

FEBRUARY 2018

# NORCAL NEWS



Ride to Camp

Camp to Ride

**This month featuring:**  
**Q and A with Ted Porter**  
**BSing in Baja on GSs**  
**Off Roding on R1200RT**  
**Lithium Battery experiences**  
**and more**



BMW Motorcycle Club of Northern California

## Presidents Report

Another fantastic Club weekend at Salt Point, the sad and unexpected resignations of Richard and Constance from the Board who will be missed, the almost instant volunteer to fill the gap from Fred and Rick until the next Club meeting when all nominees will be voted on for the rest of the year, the upcoming Song dog Ranch and the Sister's Club Baja/Death Valley rides...just a normal state of affairs for any President of NorCAL. See how the Club works from the inside.

Even though Fred Montano and Rick Webb have volunteered, there will still be an election at the next meeting so if any other member in good standing would like to talk about the role and responsibilities of either the Club Secretary or Historian, please reach out to me or any other Board member.

We're 4 months away from the 49er so we're kicking the 49er committee planning into high gear. Any members who haven't been to a 49er will be in for a diverse event that will have something for everyone no matter what riding level. If you have the time to volunteer for one of the committees, again, reach out to Joe or myself and ask all the questions you want. Volunteering is a wonderful way to meet other riders and club members ....and totally rewarding!

I stopped along Highway 1 a few times riding back from the Club meeting and took some unusually gorgeous pictures of the coastal highway and the Pacific. I sent to a list of fellow riders back on the NE and East coasts....they were not amused.

*Greg Hutchinson President*

**BMW NorCal Wants You!**



**For SSBR Coordinator**

## Get involved in the 49er Rally

Our premier events (the 49er and ROL) are growing in notoriety – in a good way! This year we're hard at work making sure we have a great program of speakers, rides vendors and activities for the 49er Rally.

Pulling off the 49er is a team effort. This year there are 14 different areas that will require people to staff 64 shifts. It sounds like a lot, but when club member who attend pitch-in, it becomes really simple. Not only can your involvement help make the event run smoothly, I can almost guarantee you'll make a whole lot of new friends.

Last year I was a fairly new member and had only attended a couple of



campouts prior to the 49er, meaning I didn't know more than a just a few other members. So I signed up to help out in a couple of areas. It felt good to contribute, plus I got to know the other volunteers which just made the whole event that much better

If you're planning to attend—and I hope you are— take a look at the volunteer page and see if there's an area that you'd be interested in helping out.

Check out the 49er "[Volunteer Local](#)" site to see what's available and where you'd like to help. On the landing page, click "Volunteer Now" – don't worry, you're not committed at that point, it opens the page so you can see all the positions. From there, click on the check mark "+" to expand the section to see times and dates. When you find those you like, just check the box and then scroll down and put in your contact info.

**[Volunteer today.](#)** you'll be glad you did!

Thanks in advance for your help

*Joe Luthy 49er Rally Chair*

## Editors Corner

Lots for good stuff in this months newsletter. Big thanks to Adrian Pineda for his GSedRT, and Gene Cox for providing another view on Lithium batteries . The running score is now 2 to 1 in favor of lithium batteries. Chris Weld, a founder member, and good Samaritan provides a couple of good tips, and Ed Perry wrote up a recent Baja adventure, with Buddy providing some great photos. Thanks to Russ Drake for writing up a description of the Jan SSBR, with thanks to Jorgen, Buddy and Nick for photos. Personal thanks to the board members for their regular submissions, and lets get together to help out Joe Luthy with the

49er. If you click on on his submission above you will be taken to the on line volunteer sign up page. Also sign up to The first Aid Clinic at Moto Guild. I plan to be there and am clearing out jackets and pants I wore when I weighed 220lbs - all free.

We have added Santa Rosa BMW as an advertiser this month. Please support all the dealers who provide newsletter support. I have looked through their web pages and there are some great deals to be had on 2017 models. Check it out before they are all gone.

