

JUNE 2017

# NORCAL NEWS



Ride to Camp

Camp to Ride



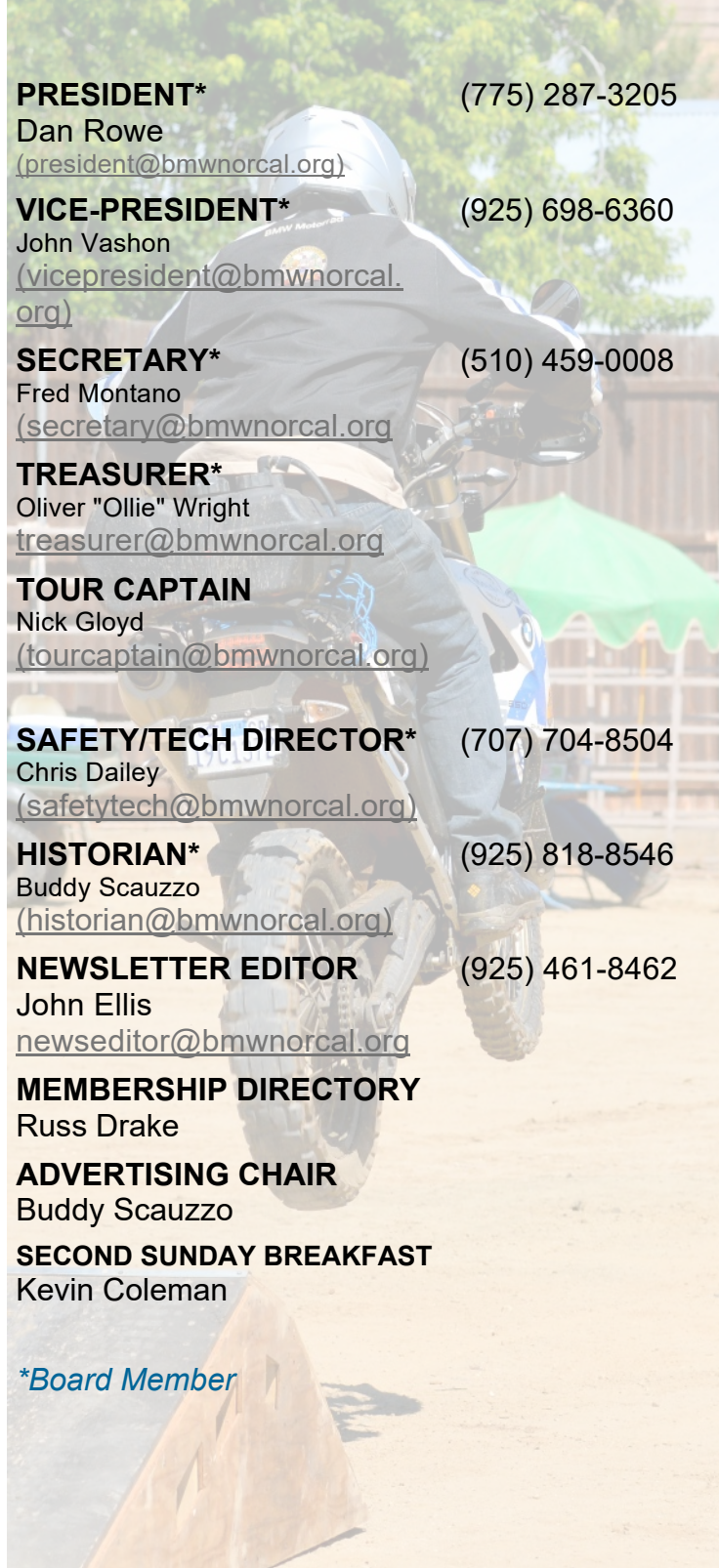
**This month featuring:**  
Pictures from the 49er  
Getting screwed in Hornitos  
Garbage truck stops Richard from attending 49er  
Valve stems  
Batteries 101

BMW Motorcycle Club of Northern California





**Ride to Camp  
Camp to Ride**



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*\*Board Member*

## Editors Corner

As I was putting this newsletter together I had to review literally 100s of great photographs. Looking at the pictures reminded me of the multitude of events and activities that made up this years 49er. It's hard to say but I think this year's was the best I have been to. No other club rally comes close. It was a huge effort on the part of the club volunteers that put this whole thing together. Make sure you thank the people responsible next time you see them.

