

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

August 2003

River City Stuff

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Directors through 2004

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Bob Holleron 209-245-6245

Stan Paolini 530-622-4808

Stan Davis 916-992-0562

Kenny Sisler 916-933-3313

Membership Meeting

Sat Aug, 2nd, 8:00am
Western Coffee Cup
Auburn near Greenback Ln
Citrus Heights

Director's Meeting

Tues Aug, 12th, 7pm
Western Coffee Cup
Auburn near Greenback Ln.
Citrus Heights

Breakfast - Be There!

Every Saturday 8 am
Western Coffee Cup
6233 Auburn Blvd
Citrus Heights

Weds. Dinner Ride

Meet between 5-7pm
Leaves every Wednesday
evening at 7 pm from The
Coffee Republic in Folsom

The President's Corner by Bryan Wright



I've had the opportunity to go on a few larger group rides recently, and it has gotten me to thinking. This month's column seemed to be the ideal opportunity to share the output of those experiences with you.

I have something of a love/hate relationship with group rides. I enjoy the camaraderie, the opportunity to see new places, and the fun of watching and learning from other riders. On the downside, some of the logistical challenges (excitement?) of staying in a group can tax your patience.

To shift the balance somewhat, I'd like to encourage everyone who participates in an RCB group ride to go out to our website and read (and re-read) the section on group riding at www.rcb.org/group.htm. These excellent suggestions are the tenets we try to adhere to when riding together. Familiarizing yourself with these points will help us ride together more safely and enjoyably. Several things I get from this section:

* Ride your own ride, but recognize that your actions may impact others. We all bring some degree of ego involvement to a ride, but if that amount is out of alignment with your abilities, the riding conditions, and the expectations of the people you're with, dial it back a few notches. For example, I was riding at the back of a group (my typical spot) a while back, when the rider in front of me turned off and waved me by. He had decided he wasn't in his comfort zone (for whatever reason), and decided to call it a day. More power to him! He'll enjoy many a future ride if he maintains this perspective.

* Keep an eye on the rider behind you. This is especially important at intersections as it helps everyone get to the same destination. It also

helps riders at the rear feel a little less compelled to ride beyond their comfort level—they do not need to fear getting lost. Remember camaraderie is the goal! A corollary to this: if you are in the back and decide to turn off, make some attempt to communicate this to the person in front of you. It will reduce the level of anxiety of the group when you disappear.

* Maintain a safe following distance. If the rider in front of you can feel your breath, you're too close! Roll off a little and give them some space. Even if you're comfortable hanging there, chances are the rider in front of you does not appreciate it! Even if you've passed Nicky Hayden in the Corkscrew at Laguna Seca, remember that our group rides are not held on a track. Debris, wandering SUV's and other distractions create a need for a larger following distance. Besides I'm not going fast enough for drafting me to do you any good!

Most of us will try to get over to let a faster rider pass if a big gap develops, but that may take a little bit. If the gap is less than 10 seconds, consider relaxing and enjoying a bit more of the scenery. Besides, after you pass me, you're still not going to get there any faster than I do unless you pass the guy leading the ride too. And then it really isn't a group ride isn't it?

Have fun, ride safe and help others do the same!



Campout At South Lake Tahoe, Aug 8-10

Your tour hosts, Greg and Cyndee Peart, will be leaving for the Lake Tahoe camping trip on Friday Aug. 8 at 12:00 pm from Taylor's Coffee Emporium, 3198 Riverside Blvd., Sacramento, CA 916-443-1709, across from Vic's Ice Cream. Take Riverside Blvd. south from Broadway to 7th Ave.

Beer and snacks will be provided for your arrival on Friday evening. Greg will lead anyone wanting to follow us up, (fast trip). Cyndee will be driving a new GMC Yukon, (full of beer, ice and snacks.)

