

JULY 2017

# NORCAL NEWS



Ride to Camp

Camp to Ride

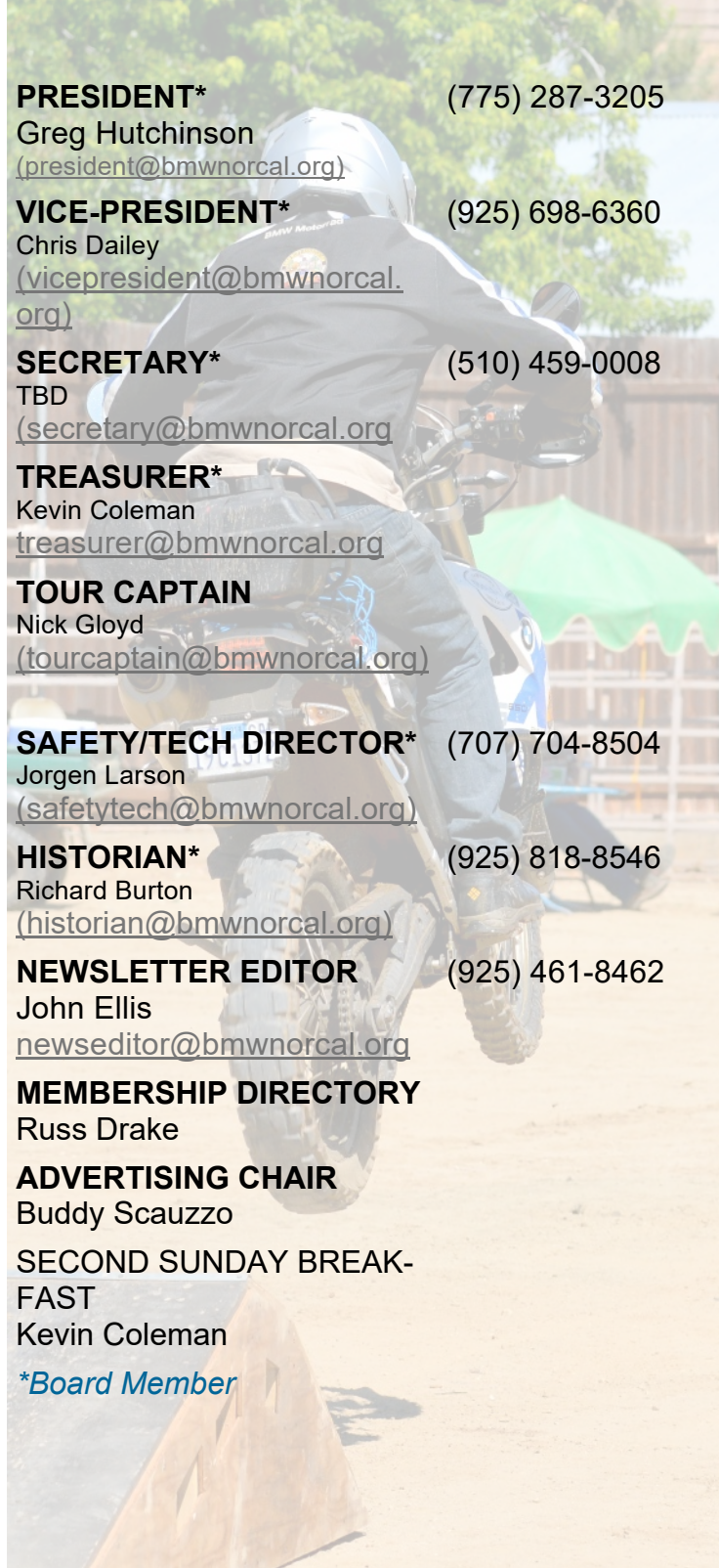


**This month featuring:**  
**Election Results**  
**Message from the new President**  
**Experiencing the Big Bike challenge**  
**Lithium batteries explained**

BMW Motorcycle Club of Northern California



**Ride to Camp  
Camp to Ride**



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**SECOND SUNDAY BREAK-FAST**  
Kevin Coleman

*\*Board Member*

## Editors Corner

June was a pretty big month for NorCal Events - the SSBR, the Big Bike challenge and the Election meeting and camp out. The club is really humming with new members taking an active part in the running of the club, balanced with the return of long time members to board positions and president. I believe we can look forward to another excellent NorCal year driven by this new board.

Big thanks also to the retiring board for the help with the monthly newsletter. They provided me with plenty of content over the last year which makes this all possible.

Of course you don't need to be on the board to contribute to the newsletter, and by the middle of the previous month, panic starts setting in so PLEASE keep those articles coming.