This month's newsletter includes contributions by Chris Dailey, Nick Gloyd, Richard Klain. Big thanks to all. All the good pictures by Buddy and Mini.

This months web version of the newsletter has an extra two more bonus pages of 49er pictures than the print version.

Last Sunday I was riding Mines Road and punctured a hardly worn tire. I plugged it but remembering our Safety Officers warning purchased a new replacement. This time I purchased a Dunlop RoadSmart 3 because of its supposedly longer life compared to a Michelin Road Pilot 4GT. I bought it and had it fitted my local Cycle Gear. The Dunlop is substantially cheaper than the Michelin. If you are in the market for a new road tires and then you might want to check this out.

*John Ellis*

<b>Anniversaries</b>	
<b>5 years</b>	<b>10 years</b>
Bruce Schadel	Chris Dailey
Max Gomez	Tom Harris
	Mike Huntzinger

## 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.

# 2018 ELECTION NORCAL BOARD OF DIRECTORS



It's time for the annual Election Meeting and the Board of Directors is calling for nominations. If there's someone in the club you think will make a good President, VP, Secretary, Treasurer, Historian, Safety Tech or Tour Captain, please nominate them today. It's easy to nominate a member, simply [click here](#) and send an email to our President, Dan Rowe.



All names will be posted to the home page of the club website within 24 hours.

It's an honor to be nominated so please do so for someone you think will make a great contribution to the club in 2018. Be sure to attend the Election Meeting on June 24th at Brannan Island State Park in Rio Vista. You need to be a fully paid up member to vote.

This will be a catered event so register in advance to guarantee you'll receive a meal. If you have any questions, shoot me an email at [vicepresident@bmwnorcal.org](mailto:vicepresident@bmwnorcal.org).

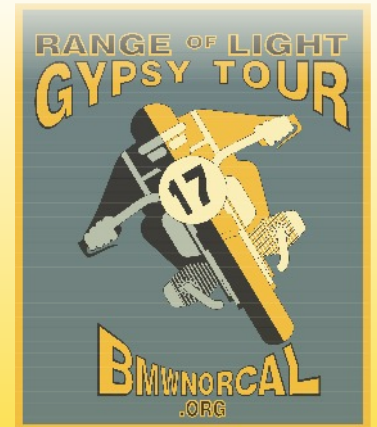
*John Vashon*

## Nominations at Press Time

- Chris Dailey - President
- Bill Lopez - Vice President
- Cristine Cearing - Secretary
- Kevin Coleman - Treasurer
- Nick Gloyd - Tour Captain
- Richard Burton - Historian
- Jorgen Larsen - Safety Tech

## 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> or contact Nick Gloyd at [rolchair@bmwnorcal.org](mailto:rolchair@bmwnorcal.org).





## Getting screwed in Hornitos

A couple of weeks before the 49er Rally, Lance Danielson and I were heading up to Mariposa to pre-ride routes I was planning for the rally. The plan was to head up Friday after work and meet at the Knights Ferry Covered Bridge State Recreation Area. This was a convenient meeting place for us, as Lance was coming from Modesto and me from Santa Rosa, but it also happened to be the halfway point for this year's Poker Run. We were going to pre-ride the second half of the Poker Run the rest of the way to the fairgrounds, where we were going to set up camp for the weekend.

Riding the second half of the Poker Run was a lot of fun, the roads and the scenery of that area, especially in the waning of the day, were great. The ride was uneventful until we went through the historic town of Hornitos where I felt my front tire hit something. I didn't think too much about it until about 3 miles later when I felt my bike handling a little mushy. We were on a remote section of Hornitos Road but were able to pull off onto a dirt entrance to some fields. Sure enough, I had picked up a 1/4" carriage bolt in my rear tire. Sh\*t! The sun had set and the temps were dropping. Sh\*t! Oh well, Lance and I agreed this was part of the adventure. And luckily we had cell signal. No sweat, being a MOA member I got out my card and dialed the road assistance number on the back of the card. The adventure continued as I was told by the woman that answering that the road recovery company was no longer affiliated with the MOA. Apparently, the MOA was working with another company but hadn't re-issued cards with the new number yet? Sh\*t! So, I called the second number on the card for the MOA and left a terse message telling them that their standard road service was in fact, not a service at all. (I have since upgraded my MOA road service plan to the Premium package which is handled by a different company). Next I call AAA knowing that I don't have their motorcycle coverage but I figure I can at least pay to get a tow into Mariposa. The AAA representative transfers me to another number where I get an answering machine with a greeting that doesn't jive with a tow company so I hang up. Sh\*t! Next I call a local tow company directly and have to leave a message. Sh\*t! So now I'm down to one last resource before we bivouac in place for the night, the MOA Owners Anonymous book buried in my tank bag.