*John Ellis*

## First Aid Member Clinic

Training and education around first aid may not sound like something most people think about before it is needed, and that might be too late. Able to assist family members, fellow riders, coworkers and people who may need it unexpectedly, could be the difference between life and death.

We have a number of events and rides on the calendar and this is the perfect time. BMW Norcal is investing funds and proper training for its members. We all hope you will find the time to join us at Moto Guild on Feb 17<sup>th</sup> 2018 at 10am. Kurt Mathews will provide the professional training. Coffee and bagels will be served and I heard we will have some home baked goods if enough people sign up.

The training will take approximately 3.5 hours and will cover the following::

### Kurt Mathews, President

*As a US Army Armor Crewman, EMT and retired Battalion Chief with over 25 years in the fire service, Kurt Mathews has a passion for safety. In 2008 he began teaching Red Cross CPR for the Professional Rescuers and in 2014 he began teaching CPR and first aid classes for small businesses throughout central and northern California. He quickly realized that most people don't WANT to take a CPR Class but if you can make it fun as well as educational, adult learners not only enjoy the class but retain the information. In 2017 Soundly Safe LLC was formed offering training in Basic First Aid, CPR, AED with Certifications available from the American Red Cross, the American Heart Association, and American Safety & Health Institute.*

Sincerely yours,

*Jorgen Larsen Safety Director*

Subject	Explanation	Time in Minutes
Intro-Basic Concepts	Rules and Tips for Basic Responders	15
Scene Safety-Personal Safety	How to stay safe from hazards and communicable diseases PPE Roadside Visibility	15
Legal Considerations	California Good Samaritan Law	5
Patient Assessment	Identifying Life Threatening Conditions Shock	15
Trauma	Actions to: Reduce blood loss Fight Shock Reduce Injury	30
Medical	Stroke Anaphylaxis Diabetic Emergencies Heart Attack	30
Cardiac Arrest	CPR & AED	30
Scenario	Student Participation Activity doing CPR & use of AED	30

## Captain's Log

Epic start to 2018!

Well it seems that quite a few NorCal riders made New Year's resolutions that included getting out and wearing down some sidewall rubber. Both club events in January had heavy attendance and the roads did not disappoint!

The SSBR from The Bayside Café in Sausalito to the Point Reyes Lighthouse via a jaunt to the top of Mt Tamaulipas was well received by the 25-ish riders that attended. The weather was great, and it was fun to get out with the gang after the December break in the Member Meeting schedule. After Mt Tam we split the group, some went to the lighthouse at Point Reyes and some opted for a ride up to Bodega. The plan was to rendezvous back at Rancho Nicassio for a late lunch. But as casual rides go, some made it, and some peeled off. A few hearty souls made it down to the lighthouse at Point Reyes where we were able to spot some Grey Whales heading south. As it turns out, these will be the same whales we will see down in Baja during our Cross-Border Ride next month!

The January Member Meeting was an extremely popular ride as well, stopping at the newly remodeled Eurocycle Sonoma / Santa

Rosa BMW dealership before ending at Salt Point SP. Dyllan, the store manager, and his team put on a terrific open house and BBQ for the 50+ riders that attended. It is great to develop this relationship and to see the transformation of the dealership over the last several months. We had 38+ riders attend breakfast, so we split the group into 3 to keep the ride manageable. And keeping with our steady trend, we had a quite a few non-members and first-time attendees make it to the campout. What a treat!

This month the SSBR will be an awesome ride through the East Bay, ending at club favorite, Port Costa. The Member Meeting will be at Hidden View Campground, starting at Jim's Country Style in Pleasanton. Check out the club website for more info and registration. And in March, look at going to the Cross-Border Rally at BMW Long Beach before heading out to Death Valley. This is going to be a great blow-out, you're not going to want to miss this one! And get ready for April, we'll be back to Song Dog for the Member Meeting.

Good times and an epic start to 2018!

