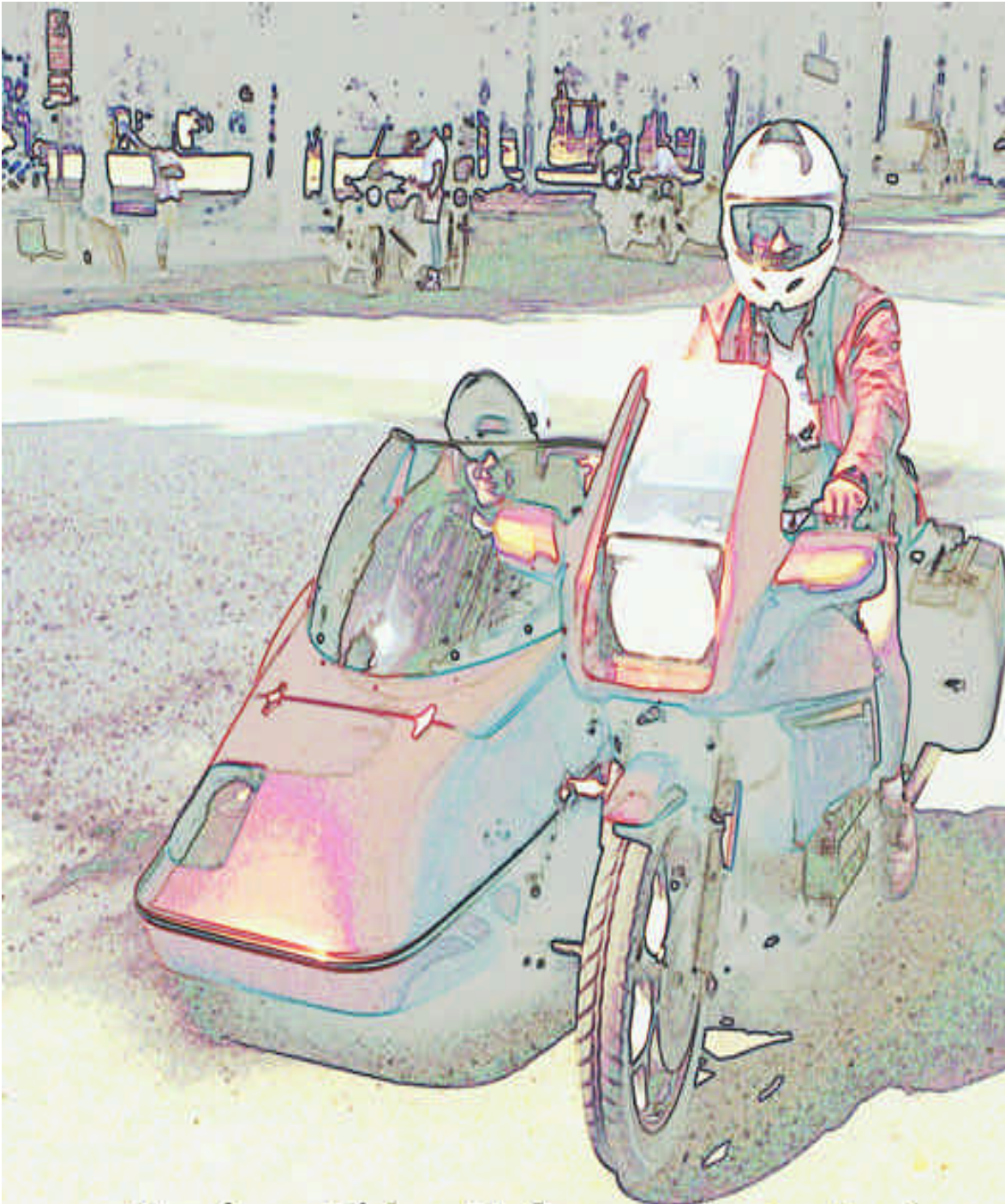




# das Rundschreiben

The Official Newsletter of the Bee Cee Beemers  
FALL ISSUE August—September 2003



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Seniors Ride - Nakusp - August 16, 2003

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Articles of any length will be accepted. Please send copies to the above address in electronic format (preferably Microsoft Word) via e-mail, or hard copy mailed to Craig along with copies, in jpeg format preferably, of any photos you wish to see published Rare bikes, world motorcycling news etc.