This month Joyce Sampson describes the challenges faced by the off road riders who participated in Buddy Scauzzo's Big Bike challenge. From her description together with Buddy and Mini's photos it look like a great time was had by all. A photo of Puck Ananta on his GS splashing through a water crossing is featured on the front cover of this issue.

This month we also have a welcome message from our new president and some last thoughts from Dan Rowe.

For the second month in succession I ran out of room so there are two extra bonus pages in the on line version. I have embedded URLs within articles and now there is also button on each advertiser for a direct connection to their web site.

WD 40 was a new advertiser last month. They have a new range of cleaning and lubrication products. There is a coupon [here](#) which will get you a \$3 rebate on this range WD 40 motorcycle products.

*John Ellis*

### Recycling Center

The anticipated arrival of another motorcycle makes it imperative that I sell my red 2004 R1150r. The bike has around 100k miles on it and all except 2k were put on by me. I have meticulously maintained it, using Liqui Moly synthetic oil in gearbox and final drive. Lucas full synthetic motorcycle oil every 6 k since 20k. It had a complete new clutch at around 60k because I had read horror stories about stripped splines - mine were perfect. Rebuilt Wilbur shocks last year. Xied for mixture enrichment, smoothness and mid range. New stick coils less than a year ago. New screen. Lots of spares including original BMW seats and a spare side bag. Brand new back tire and new battery. I am confident that this bike is going to be trouble free for thousands of miles  
The price for a Norcal member is \$2750.  
Contact John Ellis for pictures and more details

## President's Column

So once more unto the breach my friends, once more...can't remember who Shakespeare had quoting that line once upon a time ..but I consider it apropos and I thank everyone for their vote of confidence at the election. Hopefully the third time really is the charm. I especially want to thank the entire outgoing Board and Rally Chairs for a great team effort over the past couple years.

Looking at this year's BoD, we have a great mix of experiences and interests so expect some good things to happen.

On the agenda for this year - a committee is being formed to examine the current By-Laws to address a couple issues that have evolved over the years. I would also like the Club to consider the possibility of implementing staggered 2 years terms so there's always "local current knowledge" within the BoD. When there is a complete turnover of the outgoing board, there is sometimes a lag in the new board coming up to speed. Staggered terms give continuity. All members are invited to participate at every BoD meeting .It's your club so your input makes it better.

I know that Nick will lay out a great set of Club meeting sites that will take you to some scenic and beautiful parts of California.

Chris has the dynamic personality needed to meet and greet potential members and congratulate members as they receive their long term membership pins.

Richard is a treasure as Historian...maybe we'll hear about Snowshoe Jackson again.

Kevin already has a handle on the numbers and one of the issues we'll be addressing is how the Club can better serve its members, enhance the 49er, and other event possibilities.

Jorge will keep reminding us the sometimes we are the problem when things go sideways..so listen and learn no matter if you just started riding or have hundreds of thousand of miles on two wheels...riding is all about continuous learning.

Secretary!!! There were no volunteers for this position at the election meeting so we need someone to step up and help us out. One approach would be to tape the Club and BoD meetings and run it through one of the speech-to-text applications so the majority of the job can be automated. Takes a lot of the effort off the position.

The Range of Light is well in hand so don't miss out on this dynamic event...where else are you going to find roads that CalTran forgot and a great feast each night.

One of the first issues facing the Club is to make sure we get all the membership renewals in on time. So remember that Dues are due so we can get the directory out on time. Another issue that we should take up is enhancing our current method of promoting our club through the use of social media to compliment our advertising dealers and the BMW community.

This club is unique in the history of BMW and BMW MOA! It's one of the few camping clubs and that means we go places...not just to the local diner for a Sunday morning meeting. I joined almost 30 years ago and this organization has been responsible for my discovering more of CA and Nevada than any other activity I can think of. I want to reach out to new riders and new BMW owners who want the same sense of adventure that we've shared over the years. Where else can you camp and hear the waves crashing one month, walk over sand dunes the next, and see the snow on top of the Sierras the next. Diversity in where we go and what we see. Great people and fun rides are the backbone of this club. So reach out to new riders and let them know there's a California geography lesson to be experienced and fun times too.

I hope more than a few members will be attending this year's MOA National in Salt Lake City. Did you know that NorCAL was co-sponsor of the very first MOA National?

See you there.

*Greg Hutchinson*

## Dan's Final Words

Being a club officer for almost four years has been an honor. Over the time I've been on the Board, the club has tried new things. We've revamped our website and processes with a new member management system. We've increased our social outreach with MeetUp and Facebook. The Club adopted a stretch of highway visible to thousands of people each day. We also took on new events: The Three Peaks Ride and the Big Bike Adventure Challenge.

