

The Mail Boxer

June 2004

BMW MOA #7



The Prez Says...

by Tom Van Horn

As you read this, our 30th GR/3 rally will be in the can, as they say in the movie biz; As I write it, the rally's still a week away. If you were there (and if not, WHY NOT??), you don't need a report anyway...

...this just in: The '04 riding season's here - so what are you doing sitting there, reading some newsletter thing? RiderideRIDE!! Ride to live, ride to eat (Thanks, Ed!), ride to survive, ride to find yourself (or whomever...), etcetera. If you ride to socialize, upcoming events include the Iowa and Hiawatha(MN) rallies.

Next club to-do is the annual picnic: June 6th(Sunday), at Brigham county park, just east of Blue Mounds. Meet noonish, eat twoish. Call Ben Cimino (831-6714) if you're going. NOTE the above time and date - some earlier announcements were erroneous.

The club needs a new webmaster—Steve Huber created and has maintained the club site since its inception. Jams and crams in his schedule require that he drop some things... ...if any of you are halfway computer savvy, talk to Steve. Maintaining websites is a very commonly-needed skill nowadays - this could be a fairly painless way to develop a new job-worthy skill. Please give it some thought.

Those of you who are long-time GR/3 (or about any other rally for that matter)goers have likely met Dick Wildauer and wife Pat Burch. Dick passed away very suddenly in late April (no, not bike-related). Some club members attended a gathering in his honor.

I have a short videotape from BMWMOA extolling the '04 rally site in Spokane - if anyone wants to look at it, let me know.

Picnic, June 6th. Be there, aloha.

Upcoming Events

6/6: 2pm Club picnic at Brigham County Park. Menu includes rib-eye steaks, chicken breasts, hamburgers & brats, several salads and lemon bars.

Cost to be determined. For more information contact Ben Cimino at (608)831-6714.

6/10–13: 28th Iowa Rally at the Windmill Ridge Campground, Kalona, IA. Pre-registration \$25 adults/\$13 children under 12. At the gate \$30 adults/\$15 children. For more information, contact rally chair at (319)354-2027.

7/9–7/10: 2004 Thunder Run benefit for Diabetes. For more information visit www.fourlakeshog.com.

7/31: American Players Theater ride. Meet at Todd & Betty's new abode (The Trailhead; 4593 Rockey Dell Rd., Cross Plains) at noon for snacks with a 1pm departure for 3pm showing of London Assurance. (Purchase your own theater tickets.) For more info call (608)345-3562.

8/8: Pediatric Brain Tumor Foundation's Ride for Kids. 5–6 volunteers needed. Contact John Schroeder at (608)325-4621. Additional information at www.rideforkids.com.

Notice of Correction!

The club picnic is on Sunday 6/6/04. Not on 6/5/04 as indicated in previous Newsletter Events Columns.

9/19: Cheese Day Ride leaving at 9am from Kwik Trip at 138 and MM in Oregon. For more information contact John Schroeder at (608)325-4621.

11/6: 5:30pm Club banquet at the Imperial Garden-West. Family style dinner served at 6:30pm. Cost to be determined. For more information contact Ben Cimino at (608)831-6714.

Secretary's Report

by JT Wagner

40 people showed up for the breakfast blizzard; 1.5 inches according to the weather folks. Club business dealt with final rally updates. The rally mugs are in . There will be a first aid station open during the rally. The staff of Badger Camp will be dispensing beer .

Brenda Hennesey gave a talk about the 2004 Thunder Run benefit for the American Diabetes Assoc. and Juvenile Diabetes Research Foundation. For info on the ride and how to donate, go to www.fourlakeshog.com. The ride takes place on July 9-10th.

There will be bicycle races during the weekend of the rally. For information check out the Ironman Wisconsin website.

The 50/50 drawing went to Brenda Hennesey. The free breakfast Ben Cimino for July. Todd Herbst will be leading a ride to the American Players Theater, July 31. More info to follow. The picnic will be June 6, 2:00PM at Brigham county park. (Not June 5th as previous months newsletters indicated.)