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Calendar of Rides and Events

November

11 MONTHLY BEE CEE BEEMERS MEETING

December

5-7, 2003 Toronto's Canadian Motorcycle Show \*  
Toronto Convention Centre

9 MONTHLY BEE CEE BEEMERS MEETING

January 2004

9-11, 2004 Calgary's Canadian Motorcycle Show \*  
Roundup Centre-Stampede Park

13 MONTHLY BEE CEE BEEMERS MEETING

16-18, 2004 Edmonton's Canadian Motorcycle Show  
\* Northlands-Agricom

23-25, 2004 Vancouver's Canadian Motorcycle Show  
\* Tradex in Abbotsford.

Spring rides and events will be included in the next edition of das Rundschreiben which will be printed before January bike show.

So if you have a ride you would like to host or an event we should know about, please send it to Heidi or I.( Lets try and avoid conflicts with other rides and fundraisers etc this year)

NEW MEETING LOCATION

MONTHLY CLUB SUPPER MEETINGS ARE NOW HELD AT ME AND ED'S PIZZERIA 7110 HALL, BBY (NEAR MIDDLE GATE MALL) ON KINGSWAY. MEETINGS START AFTER WE FINISH EATING AT APPROX 7 PM AND GO TILL WE FINISH TALKING OR THEY KICK US OUT!!



## CHAIRMAN'S CORNER

This is my last year as chairman and one of the first things I will do is impose a five year limit. Fresh faces bring fresh ideas and a clear outlook and leave me to get back to more important things, like riding.

This is what I want to do this term. Stop me if you heard this one before. ..

1. Membership cards are way overdue but we now have everything in place. We should have these done and start handing them out by the next meeting with the remainder sent with the newsletter. I'd like it if they could work as nametags for meetings and alleys too.
2. Volunteers are in very short supply and I want to see more, starting with the toy run. Attendance at rides is also poor and I'd like to hear of ways to improve things.
3. The ride calendar has always been a nightmare and there are no simple fixes. We need members to sponsor rides. I'm looking at other clubs and will be planning some joint rides. We also will schedule some destination events where we meet up for food but you're on your own till then.
4. Party, party, party! Someone asked me why we don't get together and drink beer anymore and I didn't have an answer. Drinking and driving is wrong and the club can have nothing to do with that, but we are responsible, mature individuals and meeting up for coffee is good too.
5. Loose ends:  
I'm going to be replacing my tires soon and will hold a tech day so everybody can watch and offer suggestions. Next week we'll get into variable valve timing and start messing around with the angle grinder. Give me a call if you have any ideas for club events.

Thanks,  
Bill



# FULL THROTTLE

## THE ABC'S OF HOW A RIDE CAN GO BAD

My old biker buddy Chuck from the Sunshine Coast once told me there are three ways a nice day riding can turn into a negative experience: **A = Accidents, B = Breakdowns and C = Cop problems.** Chuck is a life long Harley rider and has had his share of ABC's after 30 + years in the saddle. I was thinking about these misfortunes while riding on the **Squamish Toy Run on Sept 20th.** Last year this day ( **Black Sunday** ) was plagued by all three of these demons as we lost Greg Soderling earlier that day, Jenny Lee lost her leg near Porteau Cove and another fellow died when he blew a

curve heading south at Lions Bay and ran into the leading edge of the **Thunder Ride**, tying up traffic for two hours. There were numerous breakdowns and over a dozen riders got speeding tickets! There were so many bikes on the Sea to Sky that Toy Run organizer **Bruce Currie** decided to change the date to the third Saturday and leave the Sunday to the **Thunder Ride** going to Whistler from Deeleys. Not many people are flexible enough to change the date of a successful event, but Bruce made the right move as this year's Toy Run was accident free ( one minor battery problem ) as the road was relatively uncrowded. This is a real nice event and helps out a lot of families in need, so I will be sure to put it on the ride calendar so we don't conflict with a club ride as happened the last two years.

I was thinking it may be a perfect ride when on the way home at Britannia Beach, an RCMP officer ran out on the road and waved Chuck and I over. Our crime — speeding - no, illegal lane change - no, wrong type of helmet = no we both had DOT lids on. No, our crime was riding a motorcycle as the officer merrily explained he had instructions to stop all motorcyclists to check for class 6 licences!! By 330pm he estimated over 200 bikes had been pulled over ( and not a single car ) and a few indeed were operated by riders without a valid licence. This was my first stop of the year ( Chuck had run into 5 or 6 on the Sunshine Coast ) and it left us both with a bad tastes in our mouths as there should be a better way of doing things that doesn't inconvenience so many innocent riders. Maybe some day some hotshot lawyer will get all these road—side stops thrown out of court as fishing expeditions they way the court banned all roadblocks for all vehicles years ago in **Texas.** Officers there must actually **observe** someone breaking the law to ask them for licence and registration instead of stopping hundreds in hopes of catching a few violators!!