*Nick Gloyd*

# January SSBR

Nor Cal Club put on a great Sunday Breakfast ride 14 January 2018 starting at the Bayside Cafe in Sausalito. Nick Gloyd led about 25 - 30 riders out of Sausalito up around Mt. Tam and back down to Hwy. 1 to Point Reyes Station for gas. Here about two thirds of the group decided to go to Point Reyes Lighthouse and take the tour. The other third of the riders were told that an option existed to take a nice back country tour of Marin County. Puck Ananta and I expressed our vote to ride with the group that would arrive at the lunch stop first.

The optional ride was initially led by Roland Cavanagh, and turned out to be quite the exciting ride (fast paced) over roads that looked like they had not been paved since the 1800's and only patches of asphalt added over the years. Roland led us on Pierce Point Road out to McClures beach at the very northern end of the Point Reyes Peninsula. Here we stopped and chatted a while while some took a ride down to the beach parking lot to catch a glimpse of the ocean (no view). A couple of riders left here with one, Roger Rapp saying that the previous road was "NOT A K 1600 ROAD", with a big smile.

We needed to back track off of the peninsula to meet up with the rest of the riders for lunch in Nicasio. Bob Berner lives in this area and agreed to lead the next phase of the tour with assistant tour leader Don Wilson, also from the area. Back through Inverness and out to Hwy. 1 north we traveled quite a ways when my stomach started growling and I knew something was wrong about this direction. Bob led us on a few very small cow trails barely paved when about half way across, a couple of Sunday Morning riders astride "crotch rockets" blasted by us, on this badly potholed, one lane road, with inches

to spare between us. Standing up and watching for potholes, I did not see or hear them blast by.

By this time (1300) my stomach is really starting to complain and we are still heading north, something is wrong here! Bob led us out to the end of Bodega Head where the cold wind was gusting about 40 MPH. I asked Bob "I thought we were headed to the lunch stop", I don't know what he said because the wind was blowing so bad. Puck and I elected to split off of this mini group and try and catch up with the lighthouse group, while the others decided to get some grub in Bodega Bay.

Puck mistakenly trusted me and my GPS to get us back to Nicasio and we wound up going all the way into Petaluma, fighting the downtown traffic to head west out to the restaurant Rancho Nicasio. Upon arriving (about 1430) we could only see one bike, a GS and figured that the other riders had already been here and left. We met one of our fellow riders, a first timer (I have forgotten his name) who had gotten lost from the lighthouse group. The three of us sat down and finally got to take care of the "cries for help" our stomach was giving us.

About half an hour later here comes about a half dozen of the original lighthouse tour with a long story about missing the bus out to the lighthouse. Puck and I left together but my horse was headed for the barn and we parted somewhere on Lucas Valley Road.

Thanks to all for again leading me to places I would never find on my own.

*Russ Drake*





### Let There Be Light

If you have thought you already have all the farkles that it is possible to add to your BMW, then here is a new one. Think about the times when you arrive at the camp ground after dark and you cant see well enough to be sure that you are putting the side stand down on solid ground. With the push of a button this clever LED illumination assists in locating the side stand and the ideal spot in which to place it when parking at night. The module consists of an LED light including bracket, switch and wiring. Designed for easy installation and plug in connection. Intended to be wired into the CanBus system, so it switches off when the ignition is switched off.

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- Frame Bags / Pockets
- & much more!

## FEBRUARY 2018 THE R1200RT/GS

In early 2009, I bought a new R1200RT. I really loved the bike, but was always cognizant it was not a GS and the tires would not get me surefootedly down many dirt/gravel roads found in and around the Central Valley of California. I needed a more aggressively treaded tire. So, one day I was talking to Jack Harwood about my dilemma. At the time, he was the owner of the Fresno BMW dealership where I had purchased the bike. Patiently and without interrupting, he let me talk and babble on about needing a better tire for the dirt and such on my RT. I finally got around to asking him if tires like those on the GS were available for my RT. With his smooth Oklahoma accent he replied, "Noooo". He then smiled and added, "But, if you bought another bike (GS), that would solve your problem".