None of the above would have been possible without the passion and drive of our members. When we succeed, it is only because we do it together. Success doesn't always need to be couched in financials terms. A great ride and campout with friends is also a great marker.

I am eternally grateful to everyone that pitched in at a club event. Every contribution from handing out waters on a hot day, leading rides, or event planning is appreciated. When we give, we all grow and flourish.

Motorcycling means different things to each of us, and we get something back from riding that is unique. What ties us together in this club is our passion for riding, camping, and adventure. These common ties bring us together regardless of age, race, or background. I treasure the comradery most of all.

Thank you for having me as your President, and I hope to see you on ride soon.

*Dan Rowe*

# 2017 BoD Election Results



**2016-17 Board Members**  
Ollie Wright - Treasurer  
Nick Gloyd - Tour Captain  
Chris Dailey - Tech and Safety  
Buddy Scauzzo - Historian  
Dan Rowe - President  
Fred Montano - Secretary  
John Vashon - Vice President

**2017-2018 Board Members**  
Jorgen Larson - Tech and Safety  
Nick Gloyd - Tour Captain  
Kevin Coleman - Treasurer  
Chris Dailey - Vice President  
Richard Burton - Historian  
Greg Hutchinson - President  
Secretary TBD



## Anniversary Pins

Anniversary pins were awarded at a particularly solemn and moving ceremony



# Riding to the June Campout



## 2017 Labor Day Weekend

The start point of this year's Range of Light is the Calaveras County Fairgrounds at Angels Camp, located in the historic 49er gold country of California. This event is open to all motorcyclists and features spectacular and scenic riding, showcasing some of the best roads and stunning beauty of the Sierra Nevada mountain range of Northern California. Each day the routes cover nearly 350 miles and offer some fun GS options, as well as decent shortcuts for those not interested in riding the full route (the shortcuts are over great roads too). Each day the ride ends at a fairground with hot showers, cold drinks, catered dinners, grassy camping, and best of all, great camaraderie! A sag wagon will haul your gear for you. This event is not to be missed! For more information and registration go to <http://www.bmwnocal.org/ROL>



- Registration stuffing party**
- Registration and GPS tables**
- Poker Run dealers**
- SAG wagon driver and helpers**
- Safety wagon and helpers**
- And the rest ....**

**Contact ROL Chair Nick Gloyd**  
[rolchair@bmwnocal.org](mailto:rolchair@bmwnocal.org)

JULY 2017

# Pictures from the July Campout



# Big Bike Fun by Joyce Sampson with Buddy Scauzzo

JULY 2017



From 9-11 June 2017, I participated in the Big Bike Adventure Challenge (BBAC), which took place on the forest roads and single-track trails in the Mendocino National Forest. Organized by Buddy Scauzzo (the club's historian from 2016-2017), the idea was to use our big, lovely German dual-sport bikes to do just that—get off the hard track and into the fun, er . . . uh . . . I mean the dirt. I had

signed up almost as soon as the event appeared on the club's website in March or April and was excited as the time for the ride approached.

Ok, so I have to confess. I didn't take my beautiful blue R1200GSW, appropriately named Brutus. Instead, upon the advice of a friend—thank God I listened—I took my little red, Italian dirt monster, a Beta RS430 fittingly named Caesar. Caesar has enough power to jump off the side of a cliff (I, or rather he, did that two years ago; I decided not to go with him), up a tree (almost did that a year ago), or as happened during the BBAC, almost propelled headlong into a crowd of people and bikes after a rather wicked water crossing. The question that ran through my mind as I approached the water was: "What are all those crazy people doing standing right there on the other side of the creek where they could get run over?" Not that anyone could hear me through my helmet and clear across the creek, but I yelled "get the hell outta the way," as I entered the water. Nobody listened. But I'm getting ahead of myself.

The ride I took on Saturday (the first day), consisted mainly of forest roads, but they included beautiful vistas, and there were steep climbs with plenty of ruts to keep things interesting, especially as it had been over a year since I had ridden Caesar. So the BBAC renewed my excitement for off-road riding and helped me brush up on my skills. There were three total creek crossings on the first day that were not optional. There were only two actual crossing points because you had to cross the creek in the same location on the way in and the way out. That one crossing was the source of much entertainment for everyone because the water was about knee-deep (when you're standing up on a GS12) and it was running fast. The first time I crossed, I was directed to go through on the left side, which was apparently less deep. Several people had crossed before me, and I plowed in at a good steady speed, but just as I was about to come out, my tire dove into a pit, and just in front of that was a mini boulder. When my bike dove, the front wheel felt a little squirrely, so I stuck my leg down in the water to ensure the bike stayed upright, then twisted the throttle. It was immediately apparent that I had given it too much as dirt monster

charged up out of the creek and onto the rocks. Phew—I made it, but what a reckless egress! I was just holding on as I saw gaping looks of surprises, eyes as wide as saucers, on the faces of the crazy people I had wondered about earlier. The second time through was textbook perfect and Mini McMahon snapped a magazine-cover worthy photo—the water shooting up over the front of Caesar and me looking as poised as can be (see picture below).



