

# River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

June 2005

## River City Stuff

### President

Gary Stofer 916-966-7910

### Vice President

Dennis Allstead 530-306-9070

### Secretary

Linda Stofer 916-966-7910

### Treasurer

Ted Alvarez 916-457-7619

### Membership

Bob Holleron 209-245-6245

### Newsletter

Kim Rydalch 209-521-8425

### Web Master

Bill Juhl 530-265-0203

### Directors through 2005

Chris Schattie 707-763-7765

Justin Mabry 888-497-6617

Hennie Cloete 916-965-7567

Rick Blake 916-927-BMW Operator

### Directors through 2006

Stan Paolini 530-622-4808

Stan Davis 916-992-0562

Marv & Lois Lewis 916-652-0575

Jack Klaushie 530-677-6395

Bryan Wright 916-663-9175

Larry Morris 916-985-6635

Bob Holleron 209-245-6245

John Marcurella 916-989-2340

Mike Paetzold 916-920-2317

Randy Vidmar 916-624-3145

### Membership Meeting

Sat June 4th 8:00am

Western Coffee Pot

Auburn near Greenback Ln

Citrus Heights

### Director's Meeting

Tues June 14, 6:30 pm

Western Coffee Pot

Auburn near Greenback Ln.

Citrus Heights

### Breakfast - Be There!

Every Saturday 8 am

Western Coffee Pot

6233 Auburn Blvd

Citrus Heights

### Weds. Coffee Social Meet between 5-7pm

Leaves every Wednesday evening at 6 pm from The Coffee Republic in Folsom

## The President's Corner by Gary Stofer



June is finally here and the riding/camping season is in full swing. Jack and Lynell Klaushie put together a tremendous event at Lake Mendocino last month and mixing in Jim Cyran's GS riders made for a very well attended event. Great job you guys (and gal). As usual, Lynell put together a gourmet meal on Saturday as well as a nice breakfast Sunday. Although I wasn't there Friday night, I'll bet no one went hungry. And most people paid the modest \$10 fee collected to defray the high cost of the facility. (If you forgot or weren't asked, you can still send a check to Jack)

For the May day ride, Ken Caruthers led another great one down through the delta then up into the Napa valley before returning around Lake Berryessa. Good job, Ken, and thanks for volunteering. If anyone else is interested in leading a club day ride, feel free to contact me. They're pretty easy to do; just make up some route sheets for the stragglers to follow and make sure you have a 'nature call' scheduled after about the first hour. It's getting so that I'm always keeping my eyes open for facilities for club rides even when I'm just out riding by myself. The years taking their toll, I suppose.

I just checked the California DOT website this morning and they're planning on having Ebbetts Pass and Sonora Pass open by Memorial Day. That means there will be some great Sierra rides we can take out of the '49er rally at the end of the month. I hope a lot of you are planning on attending so we can win the 'Largest Club Attendance' award again. Then the next weekend is our June member-

ship meeting with a club ride followed by our Thunderhill rider improvement day on Sunday. Many of us will be camping at the facility Saturday night. Two weeks later (June 16-19) a lot of us will be at John Day, Oregon for the Chief Joseph rally. The weekend after that (June 24-26) is our famous High Sierra Spaghetti Feed at Indian Creek campground, near Markleeville. This year Stan & Gloria Davis will be putting the event together and they promise a great time. See, I told you things were getting busy, and this is just a prelude to July when the serious riding starts: Top O The Rockies in Paonia, Colorado followed by the MOA Nation at Lima, Ohio. Then you can catch Washington State BMW Riders' Cascade Rendezvous in Menlo, Washington on your way home the following weekend.

This month's tip: If you have a newer BMW and you get a steady ABS or brake warning light, replace the tail light lamp. This information is in the owner's manual somewhere but who actually reads the manual? When the tail light filament fails, the stop lamp is illuminated at half brightness and you'll get a warning light. This information also applies to some earlier K bikes as well. By replacing the \$2 lamp you can save yourself a chunk of change in labor charges at the service department. And spring for the BMW lamps or at least the heavy duty bulbs at the auto parts store. Cheapies won't last. See you on the road!