At the time, I couldn't find the type of tubeless tire I wanted for the RT sized rims. I put it out of my mind, thinking occasionally about it and then heavily on a trip to La Paz, Baja in 2016. Most, but admittedly not all, of the trip was on well-paved and maintained roads. In addition, I had brand new Michelin Pilot 4's installed immediately before leaving. There were road construction detours in Baja which put us on dirt/sand shoulders for several miles. Traffic from both directions was put on the same side. I was riding in dust within inches of other cars, trucks with trailers and buses. Scary, but by keeping my momentum, I stayed up and survived.

Since the tires were new, I didn't think about my dilemma again until 2017. When I started looking for new tires, I found there were finally tires available on my rim size. The problem was, they were listed as tube tires, not the tubeless I wanted. Then, while at the BMW National Rally in Salt Lake City, my questions were answered. I saw someone had put knobbies on an R1200RT and the people at the Continental Tire display confirmed they had the (tubeless) tires I wanted and it could be done.

So, I rode the tires I had until fall. When they hit the wear bars, I went to my computer on Black Friday and ordered a set (with a \$50 rebate card) of Continental TKC70 tires. I chose them over the ContiTrail Attack 2 and the TKC 80's as it sat right between the two for tread and was advertised as combining the best of the two. Total price, \$338.90. I bought them through MotoSport in Portland. This was because when I checked places

like Revzilla and Bike Bandit, they either had none or only one tire in the sizes I needed.

My best friend Vince has been doing most of the service on my RT at his house. He also has equipment for tire changing. I ordered Ride-On tire balance fluid and sealant. I like how it works and I get the added puncture protection. As a matter of fact, the last time I took the bike to his house to change the tires, we noticed it had a tiny puncture on the rear, which the Ride-On had sealed.

Admittedly, I had no expectations about how much mileage I will get. The Pilot 4's we changed had 11K miles on them. The Continental tires actually have a soft to the touch tread. I figured if they could just get me through winter and I could finally see some new roads or firebreaks, it would be a good experiment. The front tire arrived first, in a box. I have never received a motorcycle tire in a box. They usually arrive together, wrapped in transparent plastic.

The production date on the side of the tire indicated it was manufactured during November, 2016. It was already over a year old. The rear arrived several days later and also in a box. This tire was manufactured in April of 2016. I noted neither had traditional wear bars. They had tiny rubber posts between the treads, so I would have to keep an eye on them. Off to see Vince and get them mounted. They actually went on easier than the Pilots.

Initially, I tried them on the dirt shoulders of the irrigation canals around my town and along the gravel and dirt of the railroad tracks. I was very impressed with the stability and grip. While following the rail tracks, I thought I was going to get stuck when the path ran close to a fence on my right. The loose gravel shoulder from the tracks rose steeply on my left. I literally had only the width of the bike mirrors to proceed. The path rose upward and was blocked by very large and thick tumbleweed bushes. I gave it some gas and started to push through. The bike began to bog down. I rocked it back and forth giving it gas. It actually began to kick out dirt, but I was able to power through without stalling.

I got home and the wheels were covered in dirt, the bike in dust and dozens of goat-head thorns nestled in between the treads.

Those thorns will flatten bicycle tires and draw blood on human feet. In this case, they will act as tiny little teeth for additional traction until they wear off. So, the first test went well. Updates to follow.....hoping for the best.



*Adrian Pineda*

## More Lithium Battery Experiences

I've read the recent articles about lithium batteries, one in MOA and one in the January 2018 newsletter. I wanted to share my experiences, and I'll even name names. I have a '85 K100 that I purchased new, a '86 k75 I've had since 1990, and a '92 GS I've had since 2000. Needless to say, keeping all of them at the ready for riding requires battery maintenance.