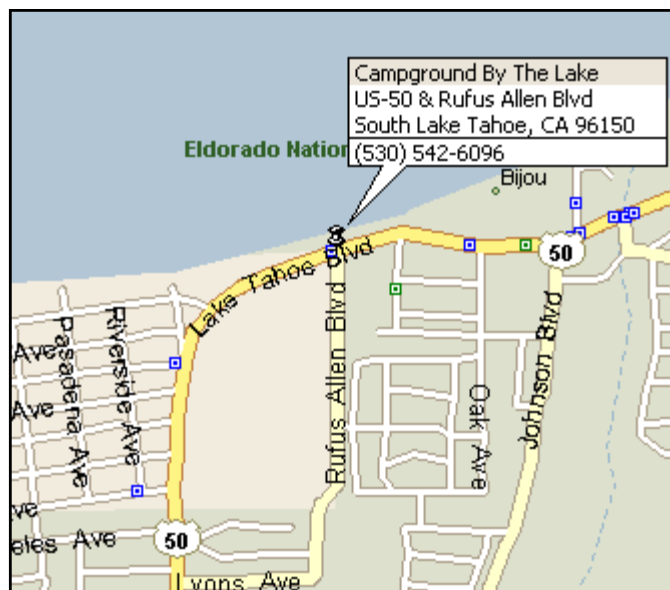
On Saturday, we will also lead a group to the Classic Boat Show at North Shore in Carnelian Bay. We will be leaving the campground around noon. This will give anyone coming up for camping on just Sat. night time to arrive and set up camp. We will tour the boat show and see the special parade of boats at the conclusion of the show. At approximately 4PM, all the boats start up and leave. Its worth seeing.

Breakfast, lunch and dinner is on your own. This is a loose knit camping trip based on the same as in years past. Food and stores are within walking distance and the Tahoe T.A.R.T. bus and Casino buses are close by to give you a lift into the Gaming Zone!

Greg's cell phone 916-870-7841 Cyndee's cell phone 916-870-7842. Note: cell phones are subject to not always work in the mountain zone areas. The campground we are staying at is: Campground by the Lake, Hwy US 50 and Rufus Allen Blvd., So. Lake Tahoe, CA 530-542-6096.

Editor- During the Death Ride volunteer SAG work with my motorcycle I met Sonja Willitts giving massages to very sore bicyclists. She practices in the South Lake Tahoe area and takes appointments either in her office or at your location.

How would you like a massage at your campsite to work out the kinks of the ride? Sonja Willitts charges \$50 per hour with a \$10 travel fee. Sonja specializes in Swedish Massage. Her office phone is 530-577-9530 or Cell phone is 530-906-8801. Set up an appointment and be the envy of the entire campground!



Order Mugs & Shirts, Show Your Pride!



RCB Logo Coffee Cups with your name on the other side. They can be purchased from Terry at cost which includes shipping to their house for \$12.50 each.

Terry Caffery
8565 Twin Trails Dr.
Antelope, CA 95843
Ph. 1-916-723-8859
caffery@lanset.com

You can also send Terry your own art work and have your own custom mug!



You can now order your very own RCB polo shirt in any basic color you'd like. \$18 or if you need to carry your mini calculator \$19 will get you a pocket. Wear the symbol of the River City Beemers with pride!

The polo shirts are Haynes pre-shrunk 99% cotton with the RCB logo on the left chest. Anaka Rydalch is wearing the ash colored polo. You may also order your shirt in black, blue, red, dark green, gray, or white.

All orders can be phoned or emailed to Ray Trujillo. Pay Ray when you pick up your shirt. Ray's phone number is, 916-723-3320. Email is: superray@surewest.net

Order a dozen and send them to your friends and relatives so they too can be among the elite!

Coast to Coast in 36 Hours

by Tom Austin

The 2004 edition of the Iron Butt Rally will commence in Missoula, MT this August 11-22. www.Ironbutt.com will give you all the current information for the upcoming rally. Tom Austin donates countless hours managing part of the Iron Butt website and various activities sponsored by the Iron Butt organization. Tom adds valuable experience and advice for any interested RCB member who would like to start their own Long Distance riding lifestyle. editor

Dale Edwards' recent article "A Clockwise Lap of America" really made me jealous. I wish I could afford 30 days off to visit the four corners of the U.S. via motorcycle. Most of my really long trips involve really long days on the Interstates. A good example is my annual trip to the Iron Butt Association annual dinner held during the last Friday of "Bike Week" near Daytona Beach, Florida. This year, I decided to document the ride and try for a personal best.