Ride Safe

Ride Often

Got Mufflers?

# Bushay, You Say?

by John G. Sulpizio



Valley when the Corps of Engineers dammed the East Fork of the Russian River. The 3,500 foot Coyote Dam provides flood control, water conservation, hydroelectric power, and recreational opportunities for the people of Mendocino and Sonoma counties..

For the Beemer troop, it provided the perfect camp site for a respite after a long ride through some of California's most beautiful country. In route you had your choice between asphalt or dirt. Well, it wasn't all dirt, but I'd guess 40% of my 360 miles portal to portal were off-road where only a few will ever see such majestic vistas. With high water a few locations looked like movie locations from "Deliverance". On Friday Jim Cyran led the way, and on Saturday Greg Gibson took point. We grabbed dirt west of Arbuckle, shot north on 16, only to go off-road again and never see the pavement again until just outside of Ukiah. It was the first time the club combined the Spring Campout with the GS ride, and whoever thought of it gets credit for a stroke of genius.

I haven't figured out yet whether I eat to ride, or ride to eat. Whatever, I can tell you that Jack and Lynell with group sup-

port threw the most wonderful wilderness dinner party imaginable. Rumor has it that there was smoked turkey for the early arrivals on Friday. On Saturday the menu included appetizers, tossed salad, barbecued chicken and sautéed mushrooms, couscous, vegetables, and mozzarella salad. Of course, there was an ample choice of liquids to sate your thirst, including some of Rick's now (in)famous brand of "firewater", which this old bartender knew instantly as a bottle of "Stingers". Good folks, good food, good talk, good times. Thank you, Jack and Lynell!

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Sleep came easy Saturday night, and we woke to a misty Sunday. Again, Jack and Lynell were the consummate scouts, always prepared, with brewed coffee and ham and cheese croissants. That fresh air can really make a soul hungry. We packed up, suited up, and headed out before nine o'clock, over the back roads where the redwoods meet the vineyards. Coming out of Lower Lake, we took to crossing streams and meandering the "lesser traveled way" to find our way to Lake Berryessa.

The "hard riders" pushed on home, but this hungry hunter found still another restaurant at the lake, the Cucina Italiano, to do some additional research.

Bushay? Bu-Shay? BuShay? However you say Bushay, it has now become one of the critical ingredients in the recipe for a perfect rider's weekend. Add camaraderie on two wheels, food by the master party meisters Jack and Lynell, an array of



# Eddie's Corner

From the newsletter editor's desk

Personally I think the new R1200RT reminds me of the girl with the perfect "Pin-up figure", but just happens to have a huge Greek nose. It's getting the best press coverage of any touring bike that BMW has ever produced so the total package seems to be worth owning, Greek nose and all.

The April issue of Ride magazine in England is ecstatic over the R12RT!

"Roads like the Stelvio Pass on the Italian/Swiss border are amazing. Crazy ribbons of winding asphalt with scenery that's certain to stun. The problem is that a bike that'll get you there in comfort won't be as much fun as you'd hope when you finally go head-to-head with those almost endless hairpins. Not so the R1200RT. This all-new BMW combines the manageable weight and impressive handling of a sports-tourer with the comfort and luxury we expect from the 'ship in full sail' style of touring bikes."

Things Ride magazine loved about the new R12RT...

The trick console with the information display for ice, low oil level, miles to empty, and much more.

The new electronic suspension is brilliant!

The partially linked braking system and it's easier to modulate than on the previous R1150RT.

The lighter weight is very noticeable and appreciated.

Some things Ride magazine didn't like...

No more surging of the motor, but vibration seems to be more at 100+ plus speeds vs. the R1150RT.

The radio is still junk and not worth the price.

The R1200ST is another story and its reviews are not as good.