In the mean time, all riders in this Province and in most other jurisdictions must put up with random stops until the number of unlicensed riders declines or the court rules against them. PS: remember that a licence revoked for excess points or non payment of fines is lumped in with those riders who never got a class6 and hence skews the stats!!

The day ended in fine sunshine as I pursued Chuck on his souped up Softail over the Second Narrows heading for Shail's at 120kl when I heard a strange noise behind me and looked over my right shoulder just in time to see my Givi Top Box bounce down the road three times and then get squashed by a 10 ton cement truck!! The stock aluminium luggage rack couldn't take the constant flexing and snapped off on both sides, sending the box to its premature death!! The largest piece we could find was smaller than my hand! Shail will try and get me a steel replacement which can handle the flexing and vibrations far better.

Sometimes, some days, you just can't avoid those ABC's  
Craig

## Prizes Donated for BC Beemers Rally

<u>Sponsor</u>	<u>Description</u>
01) John Valk BMW	BMW Motorrad Jacket
02) Bieu Williams - member	3rd Watch SecuriPage Bike Alarm
03) Pacific Yamaha BMW	2 BMW Polo Shirts/ BMW Cap/2 BMW Motorrad Key Chains/BMW Book
04) Megson Fitzpatrick	C\$ 100 Cash
05) Kicking Horse Coffee	20 lbs of Organic Coffee
06) Destination Hways - Brian Bosworth	1 Copy - Destination H'ways - BC / 1 Copy Destination H'ways - WA
07) Lordco Auto Parts	C\$ 100 - 4 X C\$25 Gift Voucher
08) Doug Campbell - member	1 Pair Fieldsheer Leather Gloves
09) Julie Marsden - member	24 Golf Balls/3Wine Bottle Open- ers/3 Pen knives/1 Key Chain
10) Canadian Biker Magazine	5 x 1 Year Free Subscription
11) Sister Cycle Magazine	6 x 1 Year Free Subscription
12) Daniel Hawe - member	'Back Buddy' - Backrest for Passenger
13) SM Cycle - Victoria	K&N Air Filter/BMW Valve Stem cap/ BMW Motorad T -Shirt, 2 BMW ( Vintage Style 1953) Posters
14) Carter Motosports	C\$50 Gift Voucher & Leather Gloves
15) KMS Tools	Tools
16) Cascade BMW - W.A.	6 Cascade Motorcycle Polo Shirts / 1 BMW CAP /1 BMW T-shirt
17) Terasen Gas - Rob Owen	Stainless Steel Cup/ Flashlite/ - Tool
18) On-On Wonton House	2 x Dinner for 2 Vouchers
19) Paul Dupre' - member	Motorcycle Model
20) Int'nl Tire Consultants	Avon Front Tire Super Venom
21) Tom Flynn - member	1 CIBC T-Shirt / Pocket Knife
22) Valley BMW Riders	Neck Cooler
23) The Keg Steakhouse & Bar	C\$25 Gift Voucher
24) Linda Leathers	Leather Neck Warmer



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## Upshifts

## Many Showed Up

Funny thing this. We did a rally in August and lots of people came and pretty much all of them said they had a wonderful time and would come back again. You'd think the success of Hotsprings II would provide a rich trove of ideas to draw upon for "Upshifts". Fact is I have stared at the keyboard for a couple of months, my muse not just flitting from tree to tree but hiding in the deep bush. I still haven't been able to call "1, 2, 3 on you" and win the race back to "home". But understanding Craig's mounting desperation to get this issue out I have chained myself to the keyboard. No doubt it is the overwhelming number of small elements, little details and big decisions that make it so hard to know where to start. The idea of Nakusp as a rally venue in 2002 was a leap of faith. Somehow it worked. A basic pattern was set and the contacts necessary to pull it off fell into place. Nakusp, it turned out, was a good place to hold a rally. So, we did it again. I got into town on the Tuesday afternoon, followed by son, Mike, who had taken a week of vacation to come and relax with the Beemers. Having just sold his ZX6R he was forced to flog his way across motorcycle heaven, the Duffy Lake Road and Hwy 6 over the Monashees in our old diesel Westfalia. With 52 horsepower pushing 4,000 lb. of camper he gained much character. I was glad to have him along. Heidi Erb was already encamped when we arrived and was the first of many volunteers who worked so hard to take care of details large and small that ensured success.