On March 5th, I made the 500 mile ride from Sacramento to San Diego. I arrived at the local BMW dealer (Brattin Motors) just before closing time and had two of the guys in

service check the odometer on my 1999 K1200LT (89,324 miles) and sign a witness form for the ride I would be attempting starting early the next morning. The "50 CC" ride sponsored by the Iron Butt Association (www.ironbutt.com) involves traveling between the east and west coasts of the U.S. in less than 50 hours. The "easy" route is from San Diego to Jacksonville Beach, Florida, which is just under 2400 miles.

I had ridden coast to coast in less than 50 hours twice before but my previous attempts were both frustrated by the closure of Interstate 10 near the Arizona-New Mexico border due to dust storms and bad traffic accidents. This time I hoped to substantially better my previous time. My target was 36 hours,

which would require maintaining an average speed of 66 mph. That pace essentially requires riding straight through, perhaps with enough time for one or two 15-20 minute naps.

I got up about 4 a.m. the following morning, had a very light breakfast consisting of a banana and a granola bar, filled my 1 gallon water cooler with ice and water, and then headed for the Mobil station on Sunset Cliffs Boulevard, which is only about one-half mile from the coast line and only about one-quarter mile



from the west end of Interstate 8. After filling up both my main tank and 5.1 gallon auxiliary fuel tank, my initial gas receipt to start the clock was stamped as 5:02 a.m. Under the Iron Butt Association rules, I would have to obtain a gas receipt each time I refueled, including a final receipt at the end of the trip to stop the clock.

The first leg of the trip was the coldest, with temperatures dropping to near freezing as I crossed the mountains east of San Diego. Since I was wearing full electrics (jacket, pants, gloves, and socks), I was able to stay warm. Riding into the sunrise through the cold, crisp morning air was a great start to the trip.

I rode 365 (odometer indicated) miles without stopping at a true average speed of about 77 mph on route to my first gas stop in Casa Grande, Arizona, which is at the east end of Interstate 8. The 10.84 gallons of fuel I needed to fill both tanks gave me an indicated fuel economy of only 33.7 mpg, the lowest mileage I have ever recorded on the bike, due to the fact that I was fighting some headwinds.

Leaving Casa Grande on Interstate 10, I was slightly ahead of the schedule necessary to ride 1800 miles during the first 24 hours of the trip, which would have been a new personal best that I was hoping for. Unfortunately, the I-10 closure jinx hit me again in Tucson. A bad traffic accident resulted in the Interstate being closed. I watched my average speed drop quickly on the "trip computer" of my GPS as I sat in a mile-long queue of vehicles waiting to get off the Interstate and take a detour on surface streets. I gave up on the possibility of making 1800 miles during the first 24 hours.

I finally reached my second gas stop (and second time off the bike) in El Paso, Texas about 9.5 hours after leaving San Diego. In the 381 miles since my last gas stop I burned 9.1 gallons, indicating 41.9 mpg, which is more representative of what the bike usually gets cruising on the Interstate at about 80 mph. My true average speed at this point had dropped slightly to about 75 mph due to the delay in Tucson. In theory, I was still on pace to cover 1800 miles in the first 24 hours, but, since I would soon be dealing with the 65 mph nighttime speed limit through Texas deer country, I had no intention of trying to maintain the same pace for another 14+ hours.

Leaving the gas stop in El Paso, I made an expensive error. After dutifully recording the time, location, and odometer reading on my trip log, I rode off without pulling my gas receipt from the dispenser. I was over five miles down the road in the middle of rush hour traffic when it hit me, "Oh sh*t, I forgot to grab the receipt!"

Taking the next exit, I started thinking about how I was going to deal with the possibility that the receipt would no longer be

in the dispenser. The station was fairly busy and I knew about 15 minutes would have passed by the time I got back to the pump. I assumed that I would have to plead with the cashier to print another copy of the receipt from the transactions records and I started imagining how long that would take if the cashier couldn't speak English or turned out to be a complete moron.

Fortunately, I got back to the dispenser before anyone else had used it. My receipt was still there. I would have been a lot more upset with myself if the detour in Tucson hadn't already slowed me down. Losing another 15 minutes at this point wasn't a really big deal.

From El Paso, I rode another 377 miles without stopping, arriving in Ozona, Texas at 10 p.m. local time. My true average speed for the entire trip had dropped to just under 73 mph at this point. Fuel economy for this leg rose to 44.4 mpg because of my lower speed.