England's Bike magazine describes the R1200ST as a competent, steady and powerful but it's firmly at the end of the sports-touring scale. Bike says the ST is made up of 20% common sense, 20% Bavarian solidity, 20% torque, 20% A-road prowess, and 20% plastic surgery disaster. Bike feels the ST is very competent, but they'd have more fun riding the cheaper competition.

I get the impression that if you loved the R1150RS you'll love even more the R1200ST. If you believe that BMW is the true religion then I see no reason to become excommunicated, besides Greek noses can be beautiful!

Ride Magazine recently published a top 100-used bike list and in no particular order here are their favorite BMW's...

R1100S, K1200RS, Rockster, K1100LT, R1150RT, R1100GS, R1150GS.

I just purchased, "Sport Riding Techniques" by Nick Ienatsch

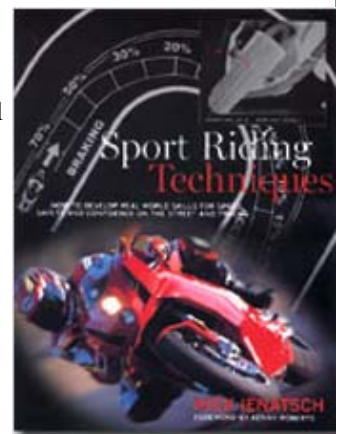
and published by Bull publishing at Cycle Specialties in Modesto, A&S may have it also. It sells for \$24.95 and has great riding tips for the street and track. In the "Urban Survival" chapter Nick has 10 tips that you can use to find out if you have what it takes to leave your car and ride a motorcycle.

1. Are other drivers always encroaching upon you? If so then you are unaware of how to "drive in someone's mirrors."
2. Do you honk your horn daily just to survive? If so then you aren't reading traffic patterns well.
3. Is every other driver on the road out to get you? Drivers who really believe this are driving to timidly.
4. Does stopped traffic frequently surprise you, forcing you to brake hard every time you drive? If so, your eyes are too low and you're not looking far enough ahead.
5. Do you have trouble accelerating onto a freeway to merge smoothly with traffic? You won't survive on a motorcycle without a good deal of aggression.
6. Are you honked at often? If so, then you're not paying attention.
7. Are you constantly the recipient of road rage? Recipients of road rage are often doing something that distorts the normal flow of traffic badly enough to endanger lives.
8. Do you drive below the posted speed limit for safety? Those who do have no idea of how traffic really flows and are confusing speed with safety, a mistake that will have tough consequences on a motorcycle.
9. Do you neglect your turn signal switch? Communicating with other drivers reduces surprises.
10. Do you believe everyone on the road is crazy and that it's only a matter of time before one of these crazy drivers hits you? If you really feel this way then stay in your Volvo station wagon!

Nick Ienatsch goes on to say, "If you answered yes to one or two questions, you might be trainable. If you answered yes to more than a few, you may not enjoy or survive a motorcycle in traffic. It's okay to be paranoid and believe that everyone on the road is poorly trained, but if that outlook distracts you from what you're doing at the handlebar, then you must realign your priorities to quit worrying about aspects you can't control and totally master those you can."

Nick's, "Sport Riding Techniques" is a great read and you would do well to read it before the upcoming RCB track day in June.

[www.bullpublishing.com](http://www.bullpublishing.com)



## Dave & Jennies Euro Adventure The final Chapter

*This is the final installment of the orgasmic Alpine moto trip taken by our favorite RCB couple extraordinaire! Enjoy...the editor*

9/26 368 km; 6 passes: Molina, Pso di Croce Domini, Pso di Vivione, Pso di Mortirol, Stelvio, Umbrail pass

We awoke to a bright orange sunrise with blue skies in all directions. We chose a route reversing our year 2000 trip. It took 45 minutes to go over the Val di Ledro road with all the stops for construction. Once clear of traffic and interruptions the road was a fantastic combo of sweepers and hairpins through steep rock cliffs and waterfalls all the way to Storo. There is a low elevation pass at Molina.

