

# WINTER EDITION

BEEMER ZEITUNG

FEBRUARY 2024



CATEGORY I Photo for FEBRUARY

*JOSEFINA IN CHAMONIX*

*by PAUL HIRSCH*

## Me and Tom T.



CRUNCH

Do you like Tom T. Hall? I like Tom T. Hall. He's a singer/songwriter that has had a successful career writing songs. What he really does is write stories that takes three minutes and three chords to tell and you'll swear that you've known almost every character he's ever written about. He once wrote a song about liking beer, and a man that can sing about beer while he's sober has to be pretty talented.

One of my favorite songs Tom T. wrote is called Faster Horses. The plot line revolves around this young poet type who professes to know the secret of life until he meets up with an old cowboy that convinces him that the secret of life can be distilled down to only four things: Faster Horses, Younger Women, Older Whisky, and More Money. And while there certainly are other pleasures in life, this can be a good platform to build upon.

For most of us who ride, "Faster Horses" equates to that big black K1600 Bagger, or a R1200RTw. Maybe even the S1000RR with 200 horse power or whatever it's rated at these days. We love Moto GP, Flat Track, Enduro riding and the bikes we ride are our horses. And I've shared a glass or two of fine spirits with more than one member of this group, so Older Whisky can't be discounted. As far as Younger Women goes, I'll just say I have had a fondness for red headed ladies that ride their own bikes and leave it at that.

But in truth, the sound of a fine engine is music in its own right. I don't ride with speakers in my helmet, or a radio playing tunes I may or may not like. For me, I'm content to have a Tom T. song in my head, or maybe Guy Clark, Dave Alvin, Emmy Lou, Norman Blake, Doc Watson, Kate Wolf or a hundred other writers I could name. About twenty five or thirty years ago I picked a guitar or two every week with a couple of buddies. One night I told one of them, "I think I'm going to write a great country song". Then I was quickly put in my place when I was told "Crunch, your life is too squared away to write a country song, you just couldn't do it".

That may be so. I am content to listen to the tunes that bring me joy, make me feel good, or maybe a little sad at times. I'll always remember the last time I came across US 50 in Nevada. Theresa had just had an accident in California and I had just put her on a plane in Sacramento and now I had to get home myself. That ride on the Loneliest Road In America was memorable because it was filled with the sights and smells of the high desert in my visor, and the songs of Ian Tyson in my heart and on my tongue. Yep, I sing inside my helmet. To me I sound better inside a helmet than in the shower.

*Captain Crunch*

# TRUE NORTH

## Fixed: Front Brake Pulsing



Riding in heavier-than-usual traffic to the Saturday Pancake House breakfast, and caught up by the traffic light at Mustang Drive, a firmer grip on the front brake lever caused an unusual vibration from the front of my RT. I feel a pronounced pulsing sensation from the suspension that transfers up through the handlebars. When asking our assembled crowd for a diagnosis, you'll probably hear a consensus of "Your brake rotors are warped" with a few "bad wheel bearings" or "bad bushing/ball joints" for good measure.

Well, not so fast. Unless you're a real Hot Shoe and constantly ride your bike like Ricky Racer, it's pretty hard to heat up the brakes to the point of warping the rotors on a modern bike. The vast majority of motorcycles come equipped from the factory with organic brake pads that use friction material comprised of carbon-based components like glass, ceramic pieces, and other fibers. Aftermarket, high performance pads are usually semi-sintered pads that add metals, usually copper alloy, along with shards of other materials to the carbon mix. The carbon in the pads offers a softer initial "bite" and aids in smoother brake application. It also seems the carbon base lends to transferring said material (think brake dust) to a high spot on a hot brake disc causing brake shudder. And you have a higher probability of contamination when you have the habit of holding your bike at prolonged stops using the front brake. I do that.

Having the tools and supplies on hand, I'll attempt to clean my front brake rotors by sanding the disk to remove the high spots. I gather some wrenches, an orbital sander, several 240 grit sanding disks (Fine grit for wood) and start my own Shade Tree Mechanic session. I put the RT on its center stand and jack the front wheel off the ground with a scissor jack. Remove the brake calipers (13mm socket/driver) and ABS sensor (T30 bit) and tie them aside to allow the wheel to spin more freely. Mount a dial indicator against the brake disks to check their runout for warping. Another shade tree trick is to wrap a wire around a fork



leg and up against the brake rotor. Spin the wheel and watch the wire pointer to see if the rotor "wobbles" back a forth against the wire. My dial indicator and the wire trick both show my rotors to be true.