For those of you that aren't familiar this is probably the single greatest benefit of membership in the MOA. It's a directory of fellow MOA members that offer varying degrees of assistance to other MOA

members on the road. You simply look up telephone numbers listed in the town closest to you and check the codes to see what services each member offers. There's no names, just telephone numbers. You roll the dice and call, and hopefully it works out. This was my first go at it, and my last option for the evening.

For Mariposa there are two members listed, not exactly great odds but it's part of the adventure and I'll take it. Both members are offering a trailer, work space, space to camp out, mechanical assistance, basically the full monty, YES! I have to leave a message with the first number. Sh\*t! So I'm down to the last number of my last resource, c'mon MOA Anonymous... Yes, someone answers! I introduce myself and explain the situation. The man (anonymous remember?) tells me that not only had he sold the trailer but he couldn't come out with his truck on account of the stiff cocktail he had just consumed. I can't fault him for that, if we had made it to camp I'd be in the same condition. But still, Sh\*t!

While I was talking to this guy I had two calls go to my voice mail. Turns out the local tow truck operator is over 2 hours away on another call. Sh\*t! But the second call is from a Jay Macdonald, the first Mariposa MOA Anonymous number. I call him back and he answers. YES! He still has a trailer and no he has not been drinking. YES! He tells me he's heading out and it'll be 45 minutes or so. YES! Meanwhile a Hornitos Road resident who had seen our headlights drove out to see if we were ok and ended up shooting the breeze the whole time until Jay arrived, in fact he offered his place to us if Jay didn't make it. But after a while Jay did make it and we loaded up my bike for the trip to Jay's house, about 7 miles from the fairgrounds. By now it's pretty late, probably close to midnight. We get unloaded and settled in at Jay's garage and I ask if he minds if I fire up my camp stove outside on his garage slab to heat up some dinner. He insists that we come in and use his kitchen, which we do. Thanks for the great hospitality Jay! We ate dinner, hung out, and swapped tales. Turns out Mrs. Macdonald was out of town so Jay was a bachelor for the weekend. In addition to being a MOA member, Jay is also a member of the Central California BMW Riders. Eventually we turned in for the night and proceeded to change my tube the next day using Jay's tire machine. And yes, I travel with a spare tube so we didn't have to try to patch the tube. It was a good thing too because the bolt was about 2-1/2" and bent so it had spun inside the tire, ripping the inner tube in about 6 places. We were out by 10 AM and Lance and I spent the rest of the weekend pre-riding for the 49er Rally.

Huge thanks MOA Anonymous but especially thanks to Jay Macdonald, a true man among men!

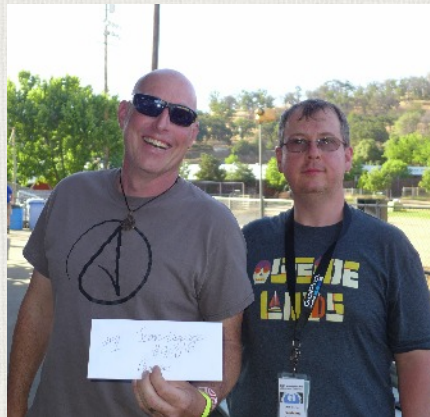
*Nick Gloyd*  
BMWNorcal  
Tour Captain  
MOA #208623





# 2017 49er Picture Selection

JUNE 2017













JUNE 2017

## A fun ride inspired by a garbage truck encounter

A large San Jose, Calif. garbage truck decided to blindly back out of a narrow alley into a major street that I was traveling down in my small RV. That encounter, which produced no physical injuries, kiboshed my original Memorial Day Weekend plans to attend the NorCal Club's '49er Rally in Mariposa, Calif. What to do instead?

Talked to an old friend who suggested a ride to the Point Sur State Historic Park & Lighthouse, which started shining brightly on August 1, 1889. Located in what had been an isolated part of Calif. until 1937, when a nearby section of Calif. State Route 1 (SR 1) was built. That road now goes by other names that have changed over the years. But, that's the road that got us there, after some scenic detours.

