

# River City Beemers

## January / February / March 2022

### RCB Newsletter



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at [WWW.RCB.ORG](http://WWW.RCB.ORG)

#### Recurring Events:

##### **Member Meeting: 1st Saturday of Every Month**

Location: Susie's Country Oaks Cafe,  
1000 Melody Lane,  
Roseville, CA 95678

Breakfast or such whenever you arrive. Meeting starts more or less at 8:00 A.M. and runs until 9:00 A.M. or so, depending on what the Rafflemeister has in his goodie bag. Weather and other factors permitting there is a member ride after the meeting. Check the web site for details at [rcb.org](http://rcb.org).

##### **Wednesday Night Dinner Ride**

Location: Coffee Republic  
6610 Folsom-Auburn Road,  
Folsom, CA 95630

Riders meet at the Folsom Coffee Republic before heading out to a local dining establishment 30-45 minutes away. After dinner, the riders return home on their own. Locations are chosen the previous week by the participants. Yes, we ride in rain and during holiday periods. Each week's destination is usually posted in the forum on the previous Monday or Tuesday.

##### **Board of Directors Meeting**

Location: Claim Jumper Steakhouse  
250 Harding Blvd.  
Roseville, Ca.

The RCB board of directors meets monthly to review past activities and plan future events. Consideration is given to member interest and cost, and the meeting is open to all. While the meeting begins at 7:00 P.M., most of the directors gather earlier to have dinner.



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### 2019 Officers and Directors

#### Officers:

President	Gordon Olson	916-642-2221
VP		
Secretary	Maggie Mini	916-716-1471
Treasurer	Scott Moseman	916-765-6970

#### Directors:

Emeritus	Rick Blake	916-927-2690
2021 – 2022	Ray Trujillo	916-601-9141
2021 – 2022	Al Morrison	916-955-2381
2021 – 2022	Bob Rasters	925-606-6129
2021 – 2022	Bob Brown	530-263-2823
2021 – 2022	Ken Caruthers	916-712-1014
2021 – 2022	Marv Lewis	916-208-1110
2021 – 2022	Rick Kilton	541-331-9553
2021 – 2022	Mike Robles	916-718-1514
2021 – 2022	Karl Weiland	530-409-5409
2021 – 2022	Ray Nuguit	916-625-0799

#### Appointed Positions:

Membership	Heidi Weiland	530-306-0959
Newsletter	Jack Klauschie	916-765-7737
Webmaster	Ken Caruthers	916-712-1014
Women's Liaison	Jeanie Thurston	916-626-9121
Rafflemeister	Gordon Olson	
Ride Leader	Ken Caruthers	916-712-1014

### RCB Calendar of Events

(See RCB Web Site / Forum for Details)

March 5	Monthly Member Meeting / Club Ride
March 11-13	Whale Of A Tour – Mendocino
April 2	Monthly Member Meeting / Club Ride
April 29-May1	Coastal Classic – See Forum for Details
May 7	Monthly Member Meeting
May 14	Ladies May Ride Luncheon See Forum for Details
May 26-30	49'er Rally – Quincy
June 4	Monthly Member Meeting / Club Ride
June 10-12	Spring Fling – Lewiston
June 16-19	Chief Joseph Rally, John Day, OR
June 16-18	MOA National Rally
June 24-26	Nevada Outback
July 9	Monthly Member Meeting - Club Ride
July 9-10	Ride N' Bowl
August 6	Monthly Member Meeting - Club Ride
August 13	Ladies August Ride Luncheon See Forum for Details
August 19-21	Tahoe Chill – Camp Richardson
Sept. 3	Monthly Member Meeting - Club Ride
Sept. 2-5	Gypsy Tour
October 1-3	Monthly Member Meeting / Manchester Beach
November 5	Monthly Member Meeting - Club Ride
December 5	Monthly Member Meeting - Club Ride
December 3	Monthly Member Meeting / Holiday Party

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## **President's Corner**

**March 2022**

RCB'ers: I don't know exactly where to start... these have been very challenging times of late, but I think (hope?) that the Club is ready to turn the corner and get back to at least a semblance of normal.

A lot has happened since the last President's Corner. Very sadly, Rich and Brenda Gay's adult son was killed recently in a traffic accident back east. The Gays were planning to relocate to Sedona, AZ in a year or so but have now decided to make their move now. We all share their grief and we will miss them.

