

# Adventure Rider

RIDE THE WORLD.



ADVrider > Riding > Face plant

## Crash in Destruction Bay, YT

**WOZZUPPP WayneC1?**

Last visit: Today at 01:56 PM

Private Messages Unread 0, Total 22.

[Control Panel](#) [Members](#) [Jo Momma](#) [Yikes!](#) [New Posts](#) [Search](#) [Quick Links](#) [Log Out](#)

[new reply](#)

Page 8 of 16 « First < 4 5 6 7 **8** 9 10 11 12 > Last »

[Thread Tools](#) [Search this Thread](#) [Rate Thread](#) [Display Modes](#)

08-23-2008, 12:12 AM

#106

### bogey78

Gnarly Adventurer



Joined: Dec 2006  
Location: North Alabama  
Odometer: 187



I've sued one person in my life and that was a deadbeat who owed me money for professional services and simply decided not to pay. I detest the vast majority of lawsuits and hopefully will never be involved in another one. HOWEVER, in this case, I would get the bike home and then find a lawyer. I don't care about a previous crash or the road surface or anything else. This absolutely vital area of the bike should be so overly engineered that it has no chance of failure. BMW obviously changed the fork/axle area on the later models to beef up the area.

For a company to know that this is a possibility and to not immediately issue a recall is unthinkable and downright criminal. If your incident was the first of it's kind, I would give them the benefit of the doubt, but from links and reading on the web this has happened quite a few times that have been reported (many probably go unreported due to death or ignorance as to what happened).

I wonder how many of the previous cases BMW settled to keep them from going to court. I would get a lawyer now and get the bike in your possession as soon as possible.

There are a million things that can go wrong while riding a bike. The front wheel flying off should not be one of them. I am happy you're alive and pray for your speedy recovery.

Any manufacturer can make a mistake. But for them to stick their heads in the sand and not issue a recall is unthinkable.

[Blame MaddBrit](#)

[quote](#)

08-23-2008, 02:21 AM

#107

### redbaroness

Gnarly Adventurer



Joined: Apr 2008  
Location: Seattle, WA  
Odometer: 101

Quote:

Originally Posted by **LostInTheDirt**  
*redbaroness,*  
*From us and all the friends you met at the Adventure Camp in Roy*  
*Wishing you a speedy recovery.*  
*Thank god you were ATGATT!*

Thanks. :) Adventure Camp seems a long way away now.

08-23-2008, 02:45 AM

#108

kwh

Fat Hairy Git



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



Quote:

Originally Posted by **bogey78**

*I've sued one person in my life and that was a deadbeat who owed me money for professional services and simply decided not to pay. I detest the vast majority of lawsuits and hopefully will never be involved in another one. HOWEVER, in this case, I would get the bike home and then find a lawyer. I don't care about a previous crash or the road surface or anything else. This absolutely vital area of the bike should be so overly engineered that it has no chance of failure. BMW obviously changed the fork/axle area on the later models to beef up the area.*

*For a company to know that this is a possibility and to not immediately issue a recall is unthinkable and downright criminal. If your incident was the first of it's kind, I would give them the benefit of the doubt, but from links and reading on the web this has happened quite a few times that have been reported (many probably go unreported due to death or ignorance as to what happened).*

*I wonder how many of the previous cases BMW settled to keep them from going to court. I would get a lawyer now and get the bike in your possession as soon as possible.*

*There are a million things that can go wrong while riding a bike. The front wheel flying off should not be one of them. I am happy you're alive and pray for your speedy recovery.*

*Any manufacturer can make a mistake. But for them to stick their heads in the sand and not issue a recall is unthinkable.*

Bogey78, your view and mine seem to accord exactly on this matter. However, I fear from a lot of what I am reading on the internet from various quarters that our collective view on this seems not to as widely held or as obvious as I would have imagined. I've really struggled to get my head around this, it seems to make no sense at all.

If ever there was a motorcycle crash where victim blaming was a completely inappropriate response in any and every way, this would be seem to me to be it. And if ever there was a situation where letting a large corporate slide out of any kind of responsibility for a product liability issue was the right thing to do, this would also seem to me not to be it!

I find myself almost as exasperated by some of the responses to what happened in various forums as I surely would be if it had happened to *me* and I had lived to tell the tail.


This issue affects all of us anyway, whatever we ride. The culture that allows BMW to look the other way over early F650GS fork castings, or Honda to apparently look the other way over the ST1300 and its very occasional lethal tank-slappers, could be affecting our own rides right now if the industry culture continues

to allow it to do so.

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

 Blame MaddBrit

 quote

 09-04-2008, 09:56 AM

#109

**sgk3**  
Adventurer



Joined: Aug 2008  
Odometer: 12

Well this is an interesting thread. a couple days ago riding solo from Minneapolis through North Dakota on my way to Glacier NP I ran into ADVrider LostInTheDirt that told me about this thread from redbaroness, and to watch out for the forks.