Hotsprings II was planned as a full-length event, a day longer than the '02 Nakusp rally. This provided the first minor surprise as the largest number of arrivals appeared on the first day, Thursday. I expected that Friday would be the day most would arrive. 140 chili suppers were served Thursday evening and our registration crew was sorely pressed. Restaurateur, Willi Jahnke and his superb staff at Picardo Restaurant/Wylie's Pub once again did a fabulous job of feeding the multitude each evening and Debbie Guest reprised her now famous "Beemer Cake" for Saturday evening as well as providing delicious Friday morning muffins. Fearing rain, arrangements were made with the Nakusp Senior Citizens Association, Branch 71, to have access to their recreation Hall adjacent to the Village Campground for meal-time shelter. Meeting with the seniors for coffee prior to the event I was simply handed the keys to the building and given a couple of phone numbers to call if I needed anything. Small town hospitality at its finest. In return, our 50/50 proceeds (\$410) were turned over to the Association as a contribution to their roofing fund. I have since received a thank you note with news that the roof work has gone forward and will be complete before winter.

Among the stream of arrivals was David Hough, author, contributor to the MOA ON and all round motorcycling guru. Dave's impromptu "Coffee with Dave" discussion of BMW braking systems on Saturday morning was a much appreciated contribution to the rally, as were the books he contributed to our door prizes. Tom Grenon's hardy band of off pavement riders made it to Nakusp after 4 days through the bush from Vancouver. Tom's Friday evening discussion of motorcycling in the wilds of Canada accompanied by a stunning slide show was inspirational. We had heard rumours that last year the Seniors at the Halcyon Home, just down the street were disappointed at not having seen all the motorcycles that came to town for the rally. My as yet unformed plan to visit the folks was given a nudge by Marion Gillette, wife of Herb Gillette, the campground Manager. Marion is a care worker at the New Denver old folks place and invited us to show up at the Halcyon Home at 2:00 p.m., sharp, on Friday. She would bring a busload from New Denver as well. Charles Cale, Nakusp's Superintendent of Public Works, blocked off the street and at 2:00 p.m., sharp, thirty bikers paraded over for a visit. Conversations between riders and residents were like "Hello sir, what make of motorcycle is your favourite?" "Well, I had a BSA up until the skidder ran over my leg back in '59. Couldn't ride no more after that." "Oh, I'm sorry to hear about that, sir." It was tough to find common ground. Then, something very special happened. Word got round that one of the ladies wanted to go for a ride. When others saw her boarding Ray Shipley's sidecar, the pioneer spirit took over. In all, a dozen residents came forward and, in addition to Ray were hosted by Steve Gerbrand with his amazing sidecar rig in which his whole family came out from Saskatchewan, as well as Daniel Hawe and Vince Cummings on two wheels. Vince reported that after receiving no "fast enough" signals from his passenger he'd better shut down when he reached 170 km/h. One of the lady riders turns 100 this month! Lots of smiles and memories that afternoon. Our extended visit blew the afternoon's schedule but nobody cared.

220 Beemer folk showed up, over 100 more than, last year. We made a solid profit. That's the hard data. The true bottom line was that Hotsprings II was pure magic, a great gathering of the riding community with old friends like Nancy Musto and Jeff Oden of Minneapolis whom we first met at Enderby '99 and new friends Alan and Sue Gilmore of Gloucester, England gathered together in the smoky summer of 2003 in a small town by a lake deep in the mountains of B.C.

And, Peter Ward, you were there, I saw you, but you disappeared before I announced your prize for being the first person to pre-register, way back in January. It was that first entry that gave me hope in the darkness of winter that the rally would indeed happen. Give me a call!

Lets do it again in 2004! I'll try once again to get into a Hotspring!

## Riding to Remembrance

I am he  
of the few  
Master of earth and sky,  
Brough Superior and Spitfire  
Hurl me forth  
To shattered Perspex,  
Falling through a red cloud.

I am he  
Of the invincible,  
Following Barbarossa.  
BMW R75 carries me  
To a white infinity  
Of blindness and cold  
Without pity

I am he  
Of the righteous.  
Gettin' on with the job,  
Me and my Harley 45.  
It was just a small bump,  
Why am I down  
In this foreign mud?

I am he  
Riding to Remembrance.  
That grey morning  
I am not alone.  
We are four,  
These grinning youths  
And I

We string out, single file  
Among springtime sage and pine.  
We speed arrow straight  
Through fields of summer wheat.  
We test each other  
High on twisting autumn ridges,  
A chill wind rattles crimson leaves.

At a crossroads  
We stop.  
They, laughing,  
Bid me farewell  
And head east  
To new dawns,  
Forever young.