The second day's ride consisted of a forest road, a nice picture of the entire group and shortly after that, a single track option ride led by Mini. I'm not the biggest fan of single track dirt biking, but I followed along practicing skills and trying to stay out of my head when traveling along narrow trails that are perched on the side of a mountain drop off.



So this is the natural point to make two suggestions to organizers should a ride like this be again forthcoming. First relates to the pre-ride briefing, which occurred on Friday night and covered both days' rides. I understand it might be easier to do the pre-ride on Friday night because everyone is there in one place. However, that might not

be the best time for riders' attention spans, given travel distances, traffic frustrations, and the fact that some people may have worked all day before traveling to the meeting site. Thus, I would suggest a separate pre-ride brief for each day on the morning of each ride; that way, everyone is fresh and really beginning to focus and hopefully more likely to remember details..



The second suggestion is for the pre-ride brief to go over group trail-riding rules and etiquette. It's really important for each rider to know that before turning down a trail and charging after the person ahead, to check to see if the person behind can see where you are turning—if you can't see the rider behind you, then wait at the turn. That's the same etiquette brief that street riders give, but it is even more critical to follow those rules in the forest. In that regard, Mini's a great ride leader; she does all the right things for leading a group. I started the single track as the third rider in line and eventually wound up riding second. Initially, I decided I would follow her—no better way to learn that to watch someone who really knows how to ride—that is, until it became apparent that life and limb required me to really ride my own ride. So that was another lesson I had to re-remember. Ride your own ride!

The whole weekend was just flat out fun, and well run. Indeed, I'd describe as a perfect combination of loosely-organized fun. The Middle Creek campground is a good sight, with lots of trees, some picnic tables, fire rings, and a nice loading and unloading spot for dirt bikes, and vault toilets. Friday night and Saturday night were the scene of large bonfires—we had an entire truck load of wood

dropped off by "Hippie Joe's" and there was some excellent sausages, and green and red peppers and hamburgers cooked up by Puck Ananta and Jim Irving. "Organized" is something you have to be to pull off an event like this, especially given the last minute changes that Buddy Scauzzo had to do given that some rock slides had occurred and closed some of the roads that had been part of the initial pre-ride. For instance, the event was supposed to move campgrounds from Middle Creek campground on Friday night to a second location on Saturday night, but that along with the trails and roads had to be changed because of the slide. But how about if I let Buddy tell the story of the ride by answering some of the questions I have for him about the ride . . .



**JS:** *How and when did the idea for the ride come about? And how did you decide on Mendocino National Forest for the location?*

**BS:** *The ride was conceived when Puck Ananta and I were discussing ride*

*schools and national challenge events. He said something like "wish we [NorCal] could do something like that." And I said, "I know a trail and ride area worthy of a challenge ride."*



**JS:** *How and when did you find out you needed to change the routes and campground sights?*

**BS:** *Pulling from my experience riding Enduros here in our District 36 region, I thought I could offer a trail selection and a challenging ride using our National Forest OHV ride area—Middle Creek and Stonyford were my top choices. I quickly polled Minako McMahan and Ted Crum for their interest—they were "All In" from the start. In November, Ted accompanied me on the 1st pre ride*





and scout West to East. Minako joined me a week later as we rode east to west. With that, we had enough tracks to begin a route. Then winter arrived and changed everything!