SR 1, the part between Santa Cruz and Big Sur, is an amazingly beautiful section of road that I've ridden many times. But, I was unaware of Big Sur State Historic Park & Lighthouse, as well as some of the back roads along the way. Before the ride I did some research and was amazed at all the historical interconnects.

Closer to where I live in San Jose, in nearby Mountain View, Calif., is the now decommissioned Naval Air Station Moffett Field, where several huge former airship hangars remain. One of these was for the USS Macon (ZRS-5) which crashed into the ocean, close to Point Sur Lighthouse in 1935.

As they say, getting there is half the fun. After riding over Calif. State Route 17 (SR 17) from San Jose to a friend's place in Santa Cruz, we headed to breakfast at The Red Apple in Watsonville, picking up two other friends along the way. All of us rode different brands; BMW (me!), Honda, KLR, and Suzuki. We rode mostly on SR 1 with diversions to River Rd., SR 68 west to Laureles Grade,

to Carmel Valley, then back to SR 1, past the Big Sur State Park & Lighthouse turnoff, then lunch at the River Inn in Big Sur. Not far south of the restaurant SR 1 is closed, due to a buckling bridge, and further south, a massive landslide, and may not reopen for a year.

We then rode a few miles back to the Big Sur State Park & Lighthouse turnoff, and waited at the gate for the start of the 2:00 p.m. 3-hour tour, along with some



car folks. Then we drove in caravan for mile or so over a dirt, gravel, sand and asphalt road, where we parked at the bottom of a hill. It was a lot of walking after that. If you plan on visiting, be sure to check the [pointsur.org](http://pointsur.org) website, since tour schedules vary by time of year, etc.

I brought several cameras with me, but decided to use just the VR Panorama camera, a Ricoh Theta S. Part of the reason was that once parked, it's a half mile walk, each way, up and down a hill, not to mention lots of stairs.

The views were awesome, in every direction, whether indoors or outdoors. We were surrounded by all kinds of sights, sounds and smells. Hawks and Seagulls in the air, barking seals on the rocks below, spouting whales in the mid-distance, and ocean going freighters crawling across the horizon.

When you view these VR Panorama photos in a web browser, you can also scroll around using the toolbar built into the bottom of the photo. Then, in the first photo, you'll first be able to see the top of the "hill," then when you pan around 180 degrees, you'll see our motorcycles parked, as well as the asphalt, dirt, and sand road (about a mile or so long) between the gate on SR 1. This first photo is where our guided walking tour started and ended.

The future is never certain. So, if you too are able to survive a close encounter with a garbage truck, something better may be sure to follow.

*Richard Klain*



**To see 360 degree photos in their full glory, go to [http://www.rlk.com/PointSurLighthouse\\_Publish/](http://www.rlk.com/PointSurLighthouse_Publish/) and follow the instructions in the full version of Rich's original article.**



# "Valve Stem Replacement" Really?????

So..... I see you got some new tires! Yea... they're sweet!

We all get new tires sometimes around 4000 miles sometimes around eight thousand miles some of us even a little bit further than that. However if you're not running tubes you should be changing your valve stems every time you change your tires. Those running with tubes should change tubes at every tire change.

It's the "Industry Standard" valve stems get old rubber grommets get old and corrosion sets in but how many of us really make sure we're changing our valve stems we assume the shops are going to do it right?.... don't assume it.

I recommend you purchase the valve stems for your particular bike from the dealership and have them on hand when you take your bike in wheels in for a tire change

Some of you may reply well I've got TPMS "tire pressure monitoring system" on my bike I never have to change my valve stems.

Well I got news for you, yes you do the TPMS sensors are equipped with what's called a service pack that must be changed at every tire change or when ever a tire is removed from the rim the "Service Pack" consists of a one-time-use valve stem grommet and one-time use stretch valve stem nut the torque ranges from 35 to 55 inch pounds it's going to say it on the package that they come in.

I recommend you have the service packs on hand when you take your bike or wheels in for tire change you can get them from the dealer. Some of you may think that's a little overkill. Well think not with the moisture from the compressed air the sun, age and the chemical reaction when putting unlike metals together these items will fail eventually better safe than sorry something as little as a \$2 or \$5 part could save you a lot of time and a lot of effort that is not necessary. "an ounce of prevention is worth a pound cure"

So take that in consideration next time you're considering tires before you order the tires order your service packs or the correct valve stems.

And don't forget to always replace/change your Schrader Valves "valve core" (yes even the ones that come with your new valve stem) at every tire/tube change with nickel plated steel ones these will resist galvanic corrosion you can get a box of 50 for 14 bucks plus shipping at Summit Racing. be sure to use a valve core tool that clicks (torque tool) as these should also be torqued to specs.