On another sad note... Jim Cyran, a true RCB stalwart before he moved back to Ohio last year, passed away recently after suffering a heart attack while duck hunting out here in Sacramento with some California buddies. Jim was a great rider and a great Club member. He will be missed.

With the Gays' relocation to beautiful Sedona, I have reassumed the reins (at least for now) of the Club presidency. As COVID finally appears to be in our rear view mirrors I am hopeful that the Club will be able to get back to a full schedule of events. This month, some couples are off to Mendocino for the "Whale of a Tour" outing. Our monthly club rides have started again and the Wednesday Night Riders continue their longstanding tradition of Hump Day rides.

Check the RCB website regularly to see what else is new.

Here are some items to put on your calendar for the upcoming months... NORCAL BMW is moving their annual 49er Rally from Mariposa to Quincy (where Central Cal used to hold its Beemer Bash). NORCAL's event has been relocated -- but not rescheduled -- it will still be over Memorial Day weekend as usual. RCB will organize and operate the Poker Run at the Event as we had done historically for Central Cal's event. You can go to NORCAL's website and register for the event. It should be fun and they are expecting 400-500 participants!!

In July, the Club is planning to resurrect the "Ride 'n' Bowl" trip to Yerington, NV after a hiatus of several years. I have been in touch with the casino and they are completely renovating the bowling alley and expect to have it ready on time for our arrival. It wasn't

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entirely clear to me if the renovation is being done exclusively for the Club's benefit or was previously planned, but either way it will be welcome. I will be providing more details as they become available. The July Club meeting and raffle will be held on July 9 to avoid a conflict with the July 4<sup>th</sup> weekend. The monthly Club ride after the meeting will be to Genoa, NV with the River City Beemer Bowlers (AKA "RCB Squared") continuing on to Yerington for the rest of the weekend. Bowlers: Root through your closets, find those old RCBB bowling shirts, get them dry-cleaned and prepare to revisit one of our treasured events. Remember: Those who forget the past are doomed to re-bowl it!!!

That's enough for now. Stay safe and appreciate every day and every ride. Cheers,  
Gordy RCBPREZ (Again!)

## **RCB Holiday Party**

### **Photo Courtesy of Mark Naber**



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## **2022 Whale Of A Tour B&B Ride**

March 11, 12 & 13, Friday/Saturday/Sunday, 2022

Since 2007, the destination has been the beautiful Seagull Inn Bed & Breakfast in Mendocino. This tour was conceived during a Manchester beach campout to be a couple's tour, rain or shine, non-campout & the first RCB tour of the year. The owners historically have extended a discount on standard weekend rates with a 2-night minimum stay. RCB typically has rooms blocked off, so reservations must be made by calling:

The Sea Gull Inn at: 707-937-5204. Let the Inn's staff know you are with the River City Beemers and you may receive a discount off the standard weekend rate, there is a 2 night minimum stay for this event. Your first night rate will be charged as a deposit when the reservation is made, and the balance required at check-in.

As in past events, this will be a very easygoing weekend. Activities depend on the weather, and the size & wishes of the group. The Inn is a beautiful place to just chill. Mendocino is an historic district, small coastal town that is just wonderful to stroll about, watch the migrating whales, shop, and just relax. This tour is designed for couples & is a hit with the ladies. Need I mention the fabulous breakfast delivered to your room each morning?

Check out The Seagull Inn at: [www.seagullbb.com](http://www.seagullbb.com)

Call 707-937-5204 to make your Own Reservation.

This is a rain or shine event. Cars welcome if needed for any reason.

Please check the RCB Forum for further details.

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## **A Break In The Clouds**

Article By Mark Barnes

Extracted from the December 2021 BMW MOA ON Magazine

(Editor: This article really got me thinking so I decided to pass it on to RCB members.)

WHAT A YEAR 2021 HAS been! Earlier, there was relief and jubilation as it seemed we might finally resume somewhat normal lives with pandemic worries receding and restrictions loosening, but now COVID-19 is again dominating the medical and political scene, bringing fear and animus like it did before. Likewise, after an idyllic spring here in east Tennessee, summer has been a brutal combination of relentless heat and torrential rains, with even worse conditions destroying lives and property across much of the country. News from around the world continues to bombard us with accounts and images of epic suffering—prompting normally compassionate people to shut their eyes and ears to avoid perpetual outrage and despair.