I've always used OEM flooded acid batteries, but had to replace them more often than I thought reasonable in the 21st century, so I perused alternatives. I've had disappointing experiences with Westco AGM batteries due to sulfation, even while using float chargers. Interstate AGMs out-last-ed Westco, but still not as advertised or anticipated. In 2011 I thought I'd be an early adapter and pony up for a Shorai Lithium battery for the GS. I was impressed with the size, weight, and mounting options. Their marketing materials and instructions were both sparse and confusing, which I attributed to translation issues. I had no issues with the product, so in 2014 I ponied up for another for the K100 when its battery died. I also bought their specific charger / maintainer.

Almost 2 years later I began to have issues with both batteries. By Oct 2015 they had extended their warranty to 5 years, so I contacted them with the issues. After in-depth discussions, I was instructed to return both batteries and charger for them to evaluate. I was told that the earlier battery had failed, and the charger was defective. They replaced all 3 units at no charge.

It was then and only then that I discovered that they are NOW called starting batteries. They don't like to be used with every electronic device know to man being used simultaneously. Apparently, that's a characteristic of all Lithium-iron batteries.

They also had more specific instructions for using the charger, which requires listening for a faint set of 'beeps' upon connection, not easy for us 'mature' dudes with tinnitus from 50+ years of riding under our belts. Especially after only the last 20+ years of using a helmet. After those 'beeps', one has about 10 seconds to select either 'charge' or 'store' before the charger

switches off. None of this info was in place when I initially purchased either battery or the charger. As a matter of fact, Shorai initially stated that regular 12 volt chargers were adequate for their batteries, but not recommended. It was only with the extension of the warranty that the fact that Lithium-iron batteries require a maintenance voltage of 13.8-14.0 volts, while flooded acid & AGMs require only a maintenance of 13.2 volts.

My conclusion is that, like with any new technology, there is a learning curve, or beta testing period, for both manufacturer and user. Shorai has been at this longer than anyone else. Its sophisticated charger charges each 2-cell unit individually based on the charge of that cell unit in order to maintain fully consistent charge. You can measure the voltage in each 2-volt cell individually with a VOM. Needless to say, I have not had one problem since I've been fully informed of the process. They stepped up above and beyond their liability, and brought me back into the fold in the process.

As a sidebar, I must mention that I have also purchased a Battery tender Lithium battery, along with their maintainer, for my wife's Honda, which we sold this year. Shorai informed me that they have tested both the Battery Tender batteries and their Lithium charger, and concluded that both are OK, other than the charger's inability to monitor each cell unit, which they maintain is the key to long lasting batteries. I intended to connect the Shorai adapter cable to the Battery tender lithium battery to see how the charger would monitor the cells. I wish I'd done that before I sold the bike, but that ship has sailed. My last conclusion is that one gets what one pays for with a maintainer.

The Battery Tenders and Battery Minders are certainly worth the extra bucks. Those cheap-ass float chargers from places like Harbor Freight are OK for autos, but they will cook the acid out of a M/C battery, which might have been the source of my disappointment. I might be a slow learner, but I eventually get it.

*Gene Cox Volcano, CA*

## Lessons Learnt



Had an educational experience (two actually) while on a Saturday ride in the Santa Cruz Mountains. near the 'motorcycle famous' Alice's Restaurant. We came upon an almost new big Indian Chief with a husband and wife, who should have been riding, but weren't. They were stranded in a cell phone dead zone but had placed their helmets on the ground adjacent their ride. I recognized the 'distress signal' while my riding partners did not. We turned back. We were told the couple had stopped for deer and shutdown to watch, but couldn't re-start. They pushed/rolled to where they were found. We were told lots of riders 'flew by' and gave a wave, but didn't recognize the distress signal of the helmet on the ground. Lesson No. 1.

Why dead? The big Indian had all the electronic gismos, including keyless starting. Operator pushes a key fob to energize the electrics except the key fob's battery was 'dead'. With the rider's wife we took off to find a replacement 'button battery'. Lesson#2, carry a spare fob battery. (As an aside, the rider with time on his hands took apart his garage door opener and stole that battery, a perfect match.)