Hope this helps  
*Chris Dailey* Safety Tech Director



or your





# Lead Acid Batteries and Chargers for bikes

## An Historical Perspective

Back in the 60's my first job was as an apprentice with the British Post Office. At that time the BPO was responsible for phone services and my apprenticeship was with the telecommunication side of the business. Apprentices were rotated through all the departments involved in providing the phone service for the city. I spent about 8 weeks working in a telephone exchange (Central Office in NA), which like all telephone switching systems in England at the time, were based on Strowger mechanical switches. As an apprentice, being the lowest of the low, I spent most of my time (between tea breaks) up a ladder cleaning bank upon bank of brass contacts that the switches clunked around. On Friday however, one of my jobs was to fill the batteries in the battery room. Everything in the exchange ran off 48Volt DC. The batteries were charged by a massive rectifier, 7 foot high and 8 foot wide. The batteries were in a room perhaps 25 x 25ft which was completely filled with open topped bubbling lead/acid batteries. Each battery was maybe 3 foot square and 4 foot high. There wasn't great ventilation in the room so the bubbling batteries filled the room with rotten egg smell of hydrogen sulfide. If this situation occurred today, the whole place would be evacuated and HAZMAT would be called in. However, even though smell was really bad, and after 45 minutes in there I didn't feel too good, the batteries had to be filled. I was always glad to get out of there.

The modern equivalent of these batteries is called "Wet" for obvious reason. They are generally the cheapest, and can be identified by removable plugs for each cell. These batteries require constant maintenance, just like the ones in the telephone exchange, adding distilled water to insure the plates are always completely covered. In doing research for this article I was surprised to learn that Wet batteries are supposed last longer (up to 20 years) than the modern maintenance free types. From memory in the case of motorcycle batteries this was never my experience - a 2 or 3 years at most. Maybe lack of maintenance on my part.

The 48 Volt was distributed around the telephone exchange using what we called bus bars (½ x 1 inch copper bars). One was earth and hence bare copper and the other have some paper type insulation. Every 15 years or so the place was repainted. One time the painter working on the ceiling rested his gallon of paint on this convenient flat surface - the pair of bus bars. The paper insulation was not that great and weight of the can was sufficient to break the insulation, short the bus bars and melt the bottom out of the can. The resultant mess had all the BPO techs laughing for weeks. The message here is to be careful when working on items on the bike related to the power. It is always best to remove at least the ground and make sure it can't accidentally touch the battery terminal. I neglected to do this when fixing the instrument panel on my 1150r. I ended up blowing a couple of fuses, and all of the warning light bulbs. Still haven't figured why bulbs blew.

## Lead Acid Battery Technology

Lead acid batteries have been around for 150 years. They are made up of a number of cells. Each cell consists of a one of lead and one of lead dioxide in contact with sulfuric acid in the form of liquid, absorbed in a mat, or gel. The lead dioxide plate reacts with the acid to create hydrogen and oxygen ions (ie water), with lead sulfate being stuck to the plate. The lead plate reacts with the acid to free an electron and also leaving lead sulfate on the plate. In this way a non-connected battery loses charge and the acid electrolyte is diluted over time. Older members may remember the time when the way to determine the state of the battery was to use a hydrometer to measure the specific gravity of a wet battery. This provided a check the amount of water dilution that had occurred and hence the charge state of the battery.

Charging a battery is a reversal of the above process and involves applying a voltage to the battery higher than its existing voltage. The higher the voltage the higher the charge rate. It is important to know that excessive voltage may permanently damage the battery. A later section discusses battery charging.

## Battery Types

There are different types of lead acid batteries depending on the application. Motorcycles and cars use SLI type (Starting, Lighting, Ignition) and are designed to release a high burst of current (amps) over short period of time. These batteries are rated by the cranking amps available 32 and 0 degrees F. The other main type is the Deep Cycle Battery which are used in things like golf carts or fork lift trucks. These are rated in amp-hours - how long they will last, and are designed to support repeated deep discard.

SLI motorcycle batteries are available in wet (also called flooded), or sealed AGM (Absorbed Glass Mat) and Gel types.

The first sealed batteries were introduced in the 70's. Rather than submerging the plates in a liquid, the electrolyte is impregnated into a moistened separator This enables the battery to operate in any physical orientation without leakage. The AGM suspends the electrolyte in a specially designed glass mat. The gel cell contains a silica type gel that suspends the electrolyte in a paste.