Denial, often maligned as a function of indifference or irresponsibility, is actually a necessary and valuable coping mechanism when the alternative is "traumatic overwhelm." A blown fuse prevents a device from functioning, but this temporary impediment protects against irreversible damage. It's the same with our use of distraction, dissociation and other self-protective psychological processes, both deliberate and subconsciously automatic. Everyone needs to periodically disconnect and recuperate if they're to have anything useful to offer others, or even just survive without imploding, themselves. I'm not talking about adopting oblivion as a lifestyle, but rather the necessity of making and taking opportunities to retreat and reset our overloaded circuits.

A great deal of individual and communal distress has accrued over the past two years, tensions demanding release. These must and will be vented, either constructively or destructively. Our involvement in motorcycling can go either way. We may find solace in the saddle or garage, build bikes and skills, or take advantage of the fact our passion naturally features social distancing. Group rides don't have to pose infection risks or be curtailed by safety regulations, and solo outings are even less affected—unless you need emergency care from a hospital already full of COVID cases. On the other hand,

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throttles can serve as outlets for anger, and anxiety can distract us from the vigilance necessary to ride another day. Conversely, taking higher risks on our bikes can be a means of distracting ourselves from troubles elsewhere, displacing one set of anxieties with another. Anything powerful enough to heal is probably also capable of doing harm, and so it is with our precious bikes.

In less turbulent times, too, our motorcycles provide us with numerous ways to refresh and reorient. All work and no play not only makes Jack a dull boy, it also leaves him listlessly depressed or seething with resentment (see, for instance, *The Shining*). Obligations, complications, frustrations, worries, boredom and losses can choke all the joy out of our lives, rendering spontaneity and vitality distant memories, or relegating them to the realm of fairytales grownups must relinquish. An afternoon of twisting a throttle or wrench can restore a sense of efficacy, give us room to breathe amidst the crowding urgencies of life, and replenish good cheer and good will. When negative feelings go uninterrupted long enough, they change from transient states to personality traits. We need ways to divide and conquer, and permission from our superegos to do so.

We may try to address burnout with a vacation, but then treat the vacation like it's our last chance to squeeze in all the gratification we missed during the rest of the year. In addition to being obviously impossible, this approach makes us more exhausted at the end of our trip than we were at its start. Ever say something like, "I need a vacation to recover from my vacation!"? Or, if we really do have a great time without rushing through every attraction on the map, we may feel returning to work is even more onerous by contrast. Some folks determine it's better to never go away because re-entry is so hard; all work and no play seems like the lesser of the evils—at least there are no emotionally violent transitions. The problem isn't really going away, it's how much freight the event has to carry. It can't possibly offset months and months of dreariness, pressure and other miseries, and it might just make us more acutely dissatisfied with the rest of our life.

In addiction, satiety doesn't exist. Getting or doing what's desired only makes an addict crave more of the same. There's no sense of "fullness" after the meal (whatever form it takes), just hunger for the next one. In bulimia, there's no modulation, just oscillation between the extremes of binging and purging, with each swing prompting its own

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reversal. There are motorcyclists who feel and act like addicts and bulimics. The more they ride, the more they want to ride, the more riding threatens to consume all their time, energy, and money. They never feel sated, they're planning the next outing before they've finished the one they're on. This can become unmanageable or unsustainable (or intolerable to family members), and like many addicts, these riders may conclude the only solution is abstinence. They forego riding for a stretch, starve themselves of it to catch up on responsibilities and relationships, but then feel so desperately deprived they impulsively try to fill the void with a new motorcycle and flee anything that would separate them from it. Clearly, motorcyclists have no monopoly on this dynamic—it can happen in the life of any enthusiast. This process occurs to different degrees, as well, many less dramatic than I've described here. The more painful a person's day to day life is, the more relief they'll seek from their recreational pursuits. If you're fortunate enough to have a fulfilling job and domestic bliss, you don't need your motorcycle to do as much for you; you're actually free to enjoy it more, since there's less at stake.

My point is our use of motorcycling to maintain psychological equilibrium should be modulated. Overdoing it can be problematic, but so can underdoing it. Not only do our skills rust without practice, we also suffer in insidious ways without regular infusions of relaxation and excitement. We skip a ride to check a chore off our list—no big deal at the time. Then we skip a ride to chat with a friend who drops by. Again, no big deal. We cancel a ride because of bad weather. Once again, no big deal—by itself. These micro-deprivations add up, though, and before we know it, we're cranky, sullen, foggy and confused about why our attitudes slid downhill, or we do know why and become ravenously frantic to extract the antidote from our bikes. Now we're in hot pursuit of compensation we can't actually get in a hurry.

