

Adventure Rider

RIDE THE WORLD.



ADVrider > Riding > Face plant

Crash in Destruction Bay, YT

WOZZUPPP WayneC1?

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08-15-2008, 03:20 AM

#91

motorcyclejazz
martin@motorcyclejazz.com

Wow

Best wishes for a speedy recovery. Let us know if we can help.

Joined: May 2008
Location: Pocatello, ID
Odometer: 80

Cheers



martin

motorcyclejazz.com

[Blame MaddBrit](#)

[quote](#)

08-15-2008, 08:58 AM

squarewheels
Agent Amber

Just thought I'd post a pic that compares the older fork sliders with those from a later model.

Joined: May 2007
Location: Greystanes (Sydney), Australia
Odometer: 13


Early forks on the left and 2007 dakar on the right.




The webbing around the axle holder has been increased.

Heal quickly redbaroness.

Gary.

 Blame MaddBrit

 08-15-2008, 01:18 PM

#93

Uthor

Gnarly Adventurer




Joined: Jul 2007
Location: Peoria, IL
Odometer: 247


Quote:

Originally Posted by **squarewheels**
The webbing around the axle holder has been increased.

It also looks like the rounds got bigger, thus lessening stress concentrations.

 Blame MaddBrit

 quote

 08-15-2008, 01:21 PM

#94

Gramps

Red Clay Halo



Joined: Aug 2003
Location: Richmond, Va
Odometer: 5,141

Quote:

Originally Posted by **squarewheels**
Just thought I'd post a pic that compares the older fork sliders with those from a later model.

Early forks on the left and 2007 dakar on the right.

Attachment 183056

The webbing around the axle holder has been increased.

Heal quickly redbaroness.

Gary.

That's pretty cool how the lower left one has been wired together



Closed Loop, Balanced and Adjusted.

We spend our lives chipping away at our ignorance. You just knocked off a big chunk and are a better man for having done so.



-- DAKEZ

Blame MaddBrit

quote

08-15-2008, 02:56 PM

#95

S.Nelson

n00b

Joined: Mar 2007
Odometer: 1

Quote:

Originally Posted by **redbaroness**
I crashed a couple of months ago at a rally and it might have been an outcome of that crash. The BMW dealership replaced the front fairing mounting. To be honest, there were no visible signs of any damage in the forks then or during the 3500 miles of my trip (no fork oil leakage or anything). I am loathe to blame them for this.

Glad to here you are okay that looks to be a scary crash.

If the forks were damaged from a previous accident you or the dealer would not necessarily be able to see the cracks in the material. A lot of stress cracks are not visible to the human eye but can result in catastrophic failure. Also the cracks could not have been deep enough to leak any oil. The forks would have to have been sent to a Non Destructive Testing Lab to be checked for cracks.

http://en.wikipedia.org/wiki/Nondestructive_testing


Even now that the failure has occurred the parts can still be sent to a lab to be inspected. Most of the time a good Engineer can detect where the failure occurred and what caused it.

I am not saying there were cracks after the first accident I'm just providing you with more information that maybe has or has not been brought up so far.


My background is a manufacturing engineer making race car parts we deal with NDT all the time and have seen catastrophic failures because of stress fractures in metals.

Just some more information for you, glad you are okay.

-SN

 Blame MaddBrit

 quote

 08-17-2008, 04:24 AM

#96

hacktastic

DR650 Killer(FIRE! FIRE!)



Joined: Nov 2005
Location: Teh East Bay
Odometer: 160

poking head into forum

Gotta get in a public "HOLY FCUKING SH!TE!" for you. No more asploding fork sliders for you, missy! No way! You have met your quota for a lifetime.

Beth


'00 SV650 "BooBoo"

'06 DR-Z400S "Fun Yellow Bike"

Last edited by hacktastic : 08-17-2008 at 04:37 AM.

 Blame MaddBrit

 quote

 08-17-2008, 08:13 AM

#97

TeflonBilly

n00b




Joined: Aug 2008
Location: NLV, NV
Odometer: 9

Get well soon. Hope to see you on the road again.

 Blame MaddBrit

 quote

 08-18-2008, 12:00 AM

#98

Redne Dab

Poseur Extraordinaire



Joined: Sep 2004
Location: Spokane, WA.
Odometer: 937

Wow



Glad it wasn't worse & hope you recover speedily,


B


2007 Suzuki DL650ABS

"If tha has nowt good to say about a person, don't say owt about 'em." -Tucker's Dad

MySpace

 Blame MaddBrit

 quote

 08-18-2008, 12:59 AM

#99

DahlFunRider

n00b

Fork thickness?

Is is just me, or does the wall thickness on the right fork seem thinner than that of the Left fork? (See above photo).

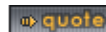
They don't appear to be the same. And, looking at the break



patterns, I'd say the Right went first and ripped out the Left.

Joined: Jul 2008
Odometer: 5

Blame MaddBrit



08-18-2008, 03:54 AM

#100

kwh

Fat Hairy Git



Joined: Jan 2005
Location: SA31, United Kingdom
Odometer: 98



Quote:

Originally Posted by **DahIFunRider**
Is it just me, or does the wall thickness on the right fork seem thinner than that of the Left fork? (See above photo).

They don't appear to be the same. And, looking at the break patterns, I'd say the Right went first and ripped out the Left.

That's kind of what I thought as well. RedBaroness may have some imagery that shows the other fork leg the day before the crash as well... it may even have sufficient resolution to show us whether there was anything there to see...