**JS:** *What kinds of challenges did riders face?*

**BS:** *Rider concerns were mostly based on two challenges...the unavoidable deep water crossing at the creek.*

*Our record-breaking winter ensured there would be a strong flowing creek well into the summer. The second concern was getting lost on the route. We (mostly Ted) took special care in marking trailheads and exits with waypoints. My concerns really heightened when I learned that storm damaged closed M10 in Stonyford—knocking out 1/2 of route—I jumped back into my truck and hauled my ride up there again to reroute us around in the remaining open area. The second surprise came when our caterer canceled because of the remote location—Whining the blues—Mini and Puck stepped up to partner the Saturday night BBQ cooking. At this point in late spring (while running the 49er GS Class) I began wondering what I had gotten into.*

**JS:** *What was the most fun for you about this event?*



**BS:** *Our hard work paid off royally with all the great riding I got to do...I enjoyed each and every trail I explored with Ted and Mini—and doubled down when I got to share the same trails with the riders in the event. Each and every road had a scenic reward and challenge.*



*Each and every trail offered at least one obstacle or surprise challenge for the riders. Checking with the friendly Rangers in Middle Creek—I was given a locals name for firewood—and purchased a full truck load for our whole camp—excellent wood too! The potluck dinner was on for Friday night—Go Warriors was playing on XM Radio in my truck. The Ride was set for Saturday—and what a ride it was.*

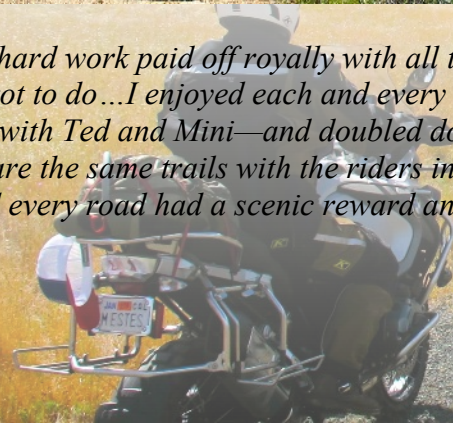
**JS:** *How many volunteers helped put this together? Did you have enough help?*

**BS:** *I have several members to thank for many reasons. Starting with Mini—her hard work and support never waivers...Trail scout, procurement, Camp set up and BBQ cook. Ted Crum for his company on the trail and working our tracks into a route—2 and 3 times over with corrections. Puck Ananta for his funny enthusiasm and thoughtful input—and talented campfire cooking. Jim Irvine and Bob Berner for their pre-ride assistance and insight support. Bill Lopez for his support and handling of camp registration. John Vashon for his online support and over sight—making sure I never missed anything. Dan Rowe for his confidence in me to create a successful event. With club members like these, I never felt alone in organizing the BBAC. And last but not least, the club's support and the riders who participated in the BBAC – thanks for making this a great event.*

**JS:** *Will there be another BBAC?*

**BS:** *Depends on the interest—if it's there, the club will be there for them. That's a wrap! Check the pictures at the club's smugmug folder:*

<https://norcalhistorian.smugmug.com/Big-Bike-Adventure-Challenge/>



## Batteries and Chargers Part 2 - Lithium Ion

Lightweight lithium battery technology has transformed consumer electrics of the last 15 years. Today's lithium-ion comes in many "flavors" and the differences in the composition are mostly related to the cathode material:

Not all lithium ion batteries are equal. Their internal construction and the more specifically the material which used for the cathode, determines type and characteristics.