*Chris Weld - Charter Member*

# January Campout at Salt Point State Park

There was an awesome ride and open house to the new Santa Rosa BMW EuroCycle dealership. In total There were 50+ members and about 8 CCBR riders that came out. A record 38 riders showed up for breakfast at the Napa Black bear dinner and we needed split in to three groups for the ride. We stopped

for lunch at EuroCycle who were great hosts and provided an excellent BBQ. This dealership recently changed hands and is being transformed into a BMW Flagship Dealer. As you can see from the ad below EuroCycle have committed to be an advertising sponsor of BMW NorCal.



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# GSing (and BSing) In Baja

Three years ago Buddy Scauzzo was conducting a GS ride at our 49er Rally when he noticed an energetic rider rush to the aid of a struggling participant. Buddy got to know that rider, Marco A. Salgado, from Tijuana and maintained contact. Two years ago Buddy, Bob Burner and I traveled Baja, and though Buddy was in contact with Marco, we just never managed to connect. However, this January Buddy and I along with Ted Crum and Markus Fromherz traveled Baja and we did hook up with Marco.

Marco was born and raised in Tijuana. After the North America Free Trade Agreement, NAFTA, was passed in 1994 he took advantage and opened an awning business in Chula Vista, which today is very successful. One of his passions is motorcycling and when the opportunity presented itself several years ago to acquire a small fleet of BMW GS's and a chase van from a Spanish touring company, he seized it, added to the fleet, and created Baja GS Moto Rentals.

Markus rightfully felt his BMW 1600GT was not the ideal mount for a multi-surface ride to La Paz and back so he arranged to rent a well equipped and mechanically perfect GSA 1200 from Marco. Marco also agreed to ride with us for the first few days of our trip and join us for whale watching in Guerrero Negro.



After taking care of a little paperwork at the boarder early one Thursday morning, we met Marco near Plaza de Toros Monumental (the bull-fighting ring). After some pictures at the Malecon De

Playa De Tijuana and a little history lesson, we rode the few short blocks to the headquarters of Baja GS Moto Rentals. To describe it as anything less than first class would be an injustice. As you enter through the open garage doors you're met with the bikes and gear organized in the maintenance area in front of the workbench. Going through the garage you come to a very well manicured courtyard containing the chase van and beyond that is the Salgado family residence. But the crème de la crème is up the stairs to the politically incorrectly named "Man Cave." It is so



well done it almost takes your breath away at first glance. There is a huge world map covering one wall and a glass floor, which looks down into the shop! The room is filled with plenty of motorcycle memorabilia, all very tastefully

arranged. There is mini theater with top of the line video equipment and Bose surround sound to play the great videos that Marco creates of his trips.

Marco also built a beautiful day care business near his house, which his wife runs. As much as he is a successful entrepreneur, he is also a philanthropist who believes in giving back. Marco organized an effort to completely rebuild the house of a needy family using his own resources. And of course, like everything else he's involved in, there where no half measures. This effort continues as they are looking for another family to help.

I've been to Baja quite a few times, but Marco was able to introduce roads and restaurants not previously known to any of us on our two-day ride to Guerrero Negro. He has a very positive and infectious attitude and goes the "extra mile." We took a break



near Cataviña and met a young couple each riding a 1200 GS, heading north. Marco gave them valuable information and also provided them with his cell phone number in case they needed anything. Well, later that day the young lady called him to report that she'd had an encounter with one of the many large potholes that resulted in a bent rear wheel that disallowed the tire from holding air. Marco made many phone calls over the next two days on her behalf and made arrangements for her bike to be hauled to El Rosario where it was ultimately repaired.

Marco traveled with a high-end drone and took video of us at the blowholes as well as out on the boat, watching whales. Unfortunately, Marco had to head north after Guerrero Negro and we went south. But we stayed in touch and he continued to provide us with valuable information regarding places we would not have known about. On the last day Markus and I decided to explore the wine region a bit on our route from San Felipe to Ensenada and Marco suggested





we stop at Cava en Queso. It was an interesting muddy road that resulted in a bad line taken and one broken mirror. We arrived at 11am and they

opened at 1pm...always a reason to return.

