, but seeing the weather forecast I booked a hotel a few blocks away from Bill's place where we would be starting out each day. I also decided to drive the three hours up to Norman with the bike on a trailer.

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This turned out to be a good plan as it dumped rain on us all the way there. And then it rained all night. And into the first morning of class.

**Day 1** we all met up at Bill's house, signed waivers, had a cup of coffee and a short talk and then Bill looked over our riding gear and our bikes. We made a few ergonomic adjustments and he made some suggestions for future changes. Then we headed over to the practice field, less than 2 miles away. The rain had mostly let up by that time and we had decent weather most of the day, but the ground was saturated and the grass was wet. The first bike went down in mud on the way into the site. Bill talked about proper body position and control manipulation. We did slow riding, tight turning, slow riding and tight turning at the same time, then added in stop and go. We also covered starting in the middle of an uphill with low traction. Everything was geared to focus the students on balance and control. The environment and exercises really emphasized the fine points of it and made me realize how easy it is to get complacent about balance when you have momentum and good traction, and how difficult situations become easier when you have good balance and control. That night we all went out to dinner at a local restaurant and talked .... Motorcycles.



**Day 2** it was raining pretty hard. We spent a couple of hours in Bill's shop talking through theory, equipment, motorcycle electronics (e.g. power modes, ABS, TC, suspension - we all had BMWs), and doing some hands-on exercises like tire repair on the trail. Then we headed back out to the same field from the prior day for some low traction braking exercises. We got comfortable maintaining balance while skidding the rear tire. Then we each practiced using rear only, rear and front, without ABS, front only ABS, and full ABS.

I've seen motorcycles tow other motorcycles before, but it always caused me to cringe. I've never before seen the method Bill used. He looped one end of the tow strap to the right foot peg on the towing bike and the other over the left foot peg on the bike being towed. The person being towed maintains an echelon position with the strap between 10 and 30 inches off of straight back. He demonstrated by pulling me and my bike around the field doing left and right turns. Then each of us took turns being towed and then towing. I think this is the exercise where my apprehension was the most out of proportion to the actual difficulty.

For the afternoon we transitioned to an ORV park with trails along the river. The first exercise involved roads with deep water-filled ruts, and what line to take, ie. when to ride in the rut vs. around it or down the center. We did a little riding in deep sand but since everything was soaked, it was more the consistency of wet oatmeal and was perhaps not the same kind of challenge as it might otherwise have been.

## Equipment

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The **AX41 tires** I had were pretty good. On pavement there is some minor vibration around 25 MPH and noise at higher speeds, but nothing out of the ordinary for that kind of tire. They handle dry, paved corners a little better than I expected. Off road they did pretty well in the mud but I do not think I can say they were a huge improvement over the Shinko 804/805 I had on my previous bike. 2400 miles in, they are pretty much shot for any serious mud or sand, but there is plenty of tread left for the pavement. I cannot say enough good things about the **Alpinestars Toucan boots**. I bought them three years ago, spending more than I wanted to, but they have been worth it. Several times now, riding in the rain, even stepping in deep water, my feet have remained dry and comfortable. They also provide great support for prolonged standing on the pegs and do not restrict circulation when snug. The 20mm risers proved to be a good compromise between sitting and standing. I am six feet tall and I had no issues standing on the pegs for long periods of time.

## Conclusion

**DART** is definitely worth the price of admission. During the course, all 5 bikes ended up on the ground more than once, though in Bill's case some of that was for demonstration purposes. Fortunately all the motorcycles had been prepared and the people geared up appropriately and there was no damage or injury to speak of. A recurring theme for me was the anxiety I felt listening to the description of an exercise, and then watching Bill demonstrate it. But nearly every time I would leave the exercise chiding myself for worrying over nothing. Which all leads to another big thing I got out of this: *confidence*. This comes from practice in the application of techniques and understanding of the mechanisms at work in the machine and in the physics involved. This is the kind of confidence that enables you to say "yes" to an adventure you might otherwise avoid.

Lastly, even with all the great things about the class, the thing that I want to mention, even though it wasn't a big revelation, was the reminder that part of the adventure is just going places and meeting people. It was a genuine pleasure to meet the folks who run the class, Bill and Susan, and the other students. Great people all of them. But then, they are motorcycle folks, and that is what the motorcycling community has taught me to expect. *jeff*

## **2021 BMWDFW OFFICERS**

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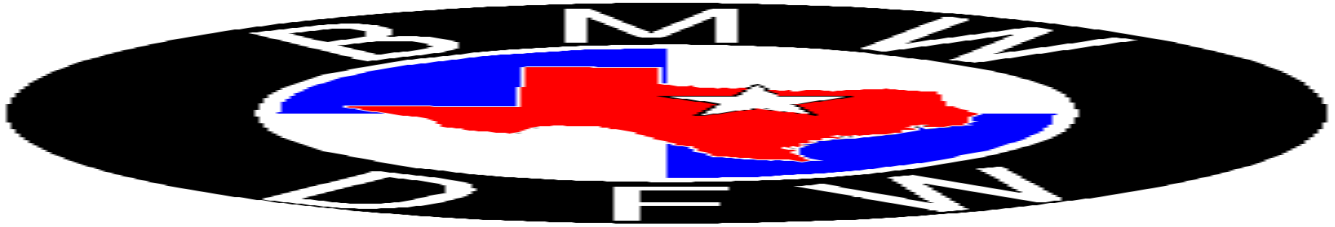
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## 2021 PREMIER CLUB RIDES - *maybe*