### Types of Lithium Ion Batteries

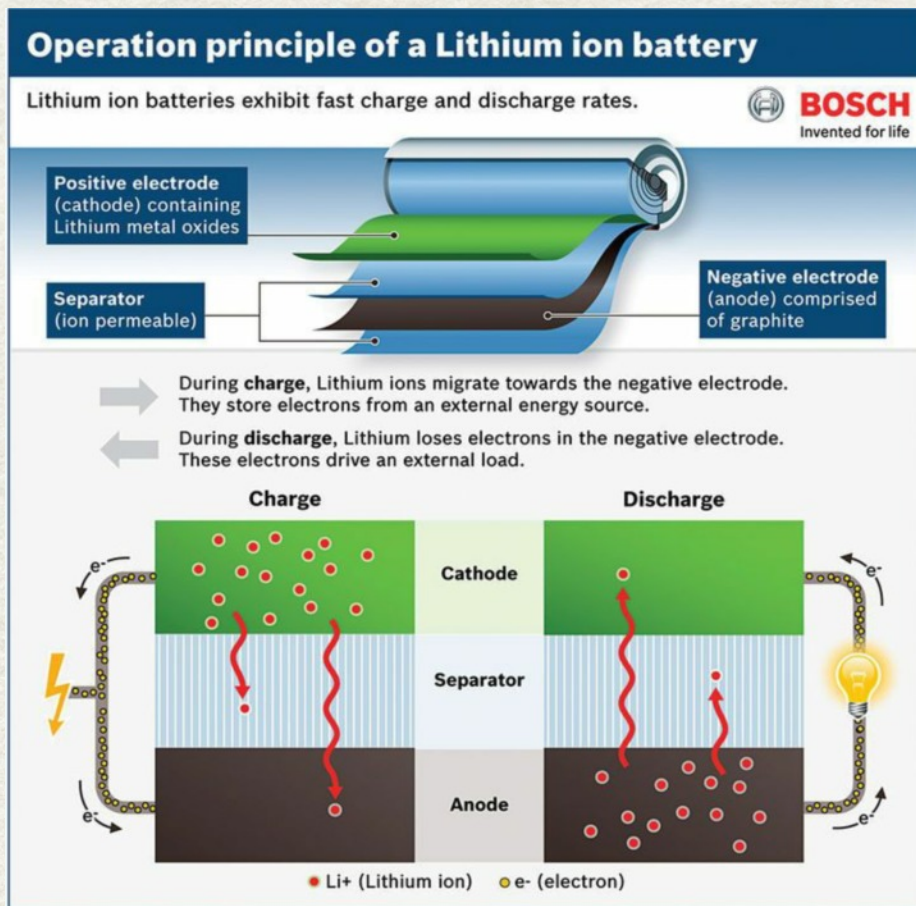
Lithium Battery Type	Applications	Comments
Lithium Cobalt Oxide(LiCoO <sub>2</sub> )	High specific energy makes Li-cobalt the popular choice for mobile phones, laptops and digital cameras	a relatively short life span, low thermal stability and limited load capabilities (specific power)
Lithium Manganese Oxide (LiMn <sub>2</sub> O <sub>4</sub> )	used for power tools, medical instruments, as well as hybrid and electric vehicles	Li-manganese has a capacity that is roughly one-third lower than Li-cobalt. Design flexibility allows engineers to maximize the battery for either optimal longevity (life span), maximum load current (specific power) or high capacity (specific energy)
Lithium Nickel Manganese Cobalt Oxide (LiNiMnCoO <sub>2</sub> or NCM)	NMC is the battery of choice for power tools, e-bikes and other electric powertrains.	Nickel-based systems have higher energy density, lower cost, and longer cycle life than the cobalt-based cells. The three active materials of nickel, manganese and cobalt can easily be blended to suit a wide range of applications for automotive and energy storage systems (EES) that need frequent cycling. The NMC family is growing in its diversity
Lithium Iron Phosphate(LiFePO <sub>4</sub> )	Portable and stationary needing high load currents and endurance	high current rating and long cycle life, besides good thermal stability, enhanced safety and tolerance if abused
Lithium Nickel Cobalt Aluminum Oxide (LiNiCoAlO <sub>2</sub> )	a candidate for EV powertrains.	High energy and power densities, as well as good life span, . High cost and marginal safety are negatives.
Lithium Titanate (Li <sub>4</sub> Ti <sub>5</sub> O <sub>12</sub> )	Typical uses are electric powertrains, UPS and solar-powered street lighting.	Li-titanate excels in safety, low-temperature performance and life span. Efforts are being made to improve the specific energy and lower cost.

For motorcycle applications the lithium technology used is LiFePO<sub>4</sub> (Lithium Iron Phosphate). The biggest advantage is light weight and physical size; around 2lbs compared to 10 or 12lbs for a lead acid battery. The advantage of LiFePO<sub>4</sub> versus other Lithium Ion technology for motorcycle starter applications are high current rating and long cycle life, good thermal stability, enhanced safety and tolerance to abused. Lithium batteries have a low drain rate and hence long shelf life, and is great on my old Velocettes with magnetos with no current drain, but less well on modern bikes which have a constant parasitic current drain for clocks and whatever. This means that these batteries if left on an unused

modern bike will eventually drain down and go flat just like a lead acid battery. Since their capacity is typically lower than lead acid this will happen quicker.

Over the last few years lithium batteries have become available for motorcycles. Introduced first by Shorai, they are now available with trade names such as Scorpion Stinger, BikeMaster, and Deltran Battery Tender.

As with most batteries, cold temperature reduces performance and elevated storage temperature shortens the service life, and Li-phosphate is no exception.



This diagram (from Bosch) illustrates the internal construction of Lithium batteries.

In a lithium-ion battery, the positive electrode is made from a lithium-based material, the negative electrode is carbon or graphite, and the electrolyte is an organic solvent with a lithium component. The name lithium-ion refers to the process involved: Lithium ions move back and forth between the electrodes as the battery charges and discharges

In a lithium-ion battery, the chemical reactions cause lithium ions to move from the negative plate to the positive plate on discharge, while electrons flow through the completed circuit and generate an electrical current. The process reverses when the battery is charged. In a typical lithium-ion battery, each cell generates 3.2 volts, with four cells connected in series for 12.8 volts in total.

The following information was provided by Shorai technical marketing.