After leaving Ozona, I rode another 230 miles through the night until I stopped for a brief nap at a rest stop just east of San Antonio, Texas at about 1:30 a.m. local time. Without the goal of maximizing the distance covered in 24 hours to keep me focused, I was starting to get sleepy. As is my normal routine on rides like this, I left my helmet on and stretched out on top of a picnic table. I set my "Screaming Meanie" countdown timer to wake me up in 30 minutes and I quickly dozed off. As is usually the case, I woke up before the alarm went off after a nap of about 20 minutes. Feeling totally refreshed, I headed for my next gas stop in Alleyton, Texas, which was just over 100 miles down the road.

After the gas stop in Alleyton, I rode another four hours, until just after sunrise. At the 24 hour point, I had covered about 1600 miles. An hour later, at 8:00 a.m. local time, I stopped at a rest area in Louisiana and took another 20 minute nap. After the nap, I rode another 100 miles before refueling in Port Allen, Louisiana, just west of Baton Rouge.

At Baton Rouge, I took the Interstate 12 shortcut that bypasses New Orleans and cuts a few miles off of the trip. 85 miles later, I would be back on I-10, which would take me all the way to Jacksonville.

To this point in the trip, I had only eaten a few granola bars out of my tank bag. I was staying well hydrated by sipping water out of my cooler through a plastic tube, but the lack of solid food was increasing my need for restroom breaks. At about 11:00 a.m. local time, just 50 miles after the last gas stop, I stopped at a fast food restaurant just off the freeway in Hammond, Louisiana and gobbled down a big hamburger and a side of fries.

At this point, the naps and food stops had cut my true average speed to 65 mph. I knew it would be tough to pull that average up during the remaining 600 miles because I no longer had the benefit of the light traffic and high speed limits of the western Interstates. During the rest of the trip, I made only one more stop, at an Exxon station in Chipley, Florida with only 270 miles left to go.

Just after 8:00 p.m. local time, I entered the Jacksonville area, almost exactly 36 hours after the start of my trip. Maybe it's because I'm always so glad to be finishing the trip, but the Jacksonville skyline always strikes me as one of the most gorgeous in the country, and this night was no exception. The combination of lights, buildings, bridges, and waterways is really very impressive.

Although the Iron Butt Association will accept a gas receipt from Jacksonville for the end of a 50 CC, I decided to ride all of

the way to Jacksonville Beach so that the trip would end as close to the ocean as possible. The clock at the Ponte Vedra Exxon station on Highway A1A cheated me out of a few minutes, showing my final time as 8:26 p.m. (eastern time), 36 hours and 24 minutes after my official start time.

Based on my odometer, I had ridden 2,466 miles, averaging 67.8 mph. According to my mapping program, the actual trip distance is 2,360 miles; however, the detour in Tucson, my screw-up in El Paso, and the side trips for gas stops added about 30 miles. Based on 2,390 actual miles, my average speed was 65.7 mph. The bike burned a total of 62 gallons for a true average fuel economy of just under 39 mpg.

I sure was ready for a good night's sleep, but I still needed to get my end of ride witness formed signed. I continued south on A1A for about 26 miles to St. Augustine where a party was being held at the home of another member of the Iron Butt

Calendar of Upcoming Events

Check often because events are always being added or changed.