AGM several advantages to lead acid systems, including faster charging and instant high load currents on demand. With cycling and age, the capacity of AGM fades gradually; gel, on the other hand, has a dome shaped performance curve and stays in the high performance range longer but then drops suddenly towards the end of life. AGM is more expensive than flooded, but is cheaper than gel.



## Effect of Temperature

Battery capacity (amp-hours held) is reduced as temperature goes down, and increased as temperature goes up. This is why your battery dies on a cold winter morning, even though it worked fine the previous afternoon. The standard rating for batteries is usually stated at room temperature (about 77 F). At freezing, capacity is reduced by 20% and at approximately -22 degrees F, battery amp-hours drops to 50%. Capacity is increased at higher temperatures - at 122 degrees F, battery capacity would be about 12% higher.

The voltage at which a battery should be charged also varies with temperature. A higher voltage is required at colder temperature and a lower one at higher temperatures. This is why temperature compensation are built into some of the better chargers and this type of charger should be used if you keep your bike outside and in a region subject to wide temperature variations. If there is a concern about temperature make sure the charger used is sensitive to temperature variations and is placed in the same temperature environment as the bike battery.

## Battery Charging

Using the wrong charger for a particular battery type can seriously impact the life of the battery and can even cause a new battery to fail.

To pick the right charger it is necessary to first understand exactly what battery chargers do, and how the wrong charger can inflict permanent damage your battery.

In the good old days life was simpler, all batteries were wet, and the charger pumped current into the battery until the battery reached a fixed charger voltage. You then disconnected charger and you were done. If you left the battery on charge it bubbled and gassed but no permanent damage was done as long as the plates were covered.

This is not the case with Gel and AGM batteries. Unlike the wet, the sealed lead acid battery is has a low over voltage tolerance. Excessive voltage during charge causes causes gassing, venting and subsequent water depletion and dry-out. Consequently, gel, and in part also AGM, cannot be charged to their theoretical full potential. The charge voltage limit of Gel and AVM must be set lower than that

of a wet battery. The float or maintenance charge voltage on both Gel and AGM batteries is lower still.

So the trick is to get the battery fully charged but not overcharged. Numbers vary a bit depending on where you look but the table below I believe offers a pretty good summary.

## Battery Sulfation

One of the main cause of battery failure is due to buildup of sulfation on the battery plates.

In this situation the sulfate portion (of the lead sulfate) is not returned to the electrolyte as sulfuric acid. It is believed that large crystals physically block the electrolyte from entering the pores of the plates. This occurs when the battery is discharged, and if left in a discard state. The battery can be permanently damaged if the crystals harden. Sulfation can be avoided if the battery is fully recharged immediately after a discharge cycle. Sulfation can be fully removed by using a charger that with a built in sulfation removal cycle. The sulfation removal cycle uses pulsed voltage

## Charger Technologies

In the past I have purchased several chargers. My buying decision was always based based on price, since I was under the misapprehension that a battery is just a battery. I also figured the bigger (more amps) the better. Big mistake, especially with sealed batteries.

Chargers can be of a constant current type or constant voltage. The ones that advertise 25 amp capacity are the wrong type to use on your little motorcycle batteries.

After looking through the specs of chargers, I figure that the ones with constant voltage charging are more applicable for motorcycle batteries. This type of charging involves a fixed, regulated voltage and variable current.

When looking for a charger you should select one with smart charge capabilities. Smart chargers have built-in micro controllers or equivalent intelligence to determine the correct mode based on battery state and to determine when to switch modes.

	Nominal Voltage	Charging Voltage	Maintenance Voltage
Wet	12	14.7	13.8
AVM	12	14.4 Subject to overcharge	13.5 to 13.8 Subject to overcharge
Gel	12	14.4 or 14.1 Subject to overcharge	13.5 to 13.8 Subject to overcharge

Key thing to note here is that the correct Gel batteries charging voltage is manufacturer specific. However I pretty sure the BMW Gel batteries charge at 14.4V.



The two basic charging modes supported by smart chargers are

1. Fast (or bulk) charge
2. Float charge

In fast charge the charger voltage output is held at 14.4V (Gel/AVM) or 14.7V (wet) until the charging current drops to  $0.01 \times C$  (where C is the batteries amp-hour rating). The battery rating for BMW bike is in the 16-20 amp-hour range, so the fast charge mode should end when the current drops to about 0.2 Amp. In the case of a fully discharged battery the charger should regulate the initial current offered to the battery to avoid battery damage due to raised temperature.