I turn west  
To sunset and home  
Until next year lads,  
We will ride again  
Free of the madness.  
You, joyous in youth,  
I, in memory.

D. E. Ward



Eric Feterberg / AFP

**PLEASE HELP OUT THE MOTORCYCLE COMMUNITY AND ATTEND ONE OF THESE MEETINGS IN YOUR TOWN AS IT IS ESSENTIAL THAT TRANSLINK RECOGNIZES AND FUNDS MOTORCYCLES ALONG WITH ALL OTHER ALTERNATIVE FORMS OF TRANSPORTATION**

Public Consultation Dates and Venues for the 10-year Outlook and 3-year Financial Strategy

Where	Date	Time
<b>Vancouver</b> Holiday Inn 711 West Broadway Ballrooms, Main floor	Wednesday, October 29	7:00-9:00 p.m.
<b>Richmond</b> Library & Cultural Centre 7700 Minoru Gate	Wednesday, November 12	7:00-9:00 p.m.
<b>North Shore</b> Lonsdale Quay Hotel – Atrium 123 Carrie Cates Court, North Vancouver	Thursday, November 13	7:00-9:00 p.m.
<b>The Langleys</b> Newlands Golf Course 21025 48th Avenue	Tuesday, November 18	7:00-9:00 p.m.
<b>Burnaby/New Westminster</b> Shadbolt Centre Studio 103 6450 Deer Lake Avenue, Burnaby	Wednesday, November 19	7:00-9:00 p.m.
<b>Surrey</b> Aston Pacific Inn 1160 King George Highway, Surrey	Thursday, November 20	7:00-9:00 p.m.
<b>Northeast Sector</b> Best Western Port Coquitlam Inn & Suites 1545 Lougheed, Port Coquitlam	Wednesday, November 26	7:00-9:00 p.m.

**CLUB MEMBER DOWN**

David Price, Bee Cee Beemer member and his wife were hit by a car near Ellensburg WA. last month. They were nearing home after a 15,000 km. trip across Canada and back across the U.S. They were at a two way stop and waited for an SUV to go by but pulled out without seeing the small sedan behind the SUV. Alice is OK except for bruising. David suffered a broken ankle, broken leg, broken hip, compressed vertebrae and numerous other injuries. He is now in Lions Gate where he is making a good recovery. I believe Reinhard installed some cast work on him. Their bike is totalled, but they will be back on the road by spring with injuries mended.

## WORLD NEWS

**WEIRD NEWS OF THE MONTH: NO NUDES IS GOOD NUDES** The threat of scrapes and bruises, not to mention sunburn, didn't stop the fledgling North American Nude Bikers club from holding its first rally over the July 26-27 weekend. Events at the Rock Haven Lodge Family Nudist Park near Murfreesboro, Tennessee included a barbecue, live music, bike games and a poker run -- where bikers vie for the best hand by drawing cards at stops along the way.

They don't actually ride naked. Mostly. "You've got to be real careful or you're liable to get something burnt or hurt," club Vice President Allen "Anchor" Turner told the Associated Press. Turner, 46, came up with the idea for the group last November. Participants said the values of trust, respect and freedom are common to both nudists and bikers. "It's all about living a freer lifestyle," said Turner, who has been a biker for 15 years and a nudist for five. When not astride their choppers, the bikers mixed with the rest of Rock Haven's members and visitors by swimming in the pool, playing volleyball and soaking up the sun. Turner said he wanted to dispel the myth that the nudist culture was perverse. "This is a family park," he said; "Anyone perpetrating lewd shenanigans in public areas is immediately booted out."

**NEW YORK ENACTS "LEMON LAW" PROTECTION FOR MOTORCYCLES** Governor George E. Pataki has signed legislation aimed to include motorcycles in the state's "Lemon Law" protections against faulty and defective vehicles. According to ABATE of New York, the new Motorcycle Lemon Law (companion bills S.4500 and A.5218) will give all buyers of motorcycles the same consumer protections that automobile buyers have. Montana passed a similar law earlier this year.

**MOTORCYCLE SALES TAKE OFF IN JULY** Motorcycle sales rose 20 percent in July compared to the same month last year, according to figures recently released by the Motorcycle Industry Council, as improved weather in the Midwest and East Coast spurred sales that had been stagnated by rain earlier in the year. Harley-Davidson, Honda, Yamaha, Suzuki, Kawasaki and other motorcycle manufacturers sold 99,634 motorcycles and scooters in July 2003, a welcome jump from the 83,034 units sold during the same time frame in 2002. Sales of "on-highway" models, a segment of the industry dominated by Harley cruisers, also rose 20 percent to 69,082. Wet weather earlier in the year contributed to a 3.2 percent decline in Harley-Davidson's first-quarter domestic sales, the Motor Company's first such drop in U.S. sales since 1994.