- | | |
|-----------------------------|---|
| Aug 2nd, Sat | General membership meeting at the Western Coffee Pot, 8am. Club ride to follow, be fueled and ready at 9am. Located on the north side of Auburn Blvd near the corner of Greenback lane. |
| Aug 8-10 | South Lake Tahoe Campout, Campground By The Lake, Hwy 50 & Rufus Allen Blvd. South Lake Tahoe, CA (530) 542-6096, City of South Lake Tahoe Operated; trailers & motor homes up to 60'; disposal, water, rest rooms, showers, boat ramp, swimming, fishing; camping fee: \$11 - \$18, dogs \$1. Snacks, sodas, beer provided by RCB. Cyndee Peart coordinator, 916-870-7842. |
| Aug 9-10 | Stanley Stomp Campout, Idaho. |
| Aug 11 th , Mon | Full Sturgeon Moon, |
| Aug 12th, Tue | Directors meeting at 7pm at the Western Coffee Pot. General membership invited. |
| Aug 11-22 | Iron Butt Association Rally, the big one, leaves from Missoula, MT and travels around the USA counterclockwise and will end in Missoula on the 22 nd . Check www.wironbutt.com for more details. |
| Aug 29-Sep 1 | NorCal Gypsy Tour. For additional information contact Russ Drake at (510) 278-9342 or twobeemers@aol.com or www.bmwnorcal.org/rol/ |
| Sep 19-21 | Central Cal BMW Riders Beemer Bash. Quincy fairgrounds, Poker Run organized by RCB. www.cabr.org/2003-bash.htm |
| Sep 26-28 | Yosemite Campout, Jim Cyran coordinator |
| Oct 5 th , Sun | Multi-Passes Ride, Ray Trujillo coordinator 916-723-3320 |
| Oct 10-12 | Manchester Beach Campout, Chris Schattie coordinator. 707-763-7765. |
| Oct 31 st , Fri | Webmaster's birthday, send cash only to editor@rcb.org . |
| Nov 1-2 | David's B&B. Eel River area near Fortuna area. David Rives coordinator 916-723-3320. Group ride from Western Coffee Pot at 9am to coast. Start with a full tank of gas. |
| Nov 7-8 | Cycle World International Motorcycle Show, San Mateo fairgrounds. TBA |
| Nov 16 th , Sun | 2004 Calendar planning meeting. Lots of pizza, beer, sodas, and friendship. Location at Bryan Wrights house. |
| Dec 7 th , Sun | RCB Christmas party, Ray Trujillo coordinator. 916-723-3320 |
| Dec 13 th , Sat | Nevada CityToy Run, location is at the Nevada County Fairgrounds in Nevada City, CA. |
| Dec 25 th , Thur | Christmas |

Member's Classified Ads

Classified ads are free to members, and usually will run for 3 months give or take a bit, unless you email back and tell us to pull it. Send the text of your email to classified@rcb.org and it will be included in the web site and also in the newsletter.

2000 K1200LT, Basalt blue, 22k mi, oil changed every 2-3k miles, 24k service just done, updated throttle cables, updated fuel injection control unit, heated seats- (front Corbin, rear BMW soft seat) plus both stock seats, less than 500 miles on tires, radar mount, trip calculator, euro windshield, HWY pegs, BMW cover. \$10,000obo, call Mark 916-834-7190 or email marktgsbmw@yahoo.com or markt@starstream.net (7/08)

2001 K1200LTI, 7500 mi, transferable 5 yr extended warranty, \$12,500 call Kim 916-804-0484 (7/08)

2000 R1150GS Silver, 20,021 miles. A&S serviced, never down, Corbin saddle, Aeroflow windscreen & headlight cover, PIAA driving lights, BMW system luggage, Staintune exhaust and full left side bag. BMW tank bag, crash bars, luggage rack, hand guards, enlarged side stand foot print and break pedal. \$10,500 call Greg @ 916-984-6345 or e-mail gcstone@scj.com (7/6)

Garmin Rino 120 2-way radio/gps units, a pair "new in-the-box". Asking \$375 for the pair. Check out the specs at www.garmin.com The lowest retail price I could find on the internet was \$209 each plus shipping. Great units for camping/hiking families. Call Jesse 916-408 4017 (7/6)

1983 R80ST gray, 41k. Never down. Well maintained. Runs great. \$2,400 Call Jim 530-274-2936 or jpsmith@infostations.com (7/6)

Misc R1100/1150R handle bars & Mototechniques mounts to convert your R1100RT to tubular type handle bars. \$150. (Or will sell separately \$100 for the bars \$50 for the mounts. Both items are new) Cee Bailey headlight protector for R1100RT new. \$25. Call Larry 707-446-185 (6/30)

1994 R100RT 89k miles, always garaged, new transmission by Ozzie, forks just rebuilt, very clean, backrest, 3rd owner--but have all owner history. Purchased new from A&S. \$4,300, or will consider swap for good pickup truck. This is a wonderful Airhead. Call Mike 916-771-5909 figliola@surewest.net (6/30)