At the point at which the the charger switches over to float charge mode the charger voltage is held at 13.5V (Gel/AVM) or 13.8V (wet) at 68F. Providing the charger is properly regulated to the proper float voltage, the battery will establish the in flow current level.

Some battery chargers have 3, 4 or even 8 charging cycles. Additional modes include which is absorption, a mode that kicks in when after 80% of the bulk cycle and qualification/equalization.

The rule of thumb with battery chargers is to make sure the current rating is 25% of the battery amp-hour rating. For BMW motorcycle batteries the maximum AMP rating of the power supply should be 4 - 5 Amps. If you connect this type of charger to a battery and the charger has a meter then you will see the needle hits hard on the stop at power on. If the charger is rated at say 25 Amp, then you will be overloading the 16 Amp-hour BMW battery potentially causing it to overheat. This is not good.

## Recommended Chargers

I have not actually used or purchased any one of these chargers, so check out Amazon user ratings.

### *BMW Charger*

Some of the OEM batteries that BMW sells are Gel type made by Exide. The recommended chargers also sold by BMW that is compatible with the Gel and AVM. Since the charger does not have a Gel - AVM switch I would deduce the BMW Gel battery has a limit of 14.4V charge voltage. The spec show this charger to have a 1.5Amp limit, and supports a 4 charging modes. The part number is 71602365297 and is priced at \$88.50. It does not support temperature compensation, and it does not support a desulfation mode.

There is an important note added to the product description that contains a critical warning that affects all CAN-Bus bikes. See above right:

**To charge/maintain a battery while it's installed on a CAN-Bus model , you'll need to connect an adapter to your battery so that the charger is connected directly to the battery, bypassing the CAN-Bus system.**

**IN OTHER WORDS DO NOT CONNECT ANY CHARGER TO THE ACCESSORY PLUG ON A CAN-BUS BIKE. YOU MUST USE THE FUSED EYELET TERMINALS THAT ARE INCLUDED WITH THIS CHARGER.**

### *Battery Tender*

I know some of you use Battery Tender products. Interestingly the one that I have seen used in the past BatteryTender Plus, is no longer sold in California and is replaced by Battery Tender® Plus High Efficiency. This is a 1.25A charger with a 4 charging modes. It support Wet, AVM and Gel. It does not support a desulfation mode.

The description on their web page says nothing about temperature compensation although this was a feature of the previous model. Its available on Amazon for \$50. It comes with ring connectors so if you have a CANbus bike.

Feedback club members regarding Battery Tender is mixed, with some claiming the batteries don't last more than a couple of years using this charger. Again I have no experience.

### *CTEK Chargers*

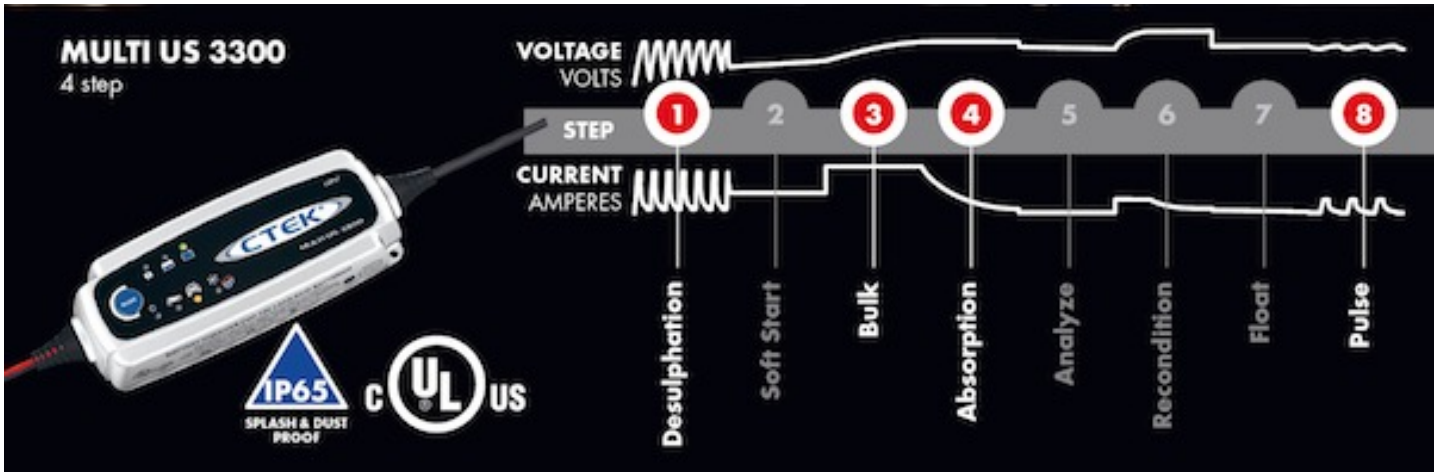
CTEK chargers are actually built into some high performance cars such as Ferrari and Lamborghini. These cars tend to install batteries in awkward places to achieve optimum weight distribution. As a result battery replacement is expensive and they rely on CTEK technology to give their batteries the longest possible life.