**ENGLAND:** Dying to go? Well, the English have one-upped us again. There is now a motorcycle funeral service in the UK that will give you your last ride in a Motorcycle Hearse. How about that? I think it would be a nice way to send our brothers and sisters on to the ride in the sky. The hearse part is sort of a long sidecar with open sides and a top high enough so the casket fits and rides high. If you're on the net, go visit them at [www.motorcyclefunerals.com](http://www.motorcyclefunerals.com). Their online material says that they offer "Distinguished Motorcycle Hearses for a Dignified Final Ride."



Call me a tow truck, I think I may be stuck for awhile. Get me a Beemer with ABS next time please!

# TIRE TROUBLES

After riding about 350,000 in my motorcycle life, I've had my share of difficulties with tires. Getting to know George Boutlier of International Tire Consultants has saved me money and grief as George is probably the most experienced motorcycle tire man in BC, perhaps in Canada.

The subject is hugely complex and one could literally write a book containing detailed info on motorcycle tires—someday I may do that, but for now a few brief yet important points dealing with the mistakes riders make in tire selection and use.

· Try to match the brand and type front and rear, this holds esp. true if you ride fast. Stick with the sizes the manufacturer recommends, as you can sometimes move up one size, but any larger risks undue center wear and the possibility of seizure if the tire goes flat and gets stuck in the swing arm or against the shaft, usually causing a crash.

· Keep lots of air in the tires, esp. the rear. If you carry a passenger, you should run the tire at its maximum inflation pressure. Some experts estimate over 80% of all bikes run with under inflated tires!! The perfect pressure depends on the temperature and the style of riding and the riders weight. The colder the weather is, the lighter the rider, the lower the pressure is the general rule as the tire must get hot enough to stick without overheating — It is a fine balance. I run 32lb in front and 36 in the rear in the cool weather, 3 to 6lbs more in the summer to keep the heat down.



· Avoid “sale” tires as they are often old and can be stored incorrectly. ( Usually too hot and dry ) Instead, ask for the best price on the most expensive tire you have!! This holds esp. true for the front tire. Check the date inside the small “donut” on all tires. This one on the left reads “the 28th week of the year 2000 ( or 1990 ) so be careful with old tires as you cannot tell what is the decade of manufacture!!

## MANUFACTURING DATE

· Be careful with damaged tires as few shops or dealers will take the liability and repair a damaged motorcycle tire. This one below looked like it was cut, but actually had a defective tread splice, which could have torn the tire apart. Many thanks to George for pointing it out to me and also to Brian Taylor owner of Bby Kawi for replacing it with a new front tire without making me wait months for the manufacturer to warrantee the tire, a premium ME88 with 4000kl on it.