You don't have to be an exercise physiologist to understand 30 minutes of cardio each day is healthier than trying to run 3.5 hours once a week. By the same token, it's better to get a weekly dose of riding, even if it's just for an hour or two than to try to make up for lots of lost time with a grand adventure every few months. No ride, no matter how splendid, can meet the expectations and needs of someone who has gone without for a long, long time. Just think about how much anticipation is waiting to be unwound on that first ride each spring; it can't be done all at once.

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Being a regular rider makes one a better rider and supplies vitally important interruptions in the drudgery, chaos and stressful demands of routine existence. Everyone needs a break in the clouds, and we motorcyclists have a great way to give ourselves exactly that. Put your next ride on the calendar now. It'll make all the other stuff more bearable and more doable.

## **Seconds Matter**

As we contemplate the beginning of a new riding season there are riding habits that are rusty and should be brought back to mind and practiced.

All are tempered by the biological and psychological reality it takes “the average person” one second to perceive a problem, one second to react, and an additional measure of time to swerve, slow or stop. There is a name for only allowing two seconds of space between you and another object – an accident.

For most of us two seconds is unrealistic because with age perception – reaction time slows. In the real world how many seconds will it take to move your fingers from the grip to the brake lever and start squeezing that lever?

Below are a few habits I intend to dust off and practice in the next couple months.

1. Cover the front brake in traffic, where there are driveways intersecting the road, and where there is human and/or animal activity on the side of the road.
2. Position the bike to the left, center or right side of a lane to assure I am in the driver's side mirrors or rear-view mirror. If I can see the driver in the mirror the driver should be able to see me.
3. Ride in open space in traffic.
4. Do not ride alongside a vehicle unless I must.
5. Do not follow a large truck or SUV I cannot see over or around. Move to a position where my view ahead is not blocked. If getting around the vehicle is not possible back off.
6. Leave the bike in first gear at a stop sign or traffic light until I am sure I will not be rear-ended. Be prepared to move into a different space should a vehicle not stop.

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Neutral is OK after there are stopped cars behind me. Watch my rear-view mirrors to assure vehicles see me and are stopping.

7. Do not pull away from a stop sign or traffic light until I am sure no one is going to blow through an intersection.
8. Look up ahead and scan the road and shoulders.
9. Look through corners and at the exit of a corner.
10. Sometimes you must slow down to go fast.

## **In Memorium**

I just had separated from my ex-wife in 1998 and only had my daughter, Kamrin, half time, so I had a lot of time on my hands. I stumbled onto A&S at its prior location. I had no experience with BMW motorcycles and frankly was not even thinking about buying a bike much less a BMW.

Most of my riding as a teenager and young adult was in the dirt. I had few street skills before I stopped riding in 1974 when I went back to college.

As many of you may remember I bought a red R 1100 RS. That was in 1998. I started out as a beginner in every sense of that word, including taking the MSF beginner course even though I had a motorcycle endorsement since 1967. I knew very few people in Sacramento in 1998, having grown up in Pasadena and going to college in SoCal. The few people I knew did not ride.

Tony suggested I check out RCB which I did. I am a participating member to this day because of the willingness of Gary Stofer and Jim Cyran to adopt me. I am the street rider I am today in large part due to their mentoring and patience.

As Gordy mentioned, Jim decided to move back to Ohio where he grew up and has family last year. He was here bird hunting when he had another heart attack and died.

A person more wise than me said we feel grief more profoundly when things were left unsaid or undone. This is so true. I grieve for Jim because there was so much still to do.

We will drink cheap tequila in your memory in San Francisquito.

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RIP mi amigo.



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Please take photos and write notes.

Better yet write an article or ride report.

If you read an interesting article send me a copy.

Please send them to me at [jackklau@comcast.net](mailto:jackklau@comcast.net) and I will add them to the newsletter to share with members.

**Please Check the Forum often to stay updated on club functions and events.**



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#### DISCOUNT FOR RCB MEMBERS AT CLEARWATER LIGHTS!!

RCB members can get the brand new "Billie" tail and brake light package from Clearwater Lights for only \$125. The package normally sells for \$149. So buy a set and then use your \$24 savings to cover next year's RCB dues! The discount is available for April, May, and June only.