At Storo we turned toward Lago d'Idro and found the road to Pso di Croce Domini. All we found on this road were a handful of motorcycles and some baseball sized rocks. (The Austrian street sweepers are needed here, too). It was chilly at the top, but the skies stayed clear, so we turned south on the dirt road for an off-road adventure.

The dirt road kept climbing with outrageous view of snow-capped mountains in all directions. We turned around before the pass and headed down the mountain toward Bremo.

We made it over the Pso di Vivione in time for lunch at the top (fettuccini ragout). There were no other bikes and only 1 or 2 cars on this beautiful one-lane road. The Rifugio is getting a major renovation with a 2nd floor and bigger dining room added since our last visit.

Down the hill through Edolo and Ponte di Legno we ignored the chiuso signs for Pso di Gavia. About 9 km up the hill a snowplow was till trying to clear a mound of snow from the road making passage to the top impossible. We reluctantly turned around and found at the bottom a German biker contemplating whether to go around the barricade. Herm's book says in Italy "chiuso" probably means "travel at your own risk", but today it really meant closed. Fortunately, this gave us the opportunity to try a new road, the Pso di Mortirol just outside of Edolo. This road is not on the map, but JH gives it one star. The descent consisted of endless hairpins on the side of a cliff. Don't look down. Unfortunately, it drops into Mazzo on the autostrada to Bormio. We didn't mind, since it was getting late, and we wanted to go to Mals over Stelvio.

At Bormio, the pass signs to both Gavia and Stelvio said 'aperto'. The skies had become progressively more cloudy and dark as we boldly ascended the west side of Stelvio. Near the top we saw the same German biker who turned around at the bottom of Gavia. We wondered how he got to the top of

Stelvio before us going the opposite direction?!

However, once we got to the top of the pass and peered over the edge to the snow covered road on the east side we realized he had turned around just like we did. We turned north into Switzerland on the Umbrail pass and headed down the mountain to Mals in Italy. It was after 6 pm when we checked into the Garberhof where we stayed 2 years ago, so we went to dinner first and then to the pool for exercise and play.

9/27: 247 km; 3 passes: Ofenpass, Julier pass, Lenzerheide  
Today we slept in because the overcast skies partially hiding the high mountain peaks were so uninviting. Microscopic patches of blue sky occasionally appeared beckoning us to play. But every pass we attempted to cross was covered by a cloud with snow flurries and wet /? icy roads as we ascended. We had to bypass both Stelvio and Gavia because of snow, so we left Mals over Ofenpass. At the bottom we turned toward St. Moritz and started up Albula pass, but as we ascended into the clouds, the road surface turned icy and visibility decreased. We turned around and continued toward St. Moritz. We took a brief tour of both S. Moritz and Silvaplana in an attempt to find the place we stopped for coffee in 1986 and 1998. So many new buildings have been constructed that it all looked different, so we stopped and lunched at a small café at the base of Julier pass. After lunch we went up Julier pass, again into the clouds, snow flurries and chill. At the top a few motorcyclists stopped, looking very cold. We continued without stopping down the other side. We weren't going to attempt any other passes in these conditions, so we turned off the main road to look at a very old church and continued up the hill though some villages trying to find an alternate road to Tiefencastel. But when it turn to mud, we turned around. We wanted to find a low elevation alternative to stay in case there was more snow. We continued toward Chur via Lenzerheide on a beautiful twisty/sweeper road. We were delayed briefly by a military convoy.

We stopped and thought about staying here, but it was chilly and we continued on to Chur. In Chur we checked a couple of hotels ranging from 110 – 250 SF for the night. The 110SF was an old hotel/apartment building that was hosting a "music party" until 4 am right below the available room. The manager assured us that we would not be able to sleep, but we were invited to the party. After debating the party versus sleep options, We returned to Lenzerheide for the night at the lovely Hotel Spescha, which even had a garage for the bikes.