Jay Leno uses CTEK. See video here

<https://www.youtube.com/watch?v=xjw0sshSubE&feature=youtu.be>

Looking through CTEK web page the CTEK MULTI US 3300 looks like it would be a good fit for use with all types of batteries (Wet/Gel/AVM) used in BMW motorcycles. It will support 1.2-120Ah batteries so it will probably be good for your car as well. It has built in temperature compensation and has a desulfation mode. Comes with ring connectors for the CANbus folks. I personally like the fact that CTEK publish details of its charging cycle with the picture shown below. It is priced from \$58 on Amazon.





You might also want to take a look at CTEK MULTI US 4.3. The description on this one says its for lead acid only, and it allows the user to set charging voltage to 14.4/14.7/15.8. It has a desulfation mode but the description does not say anything about temperature compensation. It has a selectable 0.8 A or 4.3 A charging current and supports 12V batteries from 1.2–110 Ah. Its priced from \$66.10 on Amazon.

If you have multiple bikes that with batteries need to be maintained between use check out the CTEK web site. They

have chargers with multiple outputs. Their web site is here <http://smartercharger.com/>

I recently bought a new AVM battery and now I need to go out and buy another charger cos the ones I have are not suitable. I am favoring the CTEK.

Next month I am hoping to cover Lithium batteries providing I can dig out enough information.

*John Ellis*

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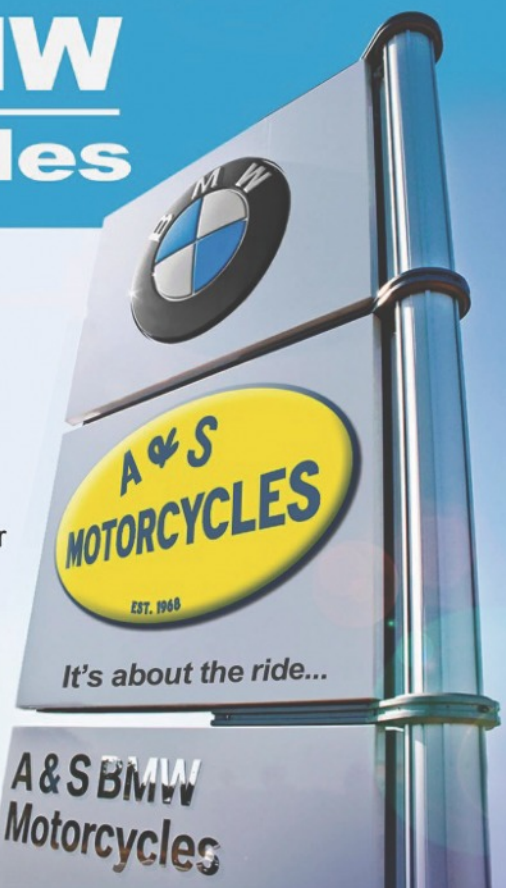
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The Stanley Stomp – 2017  
August 10 - August 13  
Grandjean, ID United States



2017 Hot Springs 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

**24 - 25 June Annual Election Meeting**, Brannan Island State Recreation Area,  
Rio Vista, California!  
Start 8.0 am Black Bear Diner, 980 Admiral Callaghan Ln, Vallejo, CA 94591

**9 July SSBR** will start at Bill's Cafe ( 5631 Cottle Road) in San Jose, head south to  
Pinnacles National Park and end at Gizdich Ranch in Watsonville for some great  
pie.

**July 13-15, 2017 MOA Rally** in Salt Lake City - register on BMWNorCal web site  
for a camping spot in our club area



[www.bmwnorcal.org](http://www.bmwnorcal.org)