Next, remove the front fender (T25 bit), front axle and wheel. (T40 bit axle clamps, 19mm axle tool and 17mm nut wrench) Lay the wheel on a flat surface and remove the bolts (T30 bit) holding the front disks. (For reinstall orientation I mark the L/R - inside/outside and ABS side of the disks) I use a new piece of sheetrock as a flat surface to sand/clean the brake disks. . I also have a fine/very fine grit paper designed for wood surfaces because I don't want to actually remove any metal from the disk. With slight pressure, I run the orbital sander around the face of the

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disk in a continuing circular pattern to remove any impacted “brake dust”. Don’t stop in one spot, you don’t want to create any further high/low spots on the disk.



After cleaning all four surfaces, I reinstall the brake disks to the front wheel. BMW tells you to use new mounting bolts because they are coated with their thread locking compound. I clean and reuse the existing bolts with a wire

brush and coat the bolts with Loctite Blue thread locking compound. Working in a star pattern, those bolts are torqued to 19 Newton Meters. (19Nm)



Reinstall the front wheel and axle. Tighten the axle bolt/nut (30Nm) before tightening the axle clamp pinch bolts. Doing so preloads the axle bearings and centers the axle and wheel between the fork tube clamps. Tighten the axle clamp pinch bolts (19Nm). Spin the wheel to insure it’s free movement. Reinstall the ABS sensor (T30 bit to 4Nm or hand tight) Reinstall the brake calipers. (38Nm) Reinstall the front fender and remove the homemade brake disk runout pointer wire from the fork leg. Reminder: Pump the front brake lever a few times to reset the brake pads before dropping the jack and pushing the bike off the center stand. It worked! Taking a test ride around the neighborhood and initiating a few spirited stops, the front brake shudder is gone and my RT is as smooth as a baby’s bottom and back in good shape. Another Shade Tree job successfully accomplished!

Stephen



**CATEGORY 2 - Photo For FEBRUARY**



**THANKSGIVING SUNSET in Hardeeville, SC**

**Submitted by - David Frankenfield**

# Scatter Shooting

## What ever happened to buttons and snaps?



Ever think about what the greatest and most useful inventions in modern history might be? Most people will say something like the microchip, or the cell phone or any Apple product. Or it could be as simple and useful as intermittent windshield wipers or the like. I'm sure we can all name a few. Fortunately, some of these inventions have actually been found to be useful while pursuing our favorite pastime, useful to us as well as to the motorbiking community in general.

I have long proclaimed that, from a motorcyclist perspective, the “pay at the pump” and “Velcro” are at the top of the great inventions list Both of these need no explanation of how they fit into our world. However there comes a time when something goes well beyond **too** much. This is the case with Velcro. What a wonderful product for a motorcyclist, used to close, cinch and tighten gear, secure outerwear, mount accessories and so on. I mean without it how could Mike V mount the GPS, radar detector, CB radio, spot tracker, depth finder, fax machine, ship to shore radio, Loran, a tank mounted Craftsman 2 drawer tool chest, and a rubber chicken, all over his bike's gas tank, cockpit and fenders.



But Velcro's usage in the motorcycle apparel world has been abused and overused. My boots, gloves, jacket, over-pants, rain suit all heavily depend on at least one level of Velcro at multiple critical locations to tighten, cinch up, close or shut. All ok except if you look at each item singularly. But my god, if you have to don all the outerwear protective and weatherproof gear at the same time...forget it. Real Example: On a recent road trip to Arkansas it had rained all night and was still raining in the morning. Radar looked like it was

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going to rain on me for several more hours after I got underway, which was my queue to put on everything I had in the bag. I pulled my bike up under the covered porch at the motel so I could load my bags and gear anticipating a very wet ride. Accordingly, I put on my Klim Apex jacket, my Klim over-pants, my Roadcrafter rain suit and of course gloves and boots, all of which depend heavily on Velcro to cinch and close. While pulling on the last outer layer, or rainsuit, and with all the wiggling that goes on while “suiting up”, the cuff of my jacket caught on one other item of gear

then another got caught and attached to another...and then another. By now I'm practically rolling around on the ground jerking, pulling and cussing trying to untangle all the items that have stuck together. I must have looked like a cross between Mr. Bean and Gumby, trying to get sorted out. Of course this frustrating struggle has caused me to work up a full blown rubber-suit sweat.

Thankfully the motel owner/clerk, Mr. Patel, saw me struggling and came to the rescue. Without his assistance I could still be there in the porte cochere of the



Ozark Motor Inn. But then, as a finale, while mounting up my rainsuit cuff got caught on the Velcro used to mount the on/off switch for my driving lights, pulling them loose, along with some of the lights' wiring. This mess made me start thinking about what we did in the “pre-Velcro” age ? Seems I remember we depended on zippers, snaps and buttons.