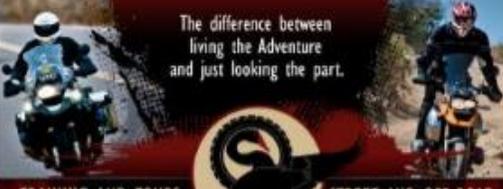
The PREZ himself has already availed himself of this opportunity and is happy to show off his new lights to anyone who wants to follow his bike around. The "Billie's" are specially designed for the newer BMW's (GT's, RT's, and GS's) with the "Wonder Wheel" multifunction switch. If you have already gotten a "Can Opener 3" with your Clearwater auxiliary lights then you are all set. If you still have one of the earlier Can Openers (or don't have one at all) you will need to upgrade to the Can Opener 3.

To get your discount, just tell Glen that you're an RCB'er and that "Gordy sent ya!!!!".



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#### TRUJILLO tow and transport

##### When your sweet ride needs a sweet ride

Call Trujillo Tow & Transport! This new towing business, launched by club member Ray Trujillo, specializes in transporting motorcycles using a hydraulic lift system that ensures no stress or strain is ever placed on your bike as it is lifted gently into the truck bed.



Ray's business covers many facets of transporting motorcycles, including:

**Roadside Rescue:** If your motorcycle breaks down on the highway, Trujillo Tow & Transport (TTT) will cheerfully rescue both you and your motorcycle. Ray also carries gas, air, and can give you a jump-start, if that's what you need.

**Motorcycle Transport for Dealers:** If you are a dealer who needs to deliver a new motorcycle to a customer, give TTT a call. And rest assured that the bike or bikes will be transported safely and cheerfully.

**Rally Transport:** If you've always wanted to attend a rally maybe even Sturgis give Ray a call. He will safely transport your bike so it will be waiting when you arrive.

**Routine Service & Maintenance Transport:** Professionals are you just too busy to have your bike serviced? Give TTT a call and your bike will be picked up and delivered to your preferred service dealer and delivered safely back home again after service.



Trujillo Tow & Transport can carry up to six bikes at a time – two in the bed of a heavy-duty truck, and four in an enclosed trailer specifically outfitted with equipment to ensure safe transportation.

You can rest assured that Trujillo Tow & Transport will treat your motorcycle with the same care and respect that you would.

**Call 916-601-9141 or 1-800-601-6631  
whenever your sweet ride needs a sweet ride**



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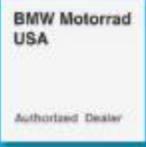
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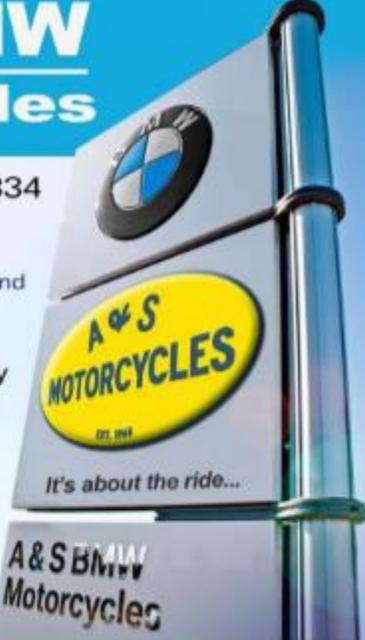


## A&S BMW Motorcycles

[www.ascycles.com](http://www.ascycles.com) or (916) 726-7334

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### **A&S BMW Motorcycles**

1125 Orlando Ave Roseville CA 95661  
(916) 726-7334, [www.ascycles.com](http://www.ascycles.com)

### **BMW MC of San Francisco**

San Francisco, CA  
(415) 503-9988, [www.bmwmotorcycle.com](http://www.bmwmotorcycle.com)

### **BMW of Fresno**

Fresno, CA  
(559) 292-2269, [www.bmwoffresno.com](http://www.bmwoffresno.com)

### **BMW of Tri-Valley**

Livermore, CA  
(925) 583-3300, [www.trivalleybmw.com](http://www.trivalleybmw.com)

### **California BMW**

Mountain View, CA  
(650) 966-1183, [www.calmoto.com](http://www.calmoto.com)

### **Cycle Specialties BMW**

Modesto, CA  
(209) 524-2955, [www.cyclespecialties.com](http://www.cyclespecialties.com)

### **Ozzie's BMW Center**

Chico, CA  
(530) 345-4462, [www.ozziesbmwcenter.com](http://www.ozziesbmwcenter.com)

### **San Jose BMW**

San Jose, CA  
(408) 295-0205, [www.sjbmw.com](http://www.sjbmw.com)

### **Santa Rosa BMW**

Windsor, CA  
(707) 838-9100, [www.santarosabmw.com](http://www.santarosabmw.com)