

NEWSLETTER

Beehive Beemers Motorcycle Club of Utah
MOA 169 / RA 299

May 2024

TECH TIP:

Preporation for the Riding Season

by Bryan Cody

With Spring upon us and the weather warming, we are all itching to get back on our motorcycles. But before hitting the twisties, remember that your bikes have been sitting for the winter and that routine maintenance and preparation is important.

One commonly overlooked maintenance item is your blinker fluid. Though commonly referred to as blinker fluid, it is technically called, “directional indicator hydraulic and lubricant fluid” (DIHLF).

When you depress or toggle the directional button, fluid is pumped from the reservoir through very thin tubes to whichever side of the vehicle you are going to turn towards. When the fluid passes through the base receiver of the light bulb, a small turbine generator starts to spin producing an electrical current that causes the bulb to light up.

The speed of the flashing is dependent on the viscosity of the fluid used and the pressure within the gauge of the tube; this in physics is referred to as the Leichtgläubig Principle. The thicker the viscosity the slower the bulbs will flash and the thinner the fluid the faster they will flash. The Quatsch Valve, which controls the dual flow, is used to cause all the turn signal bulbs to flash at the same time. This is what works the emergency flashers.

If you have a newer model motorcycle, it is unlikely that you would need to flush and refill your blinker fluid. Most LED lights have a lifetime sealed fluid system. So if an over zealous mechanic tells you your blinker fluid reservoir needs filling, you should acquaint yourself with the service manual before allowing them to proceed.

CONT.

TECH TIP: DIRECTIONAL INDICATOR HYDRAULIC AND LUBRICANT FLUID

If you have an older motorcycle with incandescent globes in the indicator lights, you may need to replace the blinker fluid after a period of time to effectively cool the bulb turbine from burning out prematurely and to keep everything properly lubricated so they flash in synchronization and do not get stuck on or off.

If you find that your turn signals are blinking at a cadence twice their normal rate, this is usually an indication that the blinker fluid has lost its viscous tensile strength, and thus should be drained and refilled.

The effective lifespan of most blinker fluids are about thirty-one million, five hundred and thirty-six thousand blinks or 31,536,000 b/yr. It is always helpful to keep a written log of how many blinks your bike has done so that you know when to flush and refill your indicator fluid system.

The new BMW R1300s have a blink-count as part of the on-board vehicle information within the system display. Although, be sure that the mechanic resets the blink-count after service is complete.

It is recommended that you DO NOT use synthetic blinker fluid on older filament bulb systems prior to 1985, as the synthetic fluid can leak through the bulb's aged gaskets. As always, check your operator's manual for what type of blinker fluid viscosity your system uses.

Disposal of used blinker fluid should never be discarded down drains or in your yard. Though most blinker fluid brands are biodegradable it can still cause hair follicles to illuminate in small children. Always dispose of used blinker fluid accordingly at service centers and auto part stores.

Be safe out there – and enjoy the new riding season.

-Bryan Cody



There are many brands. Always refer to your owner's manual for the recommended brand and viscosity type.

END TOPIC

NEW MEMBER - WELCOME!

Let us welcome Brad and his new F900GSA

-and let's show him all the new roads and routes to our wonderful State.

My desire to ride again has been hitting a fever pitch lately, as it's been 10 years since my last ride. Over the most recent couple of months, I was waiting for an F900GS Adventure to become available at the local dealer, to no avail. Then I saw Grand Junction had a couple and purchased one last Saturday (see image). I previously owned an R1200CA and an R1150GS Adventure among a couple of non-BMW bikes.

Wanting to work in a Cox Automotive office again (in Draper), I moved to Eagle Mountain from Nevada (I'm originally from Chicago). Covid took its toll, and the office has been downsized and everyone continues to work remotely. I do have to say that my neighbors here in Utah County are the best neighbors that I have ever had in my entire life: fun, honest, extremely helpful, who love and respect their community.

Living on the edge of the desert, I will continue to explore the environs – now on two wheels. Along the way back from Grand Junction, I discovered Helper; it seems like a nice place to visit next Saturday on the new beast. There are so many places to explore after Helper, Hastings Pass over in the Cedar Mountains Wilderness; and the list is filling up fast. I enjoy discovering the great history of the American West.

I look forward to meeting my fellow members. I thank the gents at Eurosports Utah for making me aware of this club.