The Shorai LFX batteries use a proprietary stacked and rolled cell design. The LFX's Lithium Iron Phosphate (LiFePo4) cell chemistry offers the exceptional safety, cycle life and voltage under load performance. The LFX cell is specially formulated with very low resistance, and offers quick warmup characteristics for improved cold weather starting.

A single LFX LiFe cell is designed with a nominal voltage of 3.3V, with 3.6V being considered full charge. Shorai 12V batteries are built in a 4S configuration to achieve the typical vehicle voltage range of 13.6-14.4V. The LFX batteries nominal voltage is 13.2V, 14.4V is fully charged. The battery should be maintained above 13.1V for good lifespan and performance. If the battery resting voltage drops below 12.86V, a cell balancing charger like the Shorai BMSO1 is recommended to properly recover the battery. When replacing a battery, it is important to make sure the vehicle's charging system output is 13.6-14.4V and does not exceed 15.2V. A voltage reading below 13.6V or above 15.2V usually indicates a faulty charging system and can lead to premature battery failure unless corrected.

Lithium starter batteries are extremely powerful but very small in capacity, so it is important to note that some vehicle with higher parasitic draw (alarms, clocks, etc) will need more frequent charging between rides to maintain the voltage above the 13.1V recommendation. For example the LFX14L2 is a 4Ah cell pak, but offers the starting power of a 14Ah lead acid battery.

The Shorai LFX has a balancing board inside of the battery which will activate if any cell exceeds 3.65V. Using the BMSO1 charger periodically to charge and balance the cells will help to extend the lifespan of the battery and maintain good starting performance. A regular lead acid charge (no deep cycle conditioning or desulfation) can be used to maintain the battery as long as all the cells are balanced and healthy. However, using a lead acid charger on a lithium battery which has excessive cell imbalance will cause premature cell failure. So for old or neglected lithium batteries it is important to balance charge them to properly recover. The BMSO1 has built in diagnostic feature and will offer error codes if the cells are grossly imbalanced; and the store feature can be used to in some cases to recover batteries which have been over discharged.

## Lithium verse Lead/Acid

Lithium's biggest advantage over lead/acid is its size and weight. Probably 75% saving

Lithium batteries are sold at a premium compared lead/acid

Lithium batteries approach the cranking power of lead acid but have only a quarter of a lead acids capacity in Amp-Hours This means a lithium battery in an unused bike will be flat 4x faster.

DO NOT USE a battery charger with deep cycle conditioning or desulfation cycles (described in last months newsletter) or the lithium battery may be damaged.

A fully discharged Lithium battery should be recharged using the vendor proprietary charger

Lithium battery potentially overcharging from BMWs motorcycles on board 14.4 volt charging system

The following paragraph is from Battery University web page

*"Four cells in series produce 12.80V, a similar voltage to six 2V lead acid cells in series. Vehicles charge lead acid to 14.40V (2.40V/cell) and maintain a topping charge. With four Li-phosphate cells in series, each cell tops at 3.60V, which is the correct full-charge voltage. At this point, the charge should be disconnected but the topping charge continues while driving. Li-phosphate is tolerant to some overcharge; however, keeping the voltage at 14.40V for a prolonged time, as most vehicles do on a long drive, could stress Li-phosphate."*

The following is an extract from the technical note provided by a Shorai marketing rep

*"It is important to make sure the vehicle's charging system output is 13.6-14.V and does not exceed 15.2V."*

Cold temperature operation starting may also be an issue with Li-phosphate as a starter battery.

Battery life - jury still out

## Personal Experience

I purchased a Shorai to replace the original BMW lead acid battery. The first challenge was fitting the small battery in the standard BMW battery box. The Shorai comes with packing foam to make up up for the difference in size, but the battery box on my R1150 had cutaways on the side so that to securely mount the new battery I needed to cut up some plywood to provide solid sides to the battery box. The battery terminals were a bit dinky but they worked.

Initially I didn't buy the Shorai charger. For some reason I was unable to ride for an extended period (maybe a month). When I when out to start it the battery was flat. I used a regular trickle charger to get some life in it and I was OK. At this point I decided I needed to purchase the Shorai battery charger. The charger connects to the battery through a special multi pin connector (not the power terminals). All was good for a while and then I noticed the charger was not working properly. (it has charge button and standby button and two leds for status).

I could figure out what was going on until I saw the metal connector going to the battery had green corrosion build up. I cleaned up the connectors with a brush and all seemed well for a while.

Although the battery never let me down on the road and the bike always started, I started losing confidence in the battery, to the point where I always had it on charge when home. The status charger leds were always flashing together which indicates a fault condition - but what exactly? In the end I purchased a regular lead/acid AVM battery and replaced it. The first thing I noticed was the increased cranking power, and the bike can be left for week or so without worry.