9/28: 303 km; 6 passes: Albula pass, Bernina pass, Livigno 3 passes, Gavia, Mortirol pass, Bernina pass  
We awoke to blue skies überalles, finally! Because it was so cold and the roads were wet we got a late start (9:45) down the mountain to Albula pass to Pontresina, then over Bernina pass\*. We chased an Austin Healy up and down the mountain,

until we turned off to Livigno. David says the 3 passes are ugly and full of traffic to Bormio. We had hoped for a lunch spot with lots of bikes. Finding none, we headed up Gávia even though David wasn't anxious to do it. It was so cold, but absolutely beautiful. At the top we had chocolate and café (they weren't serving lunch). There were lots of bicyclists, but only a handful of motorcycles, probably because the pass sign still said "chiuso". Only this time it really meant "travel at your own risk".

Back down to Edolo and over Mortirolo pass again because it was so much fun the other day. Then we went down the hill to Tirano, where we tried to gas up at an automat gas station that ate 15€ and gave us no gas. The Italian waiting for us said there was gas 1 km in Switzerland at the turnoff we were taking anyway. When we got there, there were 4 stations all cheaper than Italy – all took Euros in addition to SF. We went back up Bernina pass, this time on dry road and much less snow than this morning since it was much warmer today.

We stayed at the Allegre Hotel with Hans Gut who still had us in the computer from 2 years ago. We ate at the Sports hotel (where we ate last time and got a big plate of boiled potatoes by trying to order in German!). This time we both had pasta.

9/29: 247 km; 4 passes (David said 'good route'): Maloja Pass, Splugen pass, San Bernardino pass, passo di San Gottardo, 2 dirt passes: Scimfuss and Sella

After saying goodbyes to Herr and Frau Gut we left around 9:30 am as everyone was heading to mass. We went toward St. Moritz and then down Maloja Pass. This is a major road, but on a Sunday morning it had very little traffic and lots of Motoguzzi's heading uphill as David made his way down the hairpins. He wondered where the Motoguzzi treffpunkt was? From Maloja we went into Chiavenna to find the start of Splugen pass, one of David's favorite alpine roads.

We stopped at the bottom of Splugen for lunch, where David met someone on a KTM LC4. We went down the side road instead of the autostrada to the start of the San Bernardino pass, also a beautiful road – lots of twisties and beautiful weather for riding. There was some type of party at the top. Only a few motorcycles, but lots of cars and no place to park. We continued down the mountain without stopping. After the twisties ended we jumped on the autostrada to avoid the tedious run through little towns into Bellinzona and up the first part of the passo di San Gottardo on the autostrada saving a little time in the small villages. At Biasco we turned off but probably could've stayed on the main road to the next exit.

We found the old Tremolo cobblestone road with hardly any traffic. We made a fun run up the hill as far as we could go until we reached a barricade

that, unlike Italy, we couldn't get around. So we went back down and got on the sweeper road behind lots of tour busses and traffic which didn't like being passed in the corners occasionally honking at us when we had to suddenly jump back in line.

We stopped at the pass and David wanted to explore the old cobblestone road but found instead 2 different pass roads we figured were probably used by the military in past and now are primarily hiking routes. Even though the signs said no vehicles, We found other cars on both roads (Scimfuss and Sella).

After our off-road excursion, we reconnected with the main road in a long line of nearly stopped traffic from the top of the pass all the way to Andermat. We followed the other motorcycles in the center motorcycle passing lane Italian-style to the bottom. We arrived at the Alpenhotel Schlüssel and Thomas said there was a tour bus accident in the tunnel, so all the traffic was rerouted over the top. After settling in our room, we had a great dinner at the Gasthaus zum Sternen (Rösti and Wild) next to the Drei König.

9/30: 303 km; 3 passes: Furka, Grimsel, Brünig pass, Jaun pass, Col du Mosses

We wanted to get an early start but at breakfast we met Spencer and his wife from Modesto. They rented an 1150 RT in Milan at Moto Bleu. Spencer was supposed to be touring with Kim Rydalch, but Kim didn't want to "spend that much money on a bike rental"! This was their first time on a bike trip – just the 2 of them and Herm's book. We gave them a few "must do" passes for their one-week trip and got out the door by 9:30. Susten pass was closed so we went Furka-Grimsel, which were absolutely stunning with their new snow coverings. We went to Brünig pass for coffee but it was Ruhetag (rest day) at the usual spot.