I've attached a picture of my bike that I took last night on the side of the gravel road to Kananaskis (940) in Alberta. I had a bit of a wobble (more on that later) went into the gravel on the soft shoulder, into the ditch hoping and praying I'd ride this one out when I hit a bump and launched end over end. The motor was still running so high hopes of getting everything back on the bike until I saw the fork and realized I'd be there a while. All three cases broke open so stuff was everywhere except the food and first aid kit which were trapped under the bike. Go figure. So I righted the bike and took a handfull of Tylenol. I walked back looking for the giant gully that launched me in the air, but all I could find was a smallish bump.

It was starting to get dark so after an hour of trying the phone and radio with no luck, thought I'd try strapping the fork back together. I didn't really think I'd even make it out of the ditch since my right shoulder was completely dislocated, but the other option was pitch a tent and wait. That's when a nice couple stopped and took me and my stuff 50km to the nearest town and hospital in Blairmore, AB.

Sorry, I dont want to hijack this thread but I figure I should add to (i'm thinking I'm not going to do a ride report on this one)

So about the wobble, I've actually had a wierd wobble (tank slapper) since I bought this bike at 5600 miles, it didn't hapen often since it only happend when I decelrated through 35 mph and letting go of the bars. The steering head bearing was pretty notchy by about 9k so I thought the wobble just had something to do with it going in and out of the notch and the really long springy forks. I changed the steering head bearing a few weeks ago in preparation for this trip, and rather than the wobble going away I thought it was worse. But nevermind I'm going.

Durring the trip I thought I started feeling the wobble on acceleration and cruising between 35 and 40 with my hands on the bars, but I kept telling myself Its fine, probably wheel ballance or somthing; I'll just have the wheel looked at in Calgary. It worried me enough to mention it to every biker I talked to on the road. but apparently not enough to stop riding. There was even a point a few miles before the crash that I got a wobble bad enough to send me into another track but I stayed upright and my underwear was still clean, besides if I kept it above 40mph everythign was fine. My better judgement never kicked in, I should have known better.

What's interesting, is when I called insurance today I talked to a lady that said she had just dealt with another one of these up in

the Yukon. so she kind of knew what to do already. She said they were able to assess the damage and submit the claim with the pictures provided. Unfortunately, I didn't think to get better pictures at the time. I'll get some more tomorrow after the wrecker gets to town and more of the fork so everyone can see.


Redbaroness, I hope you're starting to feel better now. Time for me to go take some more ibuprofen and try to figure out how I'm getting home.

Attached Images

Last edited by sgk3 : 09-04-2008 at 04:40 PM.

 Blame MaddBrit

 quote

 09-04-2008, 11:19 AM

#110

## Tollster

Jammer Jay



Joined: Aug 2006  
Location: Pennsylvucky  
Odometer: 1,920

Quote:

Originally Posted by **NCJ**  
*Anybody out there with foundry experience see what looks like hydrogen porosity (those little bubbled spots) and unusually large grain size in the casting where the axle bosses sheared off?*

I would have someone do an xray or an ultrasound on the part. It appear to be metallurgical in nature. You are correct in you inital assessment of porosity during the casting process. Deffinately have an independent lab look at it.

I perform non destructive testing in nukes and am familiar with the forming process and the means of detection. If they had a run of dirty metal, I can assure you there are others out there waiting the same fate.

You may find a local college or welding inspection lab in your area that will be glad to help you for a small fee. I am sure the BMW would be very interested in your find and would more than likely with a good conselor on your side, potetially settle out of court to keep you quiet if indeed it is proven to be a defect.

If you have a choice, get the xray (Its RT in lab talk) as you will then have the negitives for your case. They will typically have a Level III RT inspector in house, and he can review the film and write up a report on his findings, or you can have it metallurgally inspected, that will take more time as its typically done under high magnafication, and variuos hardness and compositional testing. With the film if you see small light spots on the film its porosity. This negitive also serves as a record, whereas the ultra sound will have nothing but a written report. Regardless, the more of the bottom leg you can get inspected the better.

You may have to do some home work as their is typically a code for acceptance and I am not sure what they inspected it too. It would be like so many porosity holes in diameter over a given area, separated by not more than ????. Typically, in the nukes, any porosity is a rejectable indication as it can possibly mask more indications underneath what you see.


Get well soon and keep us up on your plight.

Here is a link to a lab in your area. Explain your issue with them and they will help. Tell them Tollie from the Sharon Hill PA office sent you.


<http://storefront.dexonline.com/caliber-inspection>

Nothing's possible, until it's done!  
If you haven't crashed, you're not riding to potential!

Last edited by Tollster : 09-04-2008 at 11:40 AM.