Brad



END TOPIC

FROM THE PATENT OFFICE...

BMW Patents Active Aero, But Mere Mortals Aren't Going to Feel It

Homicidal homologation specials? Do it, BMW.

by Jonathon Klein (Ride Apart) Feb 12, 2024

Maybe you've noticed, but there's an arms race going on within the superbike spectrum. Bike companies have lost their damn marbles as each strives to deliver more power, better electronic aids, wilder aerodynamics, and whatever else they can think up to make these motorcycles faster around a race track. BMW Motorrad's latest proposition? Active aerodynamics affixed to your M or S 1000 RR.

BMW's patent proposes taking the traditional static aerodynamic winglets that've come to be affixed to superbikes lately and turning them active. The idea is that static winglets are great in helping stabilize motorcycles while pointing straight and reducing wheelies, which in turn gives the rider more grip. But static aero doesn't help in corners where airflow gets weird, causing all sorts of issues for the rider and those behind them.

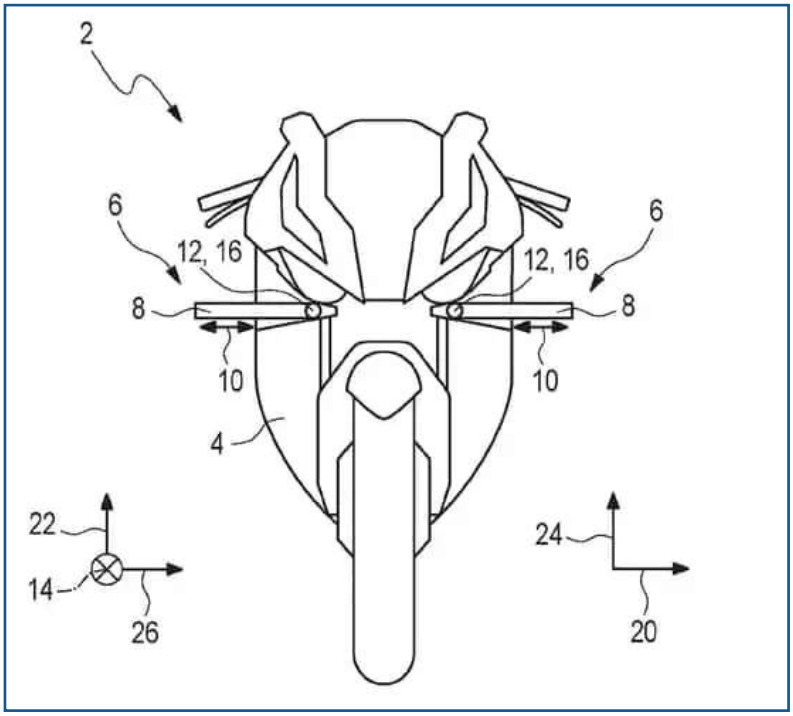


Fig. 1 BMW Motorrad active aerodynamic winglet patent drawing.

Making these dynamic parts allows BMW's engineers to reduce those air-funneling issues while channeling it where they want to increase the bike's overall downforce through the corners, never sacrificing stability throughout a track. What the patent tells us is that BMW's engineers designed the system so that no matter how the bike leaned, the winglets would always stay parallel to the road's surface. This then keeps all that precious downforce pointed the right way, and that's pretty friggin' cool, even if it's not for you or me.

CONT.

If you haven't already guessed by now, the proposed tech is to help BMW compete in WSBK, not for us fat sacks of jelly donuts riding our state's backroads, canyons, or freeways. Yes, it'll most likely end up on an S 1000 RR soon, but just like all the interesting tech that's being brought to MotoGP from Aprilia, Ducati, and Honda—active aero is illegal in MotoGP—this type of technology is built for the pros and pros alone.