I had the battery for about 5 years. It turned out to be pretty expensive (battery and special charger) and I don't think I will buy another in the future. If anyone wants a used charger cheap - contact me.

*John Ellis*

# June 2017 SSBR

June 11 was one of those perfect motorcycling days. The sky was clear and the temperature remained around 70F for the whole morning. Kevin Coleman had planned a great route though Napa along Lake Berryessa, starting from Denny's in Fairfield. The only down side of the whole event was that all NorCal club members missed the ride except for me. Unfortunately two events were scheduled for the same weekend; the big bike GS ride and the SSBR, and I guess most of the usual suspects opted for the GS ride. This was a real shame because it was a great route, I don't remember riding Butts Canyon to Middletown or though Robert Louis Stevenson State park before. I really enjoy finding new roads. There was traffic around, and a lot of double yellow lines, but roads were smooth and it was such a perfect day it didn't seem to matter. Not that I rode it alone. I was joined by four newcomers, who all were attending their first NorCal event. I got their names - Ben Austin, Tom Seittler, James Seay and Lon Michael Sauval and a picture. I had the GPS so I led the ride.



concerned I would be happy to ride it again, maybe in the late fall when traffic may be lighter, and when more club members will be available to enjoy. Big thanks to Kevin.

*John Ellis*

From the feedback at the stops I am pretty certain the ride was enjoyed by all, and would expect some or all of them to join us for future events. As far as the route was



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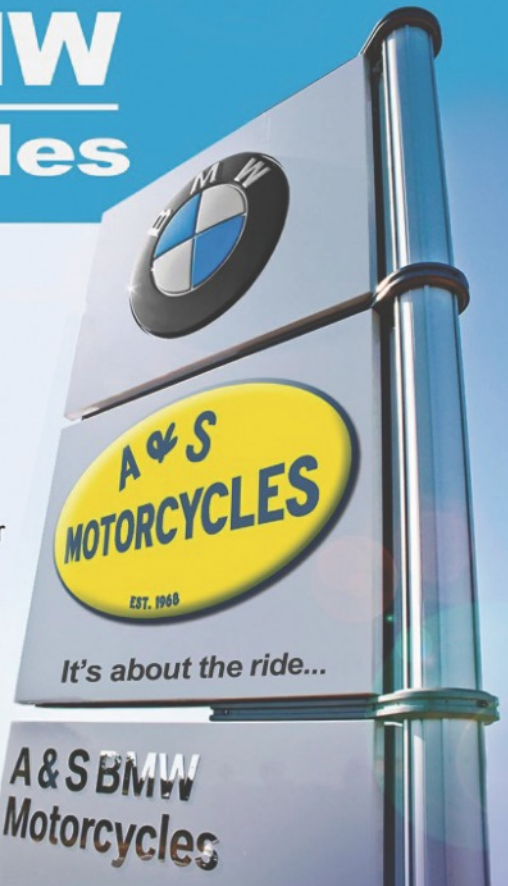
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JULY 2017



**BMW Motorcycle Club  
of Northern California**



**BMW Club of Northern California, Inc.**  
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32nd Annual AUTUMN BEEMER BASH  
September 15-17, 2017  
Plumas-Sierra County Fairgrounds, Quincy, CA  
Registration  
Non-Member Pre-Registration Package –  
\$60.00  
For all ages - Camping, BASH Pin, Prize  
Drawings and Three Meals.

46<sup>th</sup> Top O' The Rockies Rally  
July 20 - 23, 2017  
City Park in historic Paonia CO



The Stanley Stomp – 2017  
August 10 - August 13  
Grandjean, ID United States



2017 Hotsprings Rally  
Date: Thursday, August 17 – Sunday, August 20  
Location: Nakusp Municipal Campground  
Avenue NW, Nakusp, B.C. Canada

Cascade Country Rendezvous  
Jul 20- 23, 2017  
Ferry County Fairgrounds  
Republic, WA



Beartooth Rendezvous  
August 17 – 20, 2017.  
location: Lions Beartooth Mountain Youth  
Camp 10 miles south of Red Lodge, Montana.



## Upcoming Events

09 Jul 2017 Second Sunday Breakfast Ride, Pinnacles National Park!  
8:00 AM - 1:30 PM Starts at Bill's Cafe, 5631 Cottle Rd, San Jose, CA 95123

13 -17 Jul 2017 MOA International Rally 2017  
Salt Lake City, UT

29-30 Jul 2017 Grover Hot Springs Camp Out



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