We then connected with the autostrada for a quick trip around Brienzerss/Interlaken and Thunersee turning off toward



## 2005 Calendar of Upcoming Events

*Check often because events are always being added or changed.*

### **Jun. 5**

### **Thunderhill**

Jun 16-19

Chief Joseph Rally

Jun 24-26

Indian Creek Spaghetti Feed/Campout ,  
Stan Davis call for more info,  
916-992-0562

Jul 7-10

Moto GP at Laguna Seca

Jul 15-17

Top O'the Rockies Rally

Jul 21-24

BMWMOA National Rally, Lima Ohio

Jul 24

RCB Picnic Linda Stofer

Jul 30

RCB Poker Run starts from A&S  
10:00 AM Jim Cyran

Aug 6-7

Ride and Bowl, Yerington Nevada, ride leaves from WCP at 9:00 AM or meet in Genoa, NV at the corner of NV206 and NV58, (across from the Mormon Station Historic Monument) for a deli lunch and then ride to Yerington. Gary Stofer will lead a ride from the Western Coffee Pot at 9am to Genoa. Lots of fun and interesting roads between Sacramento and Yerington for you to ride. Don't miss the bargain of the century! Same prices for the past five years, \$30 for two-people/two dinner buffet tickets/two breakfast buffet tickets. \$20 for one person/ one dinner buffet ticket/one breakfast buffet ticket. The Saturday night bowling extravaganza begins at 5-7pm. The Saturday dinner buffet is Baron of Beef and the Sunday breakfast buffet are the traditional favorites, eggs, biscuits, bacon, sausage, fruit and fresh carved Virginia ham. Call Sue Collins at 800-227-4661 ext 112 and mention River City Beemers for your room reservation. The earlier you reserve the bigger your room will be. 24 hour notice for room cancellation. Kim Rydalch, coordinator 209-521-8425.

Aug 19-21

Dornan Beach Campout Jim Cyran

Aug 18-21

I'd like to invite River Cities Beemers members to come to the Bee Cee Beemers 4th annual Hotsprings Rally in Nakusp, BC, August 18-21, 2005 Details are available on our website [www.beeceebeemers.com](http://www.beeceebeemers.com) There is also an article by David Hough in the January 2005 MOA Owners News which describes a highlight of our 2004 event. Sidecars are definitely welcome! Derrick Ward Vice President and Rally Co-Chair

Sep 2-5

NORCAL BMW Gypsy Tour

Sep 16-18

Central Cal BMW Beemer Bash, Quincy

Oct 2

RCB Five Passes Ride Larry Morris

Oct 7-9

Manchester Beach Campout Joe Meyers

Oct 15

MOA mileage contest ending documentation Mike Paetzold

Nov 13

2006 Planning Meeting, Bryan & Marji Wright

Dec 3

RCB Toy Run to Children's Receiving leaves A&S @ 10:30 AM  
RCB Christmas Pot Luck Time/location TBD Dennis Allstead



## **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](mailto:classified@rcb.org) and it will be included in the web site and also in the newsletter*

**F650 Stock Seat**, Absolutely perfect F650 seat. Fits 1997-2000 carbureted models. \$75 Please contact Teri at 415-457-6507. (5/22)

**1997 F650ST**: Blue, 5600 miles, BMW lowering kit, Funduro bars windshield, handguards, Throttlemeisters, engine bars, PI-AA 1400's, heated grips, BMW tankbag, accessory plug, tail bag, two sets of luggage (large BMW panniers, Moto-sport soft panniers). \$4100/offer. Email [bryan@skwerly.com](mailto:bryan@skwerly.com) or call 916-663-9175 (5/22)