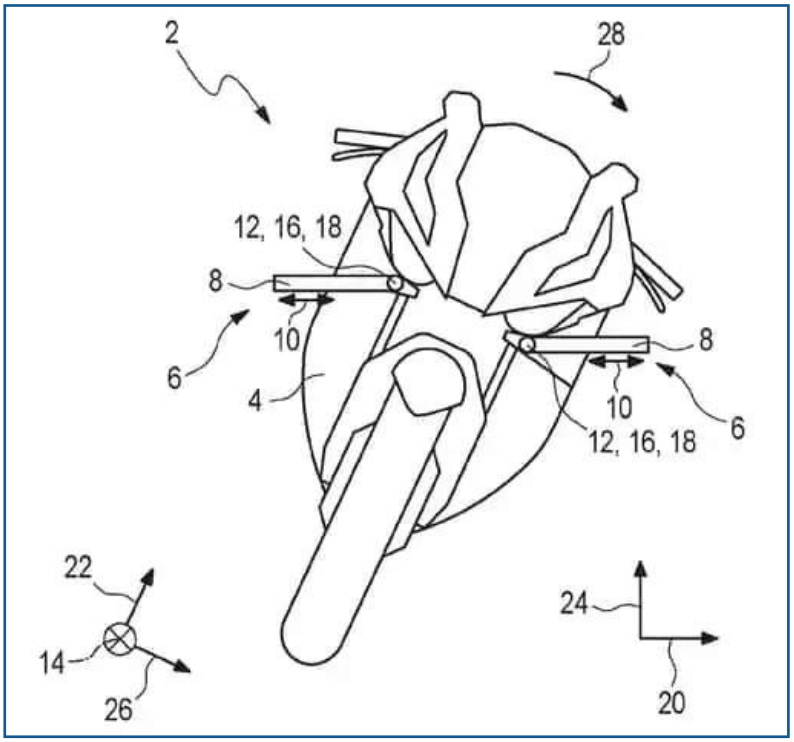


Fig. 2 BMW Motorrad active aerodynamic winglet patent drawing.

What I see in terms of what we'll get as average consumers is something along the lines of a homologation special. Think Ducati's Panigale V4 SP2, Honda's Fireblade SP, BMW's own M 1000 RR, or WRC's legendary Group B era where manufacturers were forced to make miniature nuclear bombs that the general public could buy.

As for how BMW's system will work, that's still undisclosed as the patent doesn't go into much detail other than that the winglets are hinged with actuators. But since lean-angle sensors are standard equipment on nearly every new motorcycle, and those help modern superbikes with traction control, stability control, and even drift modes, my best guess would be that BMW would tie this into those systems.

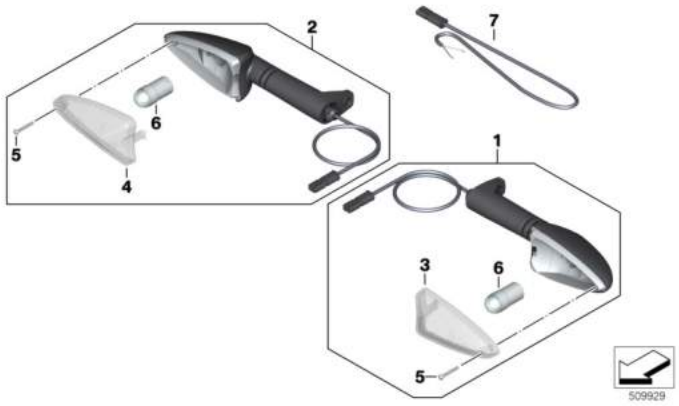
However we may see this aerodynamic system applied in the future, it's gonna be wild. I won't be able to extract every ounce of capability, but most people outside of those competing at WSBK, Isle of Man, and MotoGP probably won't be able to either.

END TOPIC

NUTS & BOLTS

General Announcements & Information

7 - Quatsch Valve



Breakfast / Brunch

Please remember to RSVP for our breakfast/brunches (and I thank those that have). Remember that just because an establishment has enough seats for our group, that doesn't mean they are prepared for our group. By giving the restaurant a head count (as they request) it allows them to make sure they have ingredients on hand, and kitchen and wait staff to handle the 25+ people that they normally would not have that early.

Last month we had 22 people RSVP (I told the restaurant 25). However 33 people showed up.
I can't over inflate the RSVP count encase fewer actually show up - which was the case a few months ago at Little America. We had 24 RSVP, I told the restaurant 25 - 30. They set aside a separate section for us (30 people) and two dedicated waiters. Yet only 17 people ended up coming, which did not make the extra wait staff they brought in happy - as he was not needed.

I am always the last to leave and talk with the manager and staff to make sure all was okay - and to make sure that the servers received all payments (and were paid accordingly). **Last month's meetup someone left without paying.** Unfortunately this was not the first time - and Todd or myself end up paying for that meal.