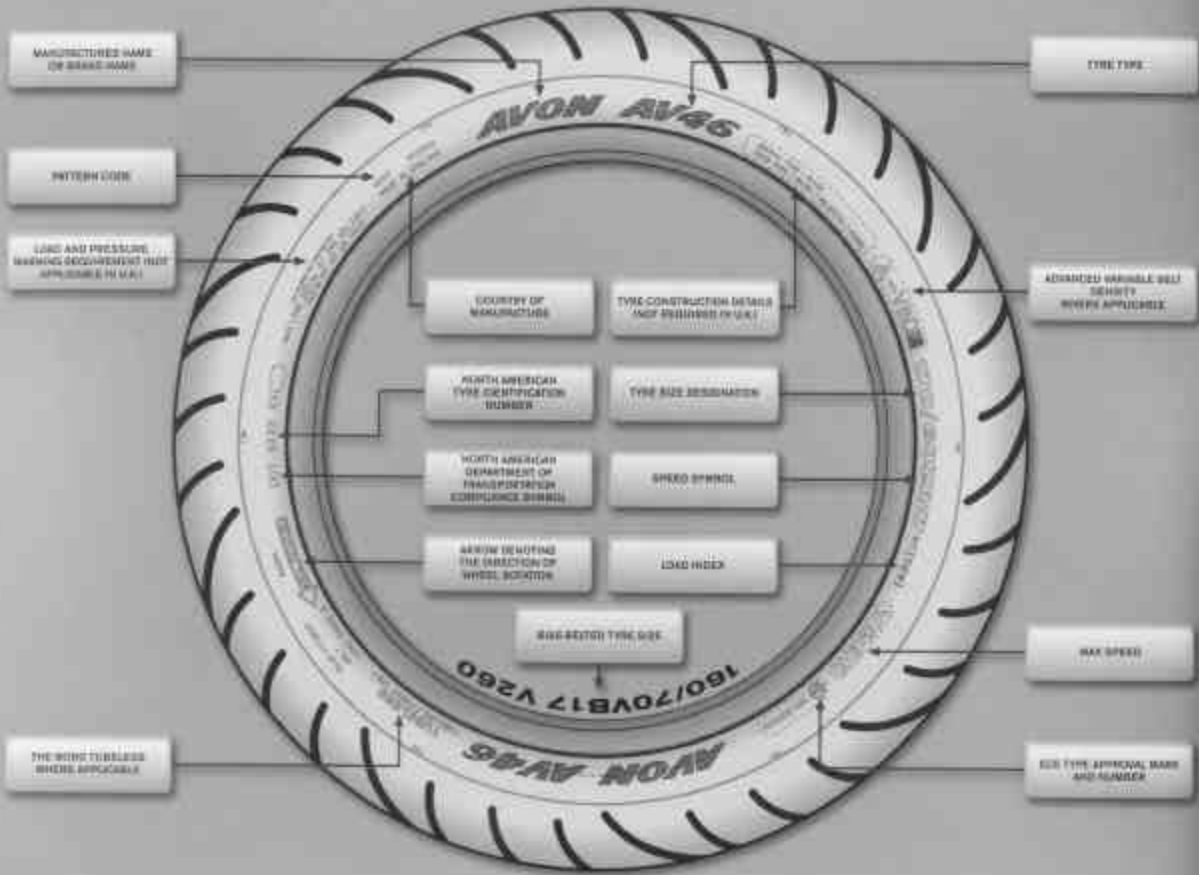
· Motorcycle tires are very difficult to warrantee compared to automotive tires, so expect to wait weeks if not months for a replacement—and that is if you kept your bill!! The manufacturer's often demand the tires be shipped back east for inspection as motorcycle tires can be so easily damaged by poor storage compared to car tires. If the tire is over 7 years old you are out of luck, irregardless when you bought it!!