96 R850R Red, 56k, excellent, extras, \$4200. **'93 R100PD** (2-one green/white and one purple/white, both about 63k), \$4000 to \$6000 depending on extras. Touring seats, Jesse Bags, Fox shocks and more--you decide on the outfitting. '00 R1150GS, 30k, excellent, mandarin, \$7900 w stock tank or \$8900 with matching Adventure tank. Call Greg 530-271-7103, grgibson@sbcglobal.net (6/20)

1996 R1100RS ABS, Ohlins, Tank Bag, Hard Cases with Scuff

Protectors and Hind Sight Reflective Stickers, Luggage Rack, Heated Grips, Cylinder Head Protectors, GS Intake Tubes (gives it more low end and mid-range power), Ohlin Shocks Front and Rear, Aeroflow Tinted Windshield (and stock), Headlight Protector, Fiamm Horns, Front Run-N-Lites. This bike just had a major service, has a brand new rear tire, recently replaced battery and brake pads... all you need to do is just turn the key on and go. Meticulously Maintained and Serviced with Records. \$7500. or best offer. Can e-mail photos upon request. Call Al 650-588-1394 Eve or ahom@rcn.com (6/10)

2002 R1150 RT Silver. 8,500 miles. Comfort seat, oversize windshield. Perfect. Original owner. Serviced every 3 K miles at A&S. \$12,500. Call Jim at 530-626-3943 or copeland@innercite.com (6/10)

1977 Kawasaki KZ1000, original custom seat, half faring, trailer hitch. luggage rack, hard bags, 34,000 miles in great condition. Call Bob 916-371-7026 (6/10)

2001 R1150GS Silver 1700 mi. Bike is loaded with accessories, to many to list. Also have M/F Savanna riding suits, boots, gloves, Arai helmets w/tinted face shields, and various other items. All w/same mileage as the bike, All services by A&S BMW. Please call and we can discuss. \$12,000 for bike and accessories. The bike is PERFECT!! Selling due to health reasons. Call Glen 916-624-9124 E-mail ganders@onemain.com (5/26)

2001 R1150GS Silver/Grey 26K Mi excellent condition \$9750.00 Call Wayne 530-885-0802 (5/26)

2002 R1150R Black, 2500 miles system cases, tail rack and touring windshield. She's a beauty, barely broken in. Medical condition forces sale. Asking \$9,500. Call Mike at (916) 353-4838 or e-mail MDBowers@sbcglobal.net (5/20)

Misc: Givi topbox, holds full face helmet, includes all hardware \$125, AXO motocross boots size 10/11 \$65. Shoei RF200 helmet Med., great condition \$50. Call Gerry 916-395-7856 or email gerryo@onemain.com (5/12)

2002 R1150RT, Dark Blue, 12,000 mi. Excellent condition. Always Garaged. Comfort seat, Top case, Parabellum Windshield, Hardbags, Under Warranty. \$13200 or obo. Call Dave at 530-268-3466 or davidedwardpage@hotmail.com (5/7)

Wanted: Front wheel/rim, for 1996 R1100RT. Mine's bent. Please call Dale at 530-367-3661 or e-mail me @ dalem@foothill.net (5/7)

1993 K1100RS, ABS, Mystic Red, 84K miles, BMW hard bags, Kathy's bag liners, Corbin seat, Works shock, Staintune exhaust system and performance chip, Throttlemeister throttle lock, heated grips, dual Fiamm horns, polished wheels, Clymer shop manual. Nice condition. Well maintained. Digital photos available. \$5500.00 Call Ted 209-745-1529(h) or 916-732-6791 (w) or jta@softcom.net (4/29)

1994 K1100RSA, Mystic Red, Parabellum Windshield, 28K mi, Corbin, K75C Bars, Good Cond, BMW Hard Bags & Liners, \$5000 firm. Call Dennis 916-653-5917 (day) or 683-7077 (eve) email: jakevmi80@earthlink.net (4/28)

Aerostitch Roadcrafter Jacket, Size 46L, Grey with Black trim, absolutely brand new condition, \$350 OBO. Also available Aerostitch Back Pad fits Roadcrafter or Darien jacket with velcro or any jacket with the included belt, \$25 OBO. Contact Daniel at 916-983-0610 (4/27)

Bar Backs for R1100RT, Cost \$69 new, sell for \$30. Call Pete 916-723-1890 (3/26)