Membership News

by Derek Engelen

We welcome the following new member to the club:

Andrew C. Pizur
P.O. Box 411
Lansing, IA 52151
Phone: 653.380.8459
Bikes: 1997 BMW R1100RT

Change of address and phone number for Todd Herbst and Betty Bruun:
4593 Rocky Dell Road
Cross Plains, WI 53528
(608)831-4439

Remember to send any address, phone, email, or motorcycle purchases and sales to membership@madisonbmwclub.org

Madison BMW Club

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president@madisonbmwclub.org

Vice President: Steve Huber
(608)242-1873

Secretary: JT Wagner
(608) 222-3758

Treasurer: John Ong
(608) 222-6489

Newsletter Editor: Betty Bruun
editor@madisonbmwclub.org

Rally Chair: Bert Hefty
(608) 862-3671

Activities Director: Todd Herbst
(608) 831-4439

The Odyssey AGM Model PC680 Motorcycle Battery

By Ed Burington

As those members who frequent the MADISONBMW listserv know, I had been researching a battery replacement for my 1980 R100S BMW. As you may know, BMW is now offering a GEL style battery as a replacement for the standard lead acid (flooded) motorcycle battery. Member Jeff Dean has posted an interesting BMW Motorrad USA Service Bulletin referring to the new Gel batteries and their charging requirements <http://bmwmotorcycle.home.att.net/quattro.htm>. The April issue of BMWMOA magazine (featuring Jeff's R75/5 on the cover) had a very good article about the GEL batteries as well.

The Odyssey is an AGM (Absorbed Glass Mat) battery not a GEL. For those of you wanting to dig deeper into the technical aspects of the Odyssey battery take a look at this WEB site <http://www.odysseyfactory.com/>.

On my own installation, the battery fit easily in my 1980 R100. It is almost an inch and a half less deep than stock but the other dimensions are very similar. A friend cut me a piece of 1x6 lumber to fit behind the battery so my hold down clamp wasn't sitting right over the battery terminals. I slipped a slice of inner tube over the battery and the back of the battery holder for horizontal stability (probably not needed). I was able to attach with the flat terminal battery hardware (no angle adapters) with only a slight tug of the positive wiring harness and a bend of the ground cable terminal. I wrapped the hold down bracket and the positive terminal in electrical tape to be on the safe side of things. Starting the bike (first time since fall) was painless. The starter spun easily as with the full size lead acid battery (Y60-N24AL-B). The bike started on the 3d turn and came to life. The volt meter showed a healthy, happy state of charge and all looked aces. I performed the typical electrical safety check and went for a ride.

So why the Odyssey? Curiosity—Jim Low has had one installed for a year in his oil head. Acid burns on my bikes muffler (vs. sealed AGM battery). Losing two batteries on the road in the last 5 years (slow deterioration with AGM vs. instant death with standard battery end of life). Less winter maintenance (AGM and gel batteries maintain their shelf charge MUCH longer). Price was comparable \$65.49 delivered. (Internet price but very comparable to what I was paying locally for a standard battery). Battery life rated at 8 to 10 years (No, I won't push it that long). Impressively high cranking characteristics in a small light weight battery. Shock and vibration resistant.

I have included the following description of GEL and AGM batteries which I swiped nearly wholesale from the Wind&Sun WEB site. Courtesy of Wind & Sun at www.windsun.com/Batteries/Battery_FAQ.htm#AGM,%20or%20Absorbed%20Glass%20Mat%20Batteries

“Gelled electrolyte”

Gelled batteries, or “Gel Cells” contain acid that has been “gelled” by the addition of Silica Gel, turning the acid into a solid mass that looks like goeey Jell-O. The advantage of these batteries is that it is impossible to spill acid even if they are broken. However, there are several disadvantages. One is that

they must be charged at a slower rate (C/20) to prevent excess gas from damaging the cells. They cannot be fast charged on a conventional automotive charger or they may be permanently damaged. Current must be limited to the manufacturers specifications. Some other disadvantages of gel cells are that they must be charged at a lower voltage (2/10th's less) than flooded or AGM batteries. If overcharged, voids can develop in the gel which will never heal, causing a loss in battery capacity. In hot climates, water loss can be enough over 2-4 years to cause premature battery death. The newer AGM (absorbed glass mat) batteries have all the advantages (and then some) of gelled, with none of the disadvantages.

AGM, or Absorbed Glass Mat Batteries

A newer type of sealed battery uses “Absorbed Glass Mats”, or AGM between the plates. This is a very fine fiber Boron-Silicate glass mat. These type of batteries have all the advantages of gelled, but can take much more abuse. These are also called “starved electrolyte”, as the mat is about 95% saturated rather than fully soaked. That also means that they will not leak acid even if broken.