**Craig**

**OPEN TREAD SPLICE**

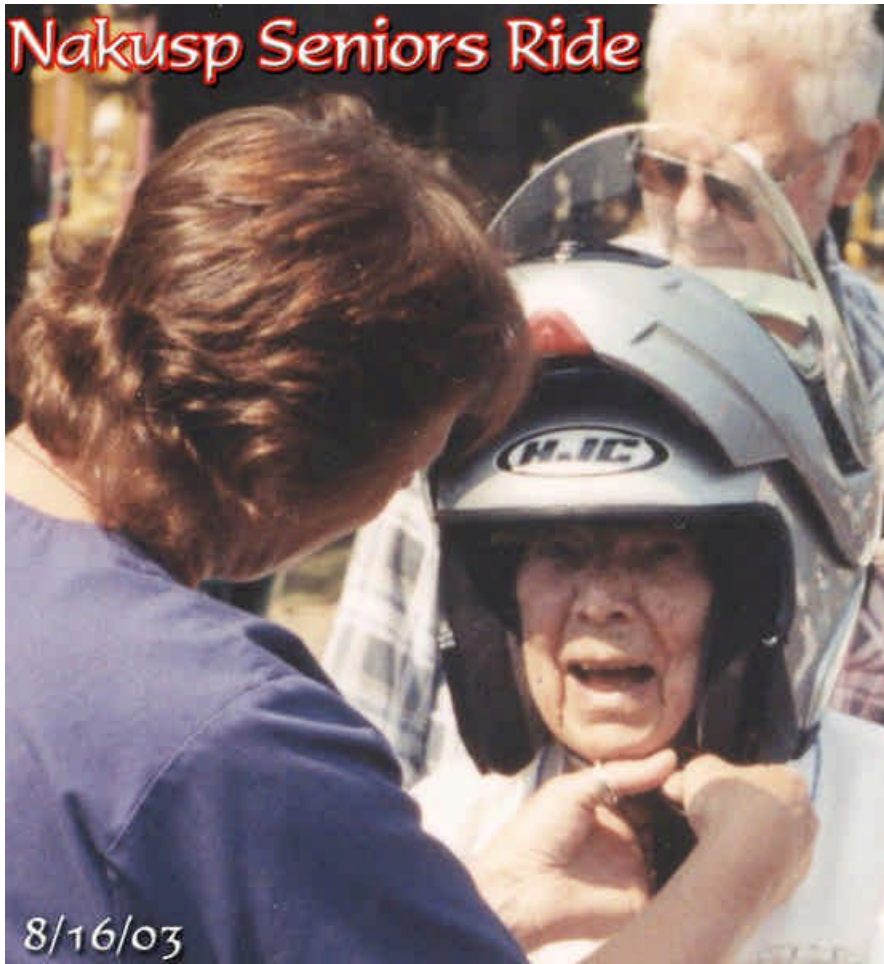
# TIRE MARKINGS



SYMBOL	ENGLISH	FRANÇAIS	DEUTSCH	ITALIANO	ESPAÑOL
	Tire Size	Dimension de pneu	Radengröße	Misure	Medidas
<b>S.D.</b>	Service Description	Conditions d'utilisation	Betriebsbezeichnung	Codice	Codificación
	Ply	Jante	Felge	Cerchio	Uanta
	Loaded Capacity	Capacité de charge	Tragfähigkeit	Portata	Capacidad de carga
	Inflation Pressure	Pression de gonflage	Luftdruck	Pressione max. Bar	Presión
<b>Speed</b>	Speed Limit	Limite de vitesse	Geschwindigkeitseinschränkung	Velocità max.	Velocidad máxima
	Section Width	Grosueur du boudin	Reifenbreite	Sezione	Sección
	Overall Diameter	Diámetro exterior	Außendurchmesser	Diámetro	Diámetro exterior
<b>S.L.R.</b>	Static Loaded Radius	Rayon sous charge (statique)	Statische Halbmesser (belastet)	Raggio statico	Radio estático (carga)
	Rolling Circumference	Circumference de roulement	Absolutumfang	Circonferenza di rotolamento	Circunferencia de rodadura
	Revolutions	Revolutions	Umdrehungen	Nº Giri pkm	Nº Gires p/km
	Tread Depth	Profondeur de sculpture	Profiliefe	Profondità del battente	Profundidad de la banda de rodaje

TYRE INFO THANKS TO AVON TYRES INC

# Nakusp Seniors Ride



8/16/03



**THANKS TO THE BEEMERS FOR ALL SMILES ON THE SENIORS RIDE!!**





ALL BRANDS ALL TYPES  
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604-9491958 [www.duraflohexhausts.com](http://www.duraflohexhausts.com)  
Quality and competitive pricing from South  
Africa

# TREESTUMP MSE

One of the problems with bikes is the lack of lights. A single taillight can be missed in traffic and rear end collisions are one of the most frightening and helpless accidents that can ever befall a rider. Extra lights are a great idea but don't fit in with the sleek lines of today's bikes and reflective surfaces are of limited effect.

This was my problem and I used the time tested problem solving method of throwing money at it. I wanted to turn my turn signals into running lights. To do this I have 3 options. Fit LED's or double filament bulb sockets into my existing turn signals and then wire them into the wiring harness or use the Kisan Module. The Kisan "Signal Minder" is a simple product that replaces you're existing flasher

Module and primarily acts as a blink counter. After 10, 20, or 30 blinks, it shuts of the signal. Although this is one of my MAJOR pet peeves, this was just a side issue. If this was all you wanted then you're set up is as simple as unplug one, plug in another. Bada-bing, bada-boom and you're done like dinner. This, handy dandy little marvel of science will also turn you're turn signals to running lights with 2 different light intensities. It can also be wired to you're brake light so the turn signal blink counter will be interrupted while you're on the brake. On some models this unit will also work as emergency flashers.

There are 7 different types that fit different models so you need to get the right one to start with. That done, you get to the signal blinker. On the Triumph, that's under the right front side panel. To identify the right one, turn the bike on and turn on the turn signal and you can hear which one is clicking. Pull out the stock one and plug in the Kissan.

If you want to run the running lights, you have to tap into the turn signals on both sides. This depends on you're bike but you have plenty of wire to do it with and convenient line splices to do it with. Mine was right up front with the turn signals so it was a snap, and a bit of zap straps and tape made it good looking too. It's the same thing with the brake light interrupt. Just put in the splice and run the wire. Plug it in, tape it down, replace the bodywork and you're off to the races. Some notes to keep in mind however. These are not 100% waterproof so if in doubt, wrap it in a bag and tape it up. After a heavy rainstorm, I had 4 way flashers, when I shouldn't of, and later on I had wig-wags (alternating left then right signals, like on police cars) and I really shouldn't have had those.

I bought this product at the Tree stump booth at the bike show but you can also find it on-line at <http://www.treestumpmse.bc.ca>, or in the advert in this newsletter. Please make sure to tell them you're a Beemer member first!



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