Ken Haylock
BMW K1200GT SE & Triumph TT600
<http://www.cix.co.uk/~kwh>

Blame MaddBrit



08-18-2008, 04:28 AM

#101

Cubdriver

Stampede Swimmer



Joined: Aug 2007
Location: Palmer, Alaska
Odometer: 176

Quote:

Originally Posted by **redbaroness**
None at all. It was a well paved road. The bike did act like it went into a massive tankslapper though.

Mostly because I am considering the 650GS for my wife to buy, I propose this question. Does anybody think the tankslapper she went into before she hit the road had anything to do with the cause of the failure? I cannot conceive of a fork failing in such a way that it would produce a wobble longer than about 1/100th of a second, too short to remember. Cast aluminum does not progress slowly from fatigue crack to total failure. Once it goes, it is gone. And once it is gone, the result would not be a tankslapper, but a very sudden stoppage as the wheel binds onto the other fork leg or the fender. If she remembers a tankslapper, it had to be longer and perhaps was the cause, not the result. Still, the forks should not fail with a "simple" tankslapper, IMHO, but maybe the failure was secondary. Both forks failed in essentially a symmetrical pattern, not like one broke and then the other broke due to different forces. Whaddya think?

I am encouraged that BMW has beefed up the fork at the point that the axle attaches.

KLR650
HD Softail..... OOPS not on this site

For Mrs CD:
F650GS
Yamaha TW 200

Blame MaddBrit

quote

08-18-2008, 04:53 AM

#102

kwh

Fat Hairy Git



Joined: Jan 2005
Location: SA31, United Kingdom
Odometer: 98



Quote:

Originally Posted by **Cubdriver**
Mostly because I am considering the 650GS for my wife to buy, I propose this question. Does any body think the tankslapper she went into before she hit the road have anything to do with the cause of the failure? I cannot concieve of a fork failing in such a way that it would produce a wobble longer than about 1/100th of a second, too short to remember.

Well, my working hypothesis is that it failed on the right hand side initially. At that point, the wheel was still clamped in place on the left hand fork leg, and partly attached to the right hand fork leg, spinning at Mmmmmph MPH so there would be a lot of gyroscopic forces and restrained somewhat by the brake disk and caliper as well.

If you look at what happened to the left hand fork leg, that was apparently ripped apart violently by huge forces. Had the motorcycle fallen over with even just that fork leg still attached I can see no way that the wheel would have been ripped clear as the bike slid down the asphalt on its side.

On the other hand, a tank slapper in and of itself might do terrible things to the lock stops and the rider's underwear, but I don't think that it has the potential to rip a wheel out of the forks.

Furthermore, references to full-on tank-slappers on the BMW F650GS are almost non-existent the geometry of the bike just doesn't lend itself to such things. A disconcerting weave is one thing, but the full on 'holy shit I'm going to die' tank-slapper just doesn't happen to an F650GS without something being badly wrong. The tyre on the detached front wheel still has air in, so there was no front tyre blow-out, which is the only cause I could find for one single reported F650GS tank-slapper.

So it would appear that :

1. Something provoked a tank-slapper on a bike that just doesn't tank-slap, especially on smooth asphalt.
2. The tank slapper simply couldn't have caused the wheel to first begin to detach from the bars.
3. The bike sliding down the road couldn't have caused the wheel to start to detach and is very unlikely to have caused the wheel to detach on the 'other' side by ripping the fork leg apart.


So that suggests to me that the right hand spindle mount casting failed, allowing the front wheel and the steering to move independantly, which provoked a literally uncontrollable

tank-slapper (due to the wheel wobbling around a tad and only being attached to one fork leg), that probably felt like it lasted a lifetime but didn't, and which ended suddenly when the wheel did lock up, slamming the bars to the left and smashing RedBaronesses arm to pieces, then ripping the surviving fork leg apart as the bike and RedBaroness hit the deck and slid down the road. If you look where the bike ended up, and where RedBaroness ended up, they clearly had different angular momentum when they seperated - RedBaroness rag-dolled up the middle of the road, and the bike exited stage left...

Ken Haylock
BMW K1200GT SE & Triumph TT600
<http://www.cix.co.uk/~kwh>

 Blame MaddBrit

 quote

 08-22-2008, 03:40 PM

#103

LostInTheDirt

Adventure Addict




Joined: Sep 2006
Location: East of 5, West of everywhere
Odometer: 11

Took the Adventure Camp Course Together

redbarroness,
From us and all the friends you met at the Adventure Camp in Roy Wishing you a speedy recovery.
Thank god you were ATGATT!

 Blame MaddBrit

 quote

 08-22-2008, 04:06 PM

#104

LostInTheDirt

Adventure Addict




Joined: Sep 2006
Location: East of 5, West of everywhere
Odometer: 11

Options for getting your bike back

Forgot to mention, Medjet. They may have an idea of how they ship bikes back from that area, also can't hurt to try Craigslist to ask if anybody is on their way down and has room for the remainders of the bike. Also, I wonder if 1-800 Haul Bikes might have some room in a truck heading down. If you share those pics with them they might be able to help you out. Just my 2.(or maybe 3 or 4).

 Blame MaddBrit

 quote

 08-22-2008, 04:09 PM

#105

LostInTheDirt

Adventure Addict




Joined: Sep 2006
Location: East of 5, West of everywhere
Odometer: 11


Off to inspect the wife's bike

Where's my magnifying glass? The wife and I are about to head cross country starting next week. She'll be on her 03 F650GS. I am going to take a VERY close look at her front end,,er her bike's front end.

 Blame MaddBrit

 quote

 new reply

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Face plant



Go

Times are GMT +10. It's 06:46 PM.

-- cRASH

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