AGM batteries have several advantages over both gelled and flooded, at about the same cost as gelled: Since all the electrolyte (acid) is contained in the glass mats, they cannot spill, even if broken. This also means that since they are non-hazardous, the shipping costs are lower. In addition, since there is no liquid to freeze and expand, they are practically immune from freezing damage. Nearly all AGM batteries are “recombinant”—what that means is that the Oxygen and Hydrogen recombine INSIDE the battery. These use gas phase transfer of oxygen to the negative plates to recombine them back into water while charging and prevent the loss of water through electrolysis. The recombining is typically 99+% efficient, so almost no water is lost. The charging voltages are the same as for any standard battery - no need for any special adjustments or problems with incompatible chargers or charge controls. And, since the internal resistance is extremely low, there is almost no heating of the battery even under heavy charge and discharge currents. Most AGM batteries have no charge or discharge current limits. AGM's have a very low self-discharge—from 1% to 3% per month is usual. This means that they can sit in storage for much longer periods without charging than standard batteries. AGM batteries can be almost fully recharged (95% or better) even after 30 days of being totally discharged. AGM's do not have any liquid to spill, and even under severe overcharge conditions hydrogen emission is far below the 4% max specified for aircraft and enclosed spaces. The plates in AGM's are tightly packed and rigidly mounted, and will withstand shock and vibration better than any standard battery. AGM batteries main advantages are no maintenance, completely sealed against fumes, Hydrogen, or leakage, non-spilling even if they are broken, and can survive most freezes. Not everyone needs these features."



FZ1 Acquisition

by Betty Bruun

On an early spring day Todd drug me into Englehart's; he has an acquaintance that works in sales there named John. As Todd waited to talk to John I wandered aimlessly around until I spotted something intriguing. I had no idea what it was but it was two wheeled, beautiful blue and very European looking. I wasted no time setting my purse down and climbed on. This bike didn't just speak to me, it sang! Finally John and Todd wandered over and informed me that this is the new Yamaha FZ6. At this time there are a limited number being sold in the US and it retails for about \$7,000.

I had already convinced Todd that I should have another bike. If he has eight, I should at least have two! It became my mission to make sure that was the correct bike and every opportunity I got, I sat on bikes of all kinds. When Todd picked up his R1100RS from Motorcycle Performance, Bill spent a lot of time talking to me about various bikes and their attributes. He encouraged me to return and take a few test rides.

Several weeks later Todd stopped by Mo-

torcycle Performance again presumably to ask them some things about his R1100RS. He returned home saying, "You don't want to know what Bill has at his shop." Well after a statement like that, of course I want to know. I'm sure you've guessed by now that it was a used Yamaha FZ1. I really didn't know what was so significant about this until Todd informed me that it is exactly like the FZ6 but with a bigger motor. And since they've been making them since 2001 we could get a used one for less money. Ok, so I'm interested but not convinced, I've already got my mind make up. I want an FZ6. I've even socked money away into a CD to purchase one after the wedding. But at the prospect of spending a little less money (especially on a 2nd bike) we decide to bicycle over to look at. It felt very similar to the FZ6 but not quite as upright. Not in my riding gear Bill again invited

me to come back and take it for a test ride.

After a horrible week of work I decide to take Friday off on the spur of the moment. I had an agenda for that Friday to do: homework, have lunch with Todd, then go test ride a couple of bikes at Motorcycle Performance. Well my Friday started out pretty crappy too but Todd suprized me, when I met him for lunch he said that he was able to get the afternoon off and would join me for test rides.

We each took a bike, I started on the Honda 919 (saving the best for last) and Todd on the FZ1. The Honda was light and handled easily but I wasn't thrilled with it. All of the things I didn't like about it are probably what Honda lovers rave about. It was extremely quiet so I couldn't even hear it running except at stop lights. Each gear shifted as smoothly and accelerated as quickly as the previous and the engine didn't seem to lug at lower RPM's. So I was never really sure what gear I was in or should be in. It had a very short wheel base and cornered well but on

FZ1 Acquisition Cont.

rough roads I needed a sports bra and mouth guard!

Todd and I switched bikes in Cross Plains; I was now on the FZ1. This bike had been down so there's some cosmetic damage; a couple dents in the gas tank, but it ran great. With an after-market race pipe I had no problem hearing the bike. With the red line at 11,500 RPM's I knew that I would need to shift at higher RPM's than what I was used to on the BMW. But the shifting was easy and reliable. The handling is amazing; simply think about a corner and you're already around it. Throttle control requires a bit of adjustment; this bike is way more powerful and responsive than my R1150R so it took some concentration to not wheelie away from stop lights. With older technology (no fancy breaking system and no fuel injection) Todd will be able to do most of the maintenance although I'm told there really is very little. By the time we got back to Motorcycle Performance I could see that this was in my future.

WJ met us upon our return. He asked if I liked the bike enough to shoot him an offer. Todd and I went outside to chat. I really had enjoyed the ride, I had no idea what the new FZ1 sold for so I really didn't know what a used one should cost. I'm sure that I was too impulsive after a very crappy week but Todd and I came up with a number considerably less than the asking price. Bill split the difference from what we wanted to pay and what he was asking and we made an agreement.

I am very pleased with my experience at Motorcycle Performance. Their bargaining strategy was easy and fair. They did not push me, they took the time to educate me about the aspects of the FZ1. The bike really did the selling part; it's one that you need to ride in order to appreciate.