*All the details for each of the Club Events are available by going to the Event Calendar [Click here](#)*

**May 1-2, Fredericksburg, TX. - "Roads of Spring"**

**"Thank God It's Spring" - TBD**

**Farewell to Summer Rally - TBD**

**BMWDFW Annual "Fall Color Tour" -  
Oct 21-24 Eureka Springs, AR**

**For future and most current updated Event information, go to the Club Event Calendar  
[Click here](#)**

**Cancellations Resulting from the CoVid Executive Orders. Please Check the Website  
and Group.io List for Most Recent Updates**

## **RECURRING CLUB ACTIVITIES DETAIL**

### **BMWDFW Club Forum**

Our members' forum is at the BMWDFW Group.io [Click here to join](#)

### **CLUB MEETING, 7:30 PM, 2<sup>nd</sup> Tuesday, MONTHLY, except December**

Spring Creek BBQ, 1509 Airport Freeway, Bedford, TX. Located on the westbound access road of Airport Freeway at the corner of Forest Ridge Drive in Bedford. Dinner and social begins 6:30 pm.

### **CLUB BREAKFAST / RIDE, 2<sup>nd</sup> Sunday, MONTHLY**

AM/10 AM, Mary's Brazos Café, Tin Top, 15 mi south of Weatherford, Texas. A ride follows, weather permitting.

### **CLUB BREAKFAST, Saturday, 7:30 AM/8:45 AM**

WEEKLY. Original Pancake House in Grapevine, 1505 William D Tate Avenue, Grapevine, TX 76051, (817) 421-3444.

### **AD HOC RIDES**

These will be announced as they come up on the Members Forum at BMWDFWGroup.io [Click here to join](#)



*VINCE BRECKNER*

## 2021 UPCOMING CLUB EVENTS

### 2021 BMWDFW Roads of Spring Ride May 1 - May 2

May 1 & 2, 2021 5th Annual Fredericksburg Vintage Motorcycle Show & Ride-In Pecan Grove Store May 1, 2021 Admission = a donation of three cans of food or cash donation for the local food bank. Open class Vintage Bike Show \$20 entry fee per bike. All entries receive a souvenir koozie and sticker. Registration will be at the store Saturday 10:00-11:30am. Showtime is 12-3:00 pm. We are an official stop on the Hill Country Run. For more info call: 830-990-4433. (not...

[Find out more »](#)

### BMWDFW Tech Day 2021

May 16 @ 10:00 am - 4:00 pm

Cycle Center/BMW Motorcycles of Denton, 521 Acme St, Denton, TX 76205

This popular event will be held at our generous friends Cycle Center of Denton and BMW Motorcycles of Denton's location and their shop will be available for our use. This is a very popular event for both socializing and learning about your motorcycle. Location: Hosted at Cycle Center/ BMW Motorcycles of Denton, 521 Acme St, Denton, TX, 76205 Time: Drop in anytime from 10am to 4pm – Join us for lunch if you can Please RSVP with the number attending...

[Find out more »](#)

## OTHER NOTABLE EVENTS DETAIL

*Listed below are select other events that are not club sponsored but may interest our members. These may not be listed on the Club's website calendar.*

### MOA Getaway Santa Fe – Tentative for May 20-23

The Kerrville MOA Getaway conflicts with our annual Fall Colors Ride in October. But, this year there is a Getaway in Santa Fe NM that does not conflict with anything we have on our calendar so far... May 21-23. These rides are very similar to our weekend overnights and the MOA has done all the leg work for us. The fee is \$99 for the event and includes two meals. Hotel rooms are your responsibility. I'm thinking of putting a...

[Find out more »](#)

### BMWMOA National Rally – Great Falls, MT.

June 24 @ 8:00 am - June 27 @ 5:00 pm

Montana Expo Park, 400 3rd St NW

Great Falls, MT 59404 United States [+ Google Map](#)

Great Falls offers all the best of Montana recreation: fishing, hunting, hiking, and more. Added to that, a rich history and arts community that caters to enthusiasts. We welcome you to a True Montana and True to Expectations. [Find out more »](#)

### SEE UPDATES! Top of the Rockies Rally – Paonia Colorado – July

July 13 - July 19

Ride to the Top of the Rockies Rally July 15-17 2021 Got an email from the Colorado BMW club that the 2021 TOR Rally is on! One of my favorites and I'm going again this year. All the restaurants in New Mexico and Colorado are Take-Out Only at this time so if the virus doesn't ease up, this will be the ultimate distancing ride. We'll just grab our stuff to go and spread ourselves out! The TOR rally is mainly...

[Find out more »](#)

### Rich Mountain Rendezvous – Queen Wilhelmina Lodge Ark

September 16 - September 19

This rally used to be called the Jail Break in the Clouds. It used to be a rally put on by the "Chain Gang" club for BMW 650 GS singles with a chain drive. It's evolved over the years. It's primarily a camping rally at the campsite near the Queen's lodge up on the Talimena scenic drive. But plenty of people don't camp and just stay in the lodge. <https://rnr4casa.com/about/its-about-the-kids/> Lot of Du-al-Sporters make this event. As of this writing...

[Find out more »](#)

### **Membership**

### **Meeting**

**Tuesday**

**MAY 11**

**7:30 PM**

**Spring Creek BBQ  
1509 Airport Fwy  
Bedford, TX  
817-545-0184**

**At Forest Ridge & Airport Freeway (Hwy 121)**