If you're interested in traveling in Baja California and want to rent a GS, have a custom tour with a guide who is intimately familiar with the peninsula, has great passion, and is an interesting and fine human being, I don't think you can go wrong with Marco and Baja GS Moto Rentals. As he says, "I personally am at your service with the hospitality, attention and service you deserve."

Check out his website and great Facebook page.

*Ed Perry*



Check out our 1st Annual BMW Cross-Border Rally, celebrating our International BMW Sister Club Program. We are planning a ride in March with our International Sister Club that starts in Loreto BCS and stops at the Long Beach BMW Dealership for a big blow-out, then continues out to meet up with the BMW NorCal Death Valley campout. Also camping in Death Valley at the same time as us are the BMW Club of Southern California and the BMW Club of Arizona. So we will have a large BMW presence coming out from SoCal, converging on Death Valley.

### 1st Annual BMW Cross-Border Rally

Loreto BCS

Long Beach, CA



BMW Motorcycle Club of Northern California



2018

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The Rally at Long Beach BMW will include vendors and sponsors showcasing their goods, prize giveaways, raffles, good food, cold beer, a band, and a ceremony marking this occasion. Involved so far is Wunderlich USA, Clearwater USA, RKA luggage, Rever, the BMW MOA, and of course the Long Beach BMW dealership. Check [BMWNorCal.org/cross-border-rally](http://BMWNorCal.org/cross-border-rally) for more details or contact Nick at [tourcaptain@bmwnorcal.org](mailto:tourcaptain@bmwnorcal.org).

**What:** 1st Annual Cross-Border Rally **Where:** Long Beach BMW Motorcycles 2125 E. Spring St. Long Beach, CA 90806  
**When:** March 14th 2018 – 11 AM to 11 PM

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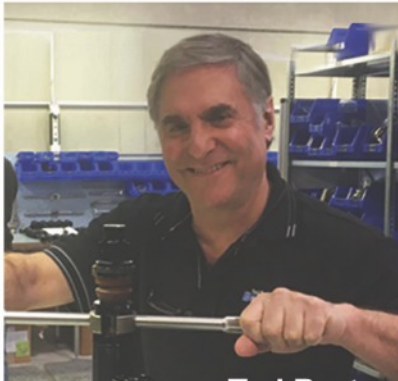
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## Q and A with Beemer Shop's Ted Porter<sup>1</sup>

### What is Spring Rate?

Spring rate reflects the stiffness of the spring and is measured in pounds per inch, Newtons per mm or kg per cm of travel.

### What is the purpose of the spring?

Springs store energy when compressed and release on recoil. The energy is converted to heat on the rebound stroke.

### Why do springs have preload?

All motorcycle springs have fixed preload or installed preload even when the hydraulic preload adjuster is turned off.

Preload is the amount of load added to the spring as it is installed on the shock with the shock at full unloaded length prior to any weight being introduced on the shock assembly. If a spring's free length when removed from the shock is 200mm but when installed on the shock it is only 190mm, it has 10mm of installed preload. The HPA (Hydraulic Preload Adjuster) is used to keep rider sag correct when weight is added or subtracted. Most HPA units only lift about 10mm. Some aftermarket shocks offer more preload up to 15mm for a wider load range but it is imperative that the shock stroke does not exceed the spring stroke or coil binding can occur. Suspension specialists such as the BeemerShop take this into account when customizing shocks.

The preload adjuster is used to maintain the correct sag of the suspension regardless of load within its limits of stroke or thread adjustment. However it doesn't change the spring rate and heavier loads can exceed the capacity of the spring and any additional preload added to it resulting in excessive sag which extends the trail and can cause slow steering and wallowing in turns.

### How is sag set up?

Suspension sag is required to allow the suspension to respond to dips in the road and also maintain enough stroke to absorb bumps.