None of these could attach themselves to each other and they were a sound solution for 100s of years. So is this Velcro abuse really a problem? Or is this a non-issue and just me, on yet another rant? Either way, remember me and this brilliant observation next time your Badlands cuff gets hung on somebody's tablecloth when you're leaving a crowded café. Out

RR



BMW Motorcycle Club  
Dallas - Fort Worth



# 2024 Calendar of Events

## RECURRING CLUB ACTIVITIES DETAIL

### BMWDFW Club Forum

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

### CLUB MEETING, 6:30 PM, 2<sup>nd</sup> **SUNDAY**, 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.

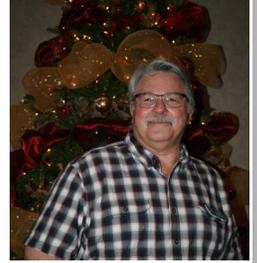
### CLUB BREAKFAST / RIDE, 2<sup>nd</sup> Saturday, MONTHLY

Destination to be announced each month. Watch BMWDFW at Groups.io

### CLUB RIDE, 4<sup>th</sup> Friday, MONTHLY

Destination to be announced each month. Watch BMWDFW at Groups.io

### CLUB BREAKFAST, Saturday, 7:30 AM - 8:45 AM WEEKLY



VINCE BRECKNER

## *Rides and Events planned for 2024*

# THE OLD EVENTS LISTING IS DEAD!

## LONG LIVE THE EVENTS LISTING.....

### On the website.

If you haven't seen it yet, it's been redesigned and is better than ever. A couple of the things the website provides are up-to-the-minute Event Listing detail and calendar updates for all the club activities, events and scheduled rides. The Club's Event Listing has been present in the website and published in the Monthly Newsletter for many years. It was originated by our illustrious Past President, Mike Moon, who's boots proved they could not be filled, and was transitioned to me around 2009. Since then that Event Listing has been modified many times in format and content and consistently updated on a monthly basis. This aged method is being retired in lieu of the expanded Event and Calendar updates in the newly designed website.

Upcoming Events for the next month are listed on the opening page of the website. Click on any one of those and it will take you directly to the calendar event. And by clicking on the "Meetings and Events" tab just below the header picture, you'll be taken to the club calendar where you can explore future rides and events by calendar format or list format. You can also search for events and drill down to the detail for each event by clicking on the event. The best part is that you'll be getting up-to-the-minute information on the ride or event. Any change to the event by the Tourmeister or owner of that ride or event is immediately available in the detail of that event. Enjoy the new website and its benefits! VB

## Contest Reminders

[Click here](#) for all the contest information and forms

### Mileage Contest – Nov 15 to Oct 15

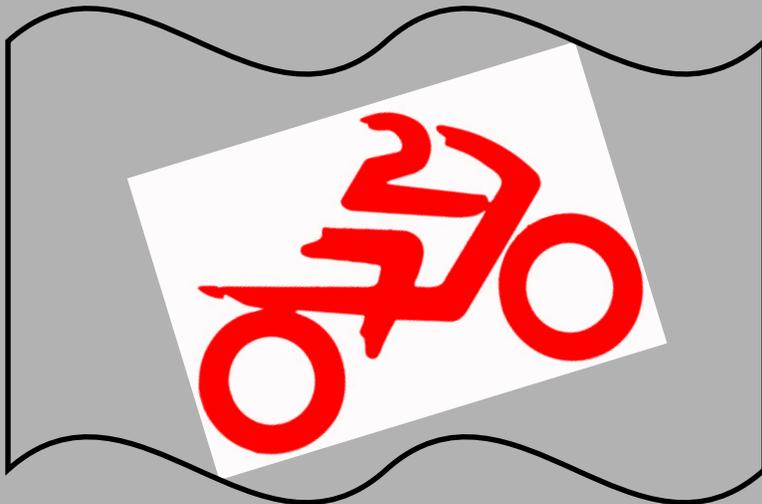
Grab your gear, ride the miles, get recognized! The annual mileage contest celebrates your willingness to enjoy the open road. Download the [rules](#) and the [entry form](#) to get started!

### Photo of the Year

Did you snap the most unbelievable image that you can't wait to share? Enter our photo of the month and photo of the year contests to win some great gear for BMW DFW members. Download the contest rules for the [monthly](#) or [annual](#) contest and submit your favorite image.

### Newsletter Article of the Year

We're always looking for the next great writer. It might be you. Enter our newsletter article of the year contest and help promote the riding community. Download the contest rules to get started.



## **2024 BMWDFW OFFICERS**

### **President**

David Frankenfield

### **Vice President**

LESLIE HILLHOUSE

### **Secretary/Treasurer**

Dennis Bufton  
Bedford, TX  
817-475-2413

### **Tourmeister**

David Frankenfield

### **Webmeister**

Art Ullman, Jr

### **Safety Director**

Tom Manly

### **Newsletter Editor**

Don M Mills

### **Membership**

### **Meeting**

**SUNDAY**

**FEB 11**

**6:30 PM**

**Spring Creek BBQ**

**1509 Airport Fwy**

**Bedford, TX**

**817-545-0184**

At Forest Ridge &  
Airport Freeway