Stay tuned, in coming months I'll compare riding the FZ1 and my R1150R.

Motorcycle Parts and Accessories for Sale

ITEM	Condition	Retail Price	Sale Price
1999 R1100RT Blue ABS 44,200 miles, X Tall (23.5")	YOU NEED TO SEE	Average of last	\$8,900.00
Parabellum Windshield	Almost new	\$140.00	\$90.00
Battery Tender Plus (Deltron)	PERFECT	\$60.00	\$40.00
Battery Charger 1.5 Amp Schumacher F	PERFECT	\$40.00	\$25.00
Mirror Right Side (For Handlebars)	Almost new	\$45.00	\$30.00
Mirror Left Side (For Handlebars)	Almost new	\$45.00	\$30.00
Handlebar Risers/Setbacks	Very Good	\$60.00	\$40.00
Handlebar Risers/Setbacks	Very Good	?	\$20.00
20" Windshield Fits ????	Very Good	?	Make Offer
Shoei Large White Full Face Helmet W	Almost New	\$300.00	\$225.00
Large Motorcycle Cover	NEW	65.00-90.00	\$40.00

Contact Mike Cohen of the Wisconsin Club at rpwis@earthlink.net.

HELP WANTED!

Due to job and other obligations I need to reduce my volunteer commitments. Therefore I'm resigning as club webmaster. Below is a description of what's required. The club needs a member to step forward and volunteer for this. This job will require an hour or two per month to maintain the website. If the new webmaster is really motivated, the site could also use a redesign.

I'll work with the new webmaster to smooth the transition and provide whatever technical assistance required. You will not be abandoned to do this on your own.

Steve Huber, webmaster

Description: This position does not serve on the board of directors.

Duties include: Maintaining and updating club web page, in particular the Events page. Additional duties include renewing the web hosting service on an annual basis, and monitoring/renewing the domain name registration.

Requirements:

- * A computer (either Macintosh or Wintel) and Internet access.
- * Software to edit web pages with and to upload/download the pages. Our web hosting service does provide some edit capabilities, although the service isn't fancy. Some web authoring tools are Dreamweaver, FrontPage, Mozilla (or Netscape) Composer (comes free with the browser), IBM Web Sphere Home Page Builder (about \$70 or so), Namo Web Editor (<http://www.namo.com/> <<http://www.namo.com/>>)
- * A digital camera is a nice addition although not necessary
- * Either a willingness to learn HTML (hypertext markup language) or a basic knowledge of it.
- * Willingness to renew our domain name registration when it comes up for renewal. Domain registration is due Jan 11, 2009

Classifieds

FOR SALE: 2000 Ducati M900 I.E. - yellow 944 Big Bore Kit. Ducati High Performance Cams. Polished & ported heads. Termignoni carbon fiber slipons, EPRON reconfigured to match the engine work Sargent Saddle with yellow piping Napoleon Bar End mirrors. 8000 miles on the bike - 1500 miles on new engine work Good Rubber New Battery Fresh Oil Change Loads of fun to ride - power everywhere - 50 MPG Asking \$8500 Call Dave Jenneke at 838-0638 - Evenings

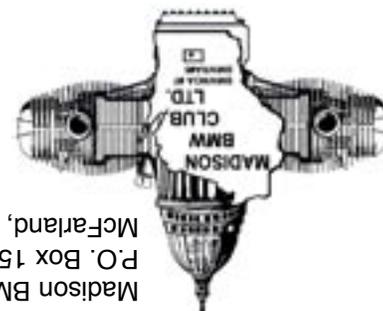
FOR SALE: BMW 1997 R850R special edition - silver/black. 10300 miles, heated handgrips, tachometer, clock, parabellum scout fairing, BMW saddlebags, oehlin suspension, extra electric outlet, tankcover w/tankbag, russell saddle, backrest with shelf, engine guards, and more! Completely serviced at Mischler's, everything is finest condition - new tires, stainless brake lines. - all top-quality components. - all stock-components will follow the Bike. All records available. \$7500.00 or best offer. Call Knud, at 608-233-7100 daytime for appt.

For SALE: 1984 BMW R80-ST, one owner, stock, 23,000 original miles. Very good condition. Only made in '83 and '84. It's the street version of the enduro (GS) that won the Paris-Dakar rally in those years. 5,000



ST's made worldwide; 4,000 sold in the US. Quick and light (440 lbs fully loaded, about 50 lbs heavier than the lightest street 400's you can find). Magnificent handling and running.

Bar-mounted removable windshield (National Cycle), shop manual. High quality cover, 3 helmets, and a handful of parts. \$4,000 OBO. Call Joe @ 651-697-1864 or jtkos@hotmail.com.



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