1999 BMW R1100S ABS, Yellow, Heated grips, 19000 mi. Remus Stainless exhaust, BMW steering damper, 5.5 rear wheel & new 180 Metzler tire. Low bars, tinted windshield. Soft rear bag, BMW tank bag. Excellent condition, \$10900. Call Terry 209-295-6755 or Email jakeleda@cdepot.net (03/09)

Wanted a second-hand K75S seat. If you are that seat (or the owner) please call Felicity at 916-362-1661 or e-mail at felicitywood@yahoo.com (3/3)

Wanted Full Size Left BMW System Case for 2001 GS at reasonable price. Call Ken or email Ken.Fritz@attbi.com (2/18)

BMW Atlantis 2 Leather Jacket Washable leather, worn once. Size 42R. Retail for \$650, sell for \$375 obo. E-mail hs326@hotmail.com or call Hayden 916-786-2531 Thurs thru Monday (2/17)

1998 Yamaha V-Star Classic 650cc, 9200 miles, black, all extras, like new \$4250. Call sterling at 916-427-5219 or Sterdaddys@aol.com (2/17)

RT Comfort Seat - orig seat on my RT11 rode like a fence rail. This seat was a marked improvement and served me well until I found a used Corbin. It's a couple of years old and is without a scratch. Fits RT's from 1996 on. New \$179.00 want \$100. Email Rob at rdedling@surewest.net (2/15)

1989 K100RS - Runs great but needs some electrical TLC. Turn signals and speedo are intermittent. Red with white wheels. Great road bike or excellent for parts. \$2000 obo. Call Maury 530-272-8222 or mauryhorn@yahoo.com (2/15)

Misc. - Belstaff wax cotton overpants. Never worn. 88cm (approx 35 inch) waist \$65. Bates leather & nylon offroad/MX pants. Excellent cond. 36 inch waist. \$125 obo. Contact hawk@rcb.org (2/15)

1976 R75/6, 55k miles, silver, Dyna dual plug ignition, new valves, new sealed battery, EZ Berg & orig. seat, Windjammer & Reynolds rack. Great shape. \$3000. Call Rich (530) 756-2292 (2/04)

1984 R65 70k miles blue, windscreen runs great, fun bike

\$2500 call Brian 916-939-4350 email for pics bbt95762@yahoo.com (1/29)

2000 K1200LTC Canyon Red, 20K miles, all the bells and whistles, two helmets wired for intercom and stereo. Good condition. \$10,000/OBO Call Kurt 916-922-5607 or kurt_sunderbruch@hotmail.com (1/23)

2001 R1150GS, Mandarin Yellow, ABS, Heated grips, 24k mi. throttlemeister, clear headlight protector, PIAA 910 driving lights, Run-n-lites on front blinkers, kickstand foot enlargement plate, Wunderlich crash bars, larger foot brake pedal, handguards, Tourmaster tank and tail bags, Lite-Buddy LED brake lights in rear blinkers, E-max tall windshield, color matched side body panels and spark plug covers, BMW hard bags, 2 extra accessory outlets below dash, and lots of more extras! Bought K1200RS. Must sell. \$12500 obo. Call Pablo @ 916-501-0748 or skygod2672@yahoo.com for pics (1/9)

R1100R Parts - Remus Titanium high-mount muffler and stainless steel collector box \$200, Stock front and rear spring/damper assemblies, \$150 for both. All Excellent Condition Call Teri at 415-457-6507 or teri_meadows@hotmail.com (1/9)

Misc Parts - F650 Stock 1997-2000 F650 muffler. Exclnt Cond \$150, R1150R Windshield Mounting Kit, Never used \$30, R1150R Stock Passenger Grab Rail, Never used \$20, K-Bike left side BMW Saddlebag VGC \$100. Call Teri at 415-457-6507 or teri_meadows@hotmail.com (1/9)



It is with much regret that RCB club member Jeff Scammon informs RCB that his uncle and club member, Hal Scammon, passed away June 23, 2003, after a valiant three year battle against cancer.

Jeff informs us that Hal never let cancer stop him from doing the things he loved. Hal enjoyed the camaraderie of club members

on various Thursday evening rides and the Saturday meetings at the Western Coffee Pot. Hal rode a K1200LT and an R1100S.

Hal will be missed by his nephew, Jeff, and his family and all those members who knew him.



River City Beemers, Inc.
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