 Blame MaddBrit

 quote

 09-05-2008, 02:46 PM

#111

**sgk3**

Adventurer



Joined: Aug 2008  
Odometer: 12

I've finally had a chance to read the whole thread. To quote someone else "Holly crap". Had I read this before my trip I would have taken things much more seriously, and I would suggest anyone with an 03 Dakar to do the same. I'm also kinda mad, and still stuck in Canada, trying to deal with insurance!

I got the bike recovered from the back country, and The guys at the wrecking yard asked "isn't that thing supposed to go over bumps". "well, yeah" I replied.

Here are the pictures I took today. The right fork came apart pretty much the same as the others. Then the fork brace broke; I didn't notice that out in the field. The front wheel is straight and still spins freely on the axel, so It seems pretty obvious that the wheel didn't see any serious force.

The bike will stay at the wrecking yard for a while. I would like to bring it home so I can salvage parts that others might need. Most importantly, I'd like to be able to add further proof to BMW that there is a serious defect that need to be addressed. I'm lucky I only had one night in the hospital, but I'm worried there will be more that are not as lucky as I am.

Internet is iffy here, so when I get back to the states I'll try to follow some of the other links in this thread.


p.s. LostInTheDirt, I'm glad your wife didn't go with you on your trip. hope the rest of your trip goes well.

Attached Images

Last edited by sgk3 : 09-05-2008 at 02:55 PM.

 Blame MaddBrit

 quote

 09-05-2008, 02:47 PM

#112

**sgk3**

Adventurer




Joined: Aug 2008  
Odometer: 12

Sorry don't know how to get two pictures in one post

Attached Images

 Blame MaddBrit

 quote

 09-05-2008, 04:10 PM

#113

**ozyran**

Adventurer



Joined: Jul 2007  
Location: Opelika, AL  
Odometer: 26



Holy crap! I had always wanted an F650GS, but now....

I'm glad everyone who's posted in this thread that has had an accident because of these fork failures is ok. I think I'm going to reconsider the F650GS.

Blame MaddBrit

quote

09-05-2008, 05:02 PM

#114

**kwh**

Fat Hairy Git



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



**Ouch!!**

Again, I'm very glad that you are mostly OK!

Those pictures are worth a thousand words, most of them unprintable!

Are you in a position to file an NHTSA report like Red-Baroness did? If everybody who has had this happen did that, BMW might be forced into some kind of remedial action!

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

Blame MaddBrit

quote

09-05-2008, 07:32 PM

#115

**mjg**

Study Adventurer

Joined: Aug 2006  
Location: Bentonville  
Odometer: 573

Holy crap is right.

Quote:

Originally Posted by **kwh**  
*However, I fear from a lot of what I am reading on the internet from various quarters that our collective view on this seems not to as widely held or as obvious as I would have imagined. I've really struggled to get my head around this, it seems to make no sense at all.*

FWIW: I used to work in the 'product safety' business (first name basis with the then powers that be at the Consumer Product Safety Commission; it's been a few years).

'Defect' is a nebulous term manufacturers are rightly reluctant to label their products with: determining exactly what one is is not as easy as some think.

That said, based on the admittedly anecdotal evidence on this thread my comparatively uninformed opinion is that BMW had better be all over this sooner rather than later (I have a hunch a few folks there are already intimately familiar with this issue) or they're going to regret it from a public relations standpoint.

People don't mind mistakes nearly as much as they mind a reluctance to address them and the viral nature of internet forums

requires a more forthright approach than in the old days.

It'll be interesting to see how this plays out.

they put jesus on a cross, they put a hole in JFK, they put hitler in the drivers seat and looked the other way, now you got poison in your water and the whole worlds in a trance, but just because were hypnotized it dont mean we cant dance!

Blame MaddBrit

quote

09-05-2008, 10:19 PM

#116

## O.C.F.RIDER

Loose nut behind h/bars



Joined: Feb 2004  
Location: Hewitt, New Jersey  
Jerseystan, OBAMANATION  
Odometer: 1,724

<http://www.advrider.com/forums/attac...1&d=1220589938>

*Oh My Friggin' God!!!!!!!!!!!!!!!!!!!!!!* 🤔 🚗

*I wonder how long it will be, and how many more of these are going to break before, someone is quite dead. I've been involved in all aspects of motorcycling for 41 years, Dad owned a bike shop from 1955 to 1988, selling BMW's the whole time, and once I had a customer have a rear shock EXPLODE, that's right, it blew the shaft right out of the shock body, at 80 mph on a K100RS. He brings it in to us and just wants BMW to fix the stuff that got screwed up (he DIDN'T crash the bike AND he was 2-up!!!!!!), I call BMW and explain to them what was going on and that the bike was just out of warranty and BMW say's, "Sorry, can't help him if it's out of warranty.", I tell this jerk at BM, "Uh, listen.....he DOESN'T want to sue your ass, all he wants is the bike fixed, and if you won't give us the parts and he decides he wants to sue you guys I WILL be in his corner! It doesn't even need that much stuff...a shock, inner fender, new tire, and some new underware for the rider's.". Well, at least that time they did the right thing. But I couldn't beleive that they gave me ANY shit about it.*