It's been difficult finding 12 different places willing to host a group of 25+ people on a Saturday brunch. One of the complaints we heard a couple of years ago was that members wanted to eat at better places other than the Golden Coral (which was the established place in the past). I believe we have done a good job of mixing it up, but it does require effort in setting up (which is normally done by the Vice President, which we currently do not have - and I have been doing it). I suspect that one of the reasons the Golden Coral was continually chosen as the meetup location was because a buffet style restaurant doesn't require reservation counts, the restaurant doesn't have wait staff, and patrons pay going in. This made it easy for the club with no effort to organize.

Please help me with keeping the rotation of establishments for our monthly meet ups by RSVP'ing, so that we don't end up resorting back to the Golden Coral every month. This isn't for me; it's the courtesy to the restaurant so that they can better be prepared to host our group.

Thank you.

Summer Brunch & Ride

For our warmer months we are looking at five establishments for our monthly brunches that are near (or part of) nice back-road rides. A couple are places we went last year. The order of the brunch locations will be determined based on season road openings - and we'll make sure to announce well in advance.

The five in mind are: Taggart's Grill (East Canyon), Lodgepole Grill (Sheep Creek / Rays Valley Rd), Carlo's & Harley's (Trapper's Loop / Monte Cristo), Hanna Hilton (Wolf Creek Pass), and the new Oakley Diner

FOR SALE

A glimpse of items added to Website Classifieds

There are some items on the website that members have for sale. For those interested in posting an item, you can email me. Currently the 'self-post' section of the website is temporarily halted. There was some unfortunate spamming getting through, so I am manually posting the items.

Items are BMW motorcycles only and riding gear in good or better condition (no helmets for legal reasons).

Items are categorized in the "Info" tab on the website or below. Click for more details about these items:

https://beehivebeemers.org/information/bikesforsale/
https://beehivebeemers.org/information/gearforsale/

BMW Motorrad Rallye Jacket



BMW Men's GS Rallye GTX Pants



2006 BMW R1150 GSA



1964 BMW R60/2



END TOPIC

BUSINESS AS USUAL

Membership Renewal

Club renewal membership can be obtained via the club's website: https://beehivebeemers.org/

Click on the “Join/Renew” tab, fill out the renewal information on the form and use PayPal for payment. You should receive a confirmation from the Treasurer.
Of course, you can always print and mail your membership renewals, along with a check, to our mailbox.

Beehive Beemers Motorcycle Club of Utah
P.O. Box 521683
Salt Lake City, UT 84152-1683

EUROSPORTS UTAH / BMW Motorcycles of UTAH

Eurosports Utah (formally Harrisons) generously offers a 10% discount to our club members on parts, accessories, and apparel.

Check out their ever expanding apparel and gift items. If there are licensed BMW items that you would like to see added to the sales floor, please let them know, as they would appreciate input from their customers.



I am encouraging members to get involved by sharing their stories that I will publish in the Quarterly. Reach out to me about your trips and rides. Let me help share your adventures and photos with our members as well as those interested in joining our club.
(re: Spring Q/2 Quarterly for examples)

You can either write the story - or send me the bullet points and I'll be happy to create the narrative.
Things I know people like to see: route map, points of interest, and fun unique places to eat/drink/lodge.

May

11

Saturday Breakfast
9:30am

PORCUPINE GRILL

3698 Fort Union Blvd,
Cottonwood Heights, UT 84121

May

17-19

EUROSPORTSUTAH

SPRING RIDE
BIG ROCK CANDY MOUNTAIN

https://euroutah.com for more information, pricing, RSVP

UPCOMING EVENTS

Monthly club meetings are the second Saturday of each month (unless noted otherwise). Recommendations are welcomed. Reminders and RSVPs will be emailed to members one week prior to breakfast/brunches.

Please note that event dates, locations, and times are subject to change. Any changes, additional information, and updates will be emailed to club members, updated to website, and announced in the monthly Newsletter sent by the 1st of every month.

June

8-9

EUROSPORTSUTAH

ADV CLINIC w/ Shawn Thomas & GRIT Moto Adventures

https://euroutah.com for more information

June

13-15

BMW MOA RALLY

Deschutes County Fairground, Redmond Oregon

https://bmwmoaf.regfox.com/24rally

June

30

EUROSPORTSUTAH

TRACK EXPERIENCE

https://euroutah.com for more information, pricing, RSVP

Utah Motorsports Campus
Grantsville, UT 84074

END