First set up Rider Sag. This is measured on the front and rear suspension with the rider sitting on the bike. The amount depends on how the bike is used. For most road going sport touring and adventure bikes the rider sag is generally 30%-33% of total suspension travel. After rider sag is measured then measure static sag, (both wheels on ground but no rider). Static sag is typically about 10% + or - of travel for the rear. Static sag

for the front end tends to be about 20%-25% of travel. The majority of the payload is over the rear shock. If the rear sag is excessive, this will lift the front end and cause less front sag not more.

After setting rider sag to 30-33% if static sag is higher than 10% the spring is firm which will give firmer ride but more capacity, if it is considerably under 10% it will give a softer ride with less total capacity.

These are only general guidelines for sport touring and adventure touring types of bikes which covers most BMW's.

### How do dampers work?

Dampers work by forcing oil through some sort of bottleneck to turn mechanical energy into heat on compression and rebound. Dampers performance is non-linear with the velocity of the damper shaft. Damper shaft velocity is dependent on bike velocity and profile of bump.

### What is unsprung weight?

The wheel, tire, half the damper and half the spring make up unsprung mass.

### What are the consequences of incorrect setup?

With too little compression damping or too soft springs, the wheel will lose contact with road at crest of bump and is more likely to bottom.

With too much compression damping or too stiff a spring the center of gravity of the bike will be displaced upwards giving an uncomfortable ride and potentially losing road traction.

With too little rebound damping the spring releases its stored energy unchecked. This causes the center of gravity of the chassis to unweight with a loss of traction. The bike will feel loose and tend to wallow when cornering.

If rebound damping is too high then wheel can't follow backside of bump resulting in loss of traction. With this condition a series of closely spaced bumps the suspension is not able to fully release and results in the suspension "packing" over successive bumps. This results in a harsh ride. For most bikes only rebound damping is offered and it is often set too firm or too soft.

1- This article is based on a number of questions posed to Ted Porter by John Ellis. Any errors or mistakes are entirely John Ellis' responsibility. If you have any concerns, or questions about your suspension I would strongly advise you to call the Beemer Shop for an appointment, ride your bike over, and let the experts check it out and make recommendations. They fixed my R1150.

### Technical Tip - Chain Cleaning

Regular maintenance of chains is still important for long life. This is particularly true when bike are ridden off road and chains are covered in mud and dirt. So although my current mount does not have a chain I was reading the latest issue of Motorcyclist and noticed a review of the Tirox 360 Chain Brush. It looks like a very simple and clever idea.

A clean chain will extend the life of the chain and sprockets, and may provide quieter operation and better mileage.

Just douse your chain with kerosene or degreaser. The brush just spins on the chain like a corkscrew. Run the brush along the links and then spray with degreaser again. Rinse with a hose and dry off the chain with a rag or take it for a quick ride. Then apply your favorite chain lube.

Check the brush out at [tiroxproducts.com](http://tiroxproducts.com). The chain brush is available on Amazon for \$8.97





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February SSBR - East Bay Extravaganza!  
11 Feb 2018 8:00 AM  
Cafe Soleil, 3550 San Pablo Dam Rd., El Sobrante

Member Only Clinic - CPR and First Aid Training 17  
Feb 2018 10:00 AM - 1:30 PM  
Location Moto Guild SF - 849 13th St, San Francisco

February Member Meeting - Hidden View  
Campground!  
24-25 Feb 2018 8:00 AM  
Jim's Country Style, 5400 Sunol Blvd. Pleasanton

1st annual BMW Cross Border Rally - Loreto to  
Long Beach!  
Start 03 Mar 2018 9:00 AM to 14 Mar 2018  
Start TBD

Board of Directors Meeting  
04 Mar 2018, 7:00 PM 9:00 PM  
Noodles Fresh, 10042 San Pablo Ave., El Cerito

March Member Meeting / Annual Death Valley  
Campout!  
12:00 PM 16 Mar to 19 Mar 2018  
Furnace Greek Campground, Group Sites 3,4

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[www.bmwnorcal.org](http://www.bmwnorcal.org) is highly  
recommended. Avoids need to  
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