*I'm not one for thinking that suing people is a good idea, but holy shit these people look like they have a good one. The SAME thing happening two 2 bikes? And in all my years of riding and racing, I've NEVER seen a leading axle fork do that, unless it hit a car or something else that didn't move much.*

*At the very least, BMW should pay all of the victims medical bills and give them brand new bikes of the riders choice.*

*Glad these people weren't hurt worse. EVEN gladder that I don't own an F650!*

*See Ya  
Chris*

**KTM 950 ADVENTURE S** 🤔 🚗 🤔 "once on a twisty"B"road,all rectal discomfort is *instantly* forgotten" BIKE magazine 38,000mi....still wearing BIG grin!

**MV AGUSTA 750 AMERICA "S" 1976! The real thing!!!!!!**

**KTM 525 EXC '06 Plated and ready to rock in the rocks🚗 !**

**Kawasaki ZX11 1990 182 RWHP!!!!!!**

**VOR 400 ENDURO '01 FOR SALE!**

*The inherent vice of capitalism is the unequal sharing of the blessing.*

*The inherent blessing of socialism is the equal sharing of misery.- Winston Churchill*

Blame MaddBrit

quote

09-06-2008, 01:53 AM

#117

## GP640

Beastly Adventurer



Joined: Oct 2006  
Location: NW AB  
Odometer: 1,356

Blame MaddBrit



After seeing the failure of these forks, I checked the forks on an acquaintances newer 650. Seems BMW beefed things up a lot. Usually such a decision is due to a problem they know about. Go after them! They built the suspension equivalent of a 72 Pinto and they should rectify the problem before more people get hurt.

09-06-2008, 06:04 AM

#118

## redbaroness

Gnarly Adventurer



Joined: Apr 2008  
Location: Seattle, WA  
Odometer: 101

Blame MaddBrit



Quote:

Originally Posted by **O.C.F.RIDER**  
*The SAME thing happening two 2 bikes?*

Make that three bikes. I know of one other bike that it happened to, but the owner claims that it was his fault because he hit a rock too hard. Same kind of failure on his Dakar as sgk3.

09-06-2008, 06:30 AM

#119

## kwh

Fat Hairy Git



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



Blame MaddBrit



Quote:

Originally Posted by **redbaroness**  
*Make that three bikes. I know of one other bike that it happened to, but the owner claims that it was his fault because he hit a rock too hard. Same kind of failure on his Dakar as sgk3.*

Four if you include the one in the photos earlier in the thread that is held together temporarily with baling wire, even if he did hit a big ditch, and six if you include the two referred to in the F650GS.com FAQ. Seven if you include the guy on F650.com who took his fork castings off to see if he could sort out his leaking fork seals and then realised that they were junk and threw them both away.

But then from memory, the guy on somethingawful.com referred to already knowing of seven or eight such failures, and he said that before at least two of these came to light, so even if you assume that he was double counting some or all of these incidents, I'm making that at least ten, with pictures in hand for three and possibly four of them and parts in hand for two.

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

09-06-2008, 07:07 AM

#120



## KCDakar

What are we waiting for?



Joined: Nov 2006

Location: South of Kansas City a spell

Odometer: 2,868

I am walking out to the shop right now to take a looksee...

To me, the best kind of trips are the ones you planned on the way, allowed yourself to change, and maybe didn't end up where you expected. Klay

I don't mind riding in the rain and I don't mind riding in the cold. But cold rain makes my makeup run. GSBiker

[www.twowheelfemales.com](http://www.twowheelfemales.com)

Save \$5 on **Smugmug** by entering coupon code:  
**GJBCMk1uLoZm6**

 Blame MaddBrit

 quote

 new reply

Page 8 of 16 « First < 4 5 6 7 **8** 9 10 11 12 > Last » ▾

« Previous Thread | Next Thread »

### Posting Rules

You **may** post new threads  
You **may** post replies  
You **may** post attachments  
You **may** edit your posts

vB code is **On**  
Smilies are **On**  
[IMG] code is **On**  
HTML code is **On**

### Forum Jump

Face plant

Go

Times are GMT +10. It's 06:47 PM.

-- cRASH ▾

[Yo](#) - [Donate](#) - [Wisdom](#) - [Home](#) - [Archive](#) - [Top](#)

Powered by vBulletin Version 3.5.2  
Copyright ©2000 - 2009, Jelsoft Enterprises Ltd.  
Copyright ADVrider 2007