**2000 R1100RT** Graphite Grey with matching bags. 61,500 – easy touring miles - mostly from ironbutt rides. This bike is really set-up for touring with sidebags and topcase, BMW bag-liners, Corbin with backrest, BMW tankbag, accessory shelf for

either GPS or Radar, hidden Dual Air Horns, extra windshield, stock seat, nifty Hiway Pegs!, Throttlemeister cruise control, runnin' lights, very well maintained, needs no work. Only 2500 miles on Metzler Z6 tires. Very nice looking RT. \$7800 or BO. Email kightboy@aol.com for photos or appt to see or call Chris 916-813-8008 (5/22)

**2002 R1150GS:** Yellow, ABS, Only 9,800 miles, BMW System cases keyed to bike plus BMW travel trunk and rack, heated grips, PIAA 540 lights, Metzler Tourance front and back with less than 1,500 miles. Bike is like new. \$10,500 neg. Call Rick at (916) 826-3790 (5/09)

**MISC:** Russell Seat R1150GS Adv. Blk/Drk Gray, Leather, Like New \$150, Knobby Tires for Adv, less than 1500 miles \$25 for both. Luggage Locker Tank Bag Perfect Cond. extra keys, \$75, Nelson Riggs Tank Bag Magnetic, like new \$20, Stock GS Adv windscreen \$20 Bob at 530 273-5384 or email mailbox@gv.net (5/09)

**Misc:** Aerostich Roadcrafter 2 pc, like new, red with black patches, 46R, \$500. Schubert Sytem helmet, Black, fits same as Shoei/Arai XL. Worn 10x \$250. Multivario Tank Bag for R100PD (special PD mount) and complete bag and plate to fit older k bikes, \$125 ea. OEM BMW gray/black/red bag liners for older K bikes, as new, \$75/set. National Cycle full windshield with lowers, will fit UJMs and some beemers. \$40. Attn restorers: Set of Heinrich bolt-on lowers (knee protection) for older R bikes (/6,/7) as new \$250. Complete 3-pc set Ken Craven luggage with luggage rack, white with stainless steel accents, removed from R90/6 in 1977 and in storage since. Perfect condition \$1000. Greg at 530-271-7103 or gregibson@mindspring.com (4/12)

**Ohlins Shocks R1150GS** front and rear, used on a R1150GS for about 3K miles \$750 Please call Marianne or Wayne 530-885-0802 (4/12)

**Garmin Bare Wire Power/Data** Cable for 60, 72, 76 series. Never used. Use this to hook up GPS unit to DC power source (the bike). New \$20-30 + S&H, asking \$15 pick up only or at RCB club meeting. email Daniel at danielzuhlke@hotmail.com or 916-983-0610 (4/12)

**Metz Karoo front tire**, 110/80/19 Karoo, new, ready for adventure. Price: \$75 plus \$5 for FedEx ground Contact Kim, Home 209-521-8425, Cel 209-402-7714, email kcrydalch@comcast.net (3/30)

**2003 F650 GS**, 2900 miles, Black with factory silver side cases and black top case, mint condition \$7,450. Call Pete at 530-477-8067 (3/21)

**2000 R1150GS** - Black, System cases, Two Brothers Full Exhaust, Ricky Bars /mounts, Heated grips, ABS, Centerstand skid plate, Micatech light bar w/Hella 500's. 31,000 miles. Red-line oil/Tranny fluid, New fork seals (Nov.04). Bike runs and looks good \$8500 obo. Pics at <http://dino2000.smugmug.com>.

See R1150GS gallery. Call Deano 916-595-1908 (2/20)

**1991 K75S**, 55,000 miles. Maintenance records, new Corbin seat, new cases. Rare purple color. \$3500 obo. Enjoy! Call Felicity 916-739-0642 or 916-718-1373 or felicitywood@yahoo.com (2/20)

**Z-Technique SS Exhaust** system for a 2004-R1150RT, Like new, only 500 miles on system. Purchased at A&S. Gary 707-448-4700 Vacaville, CA (2/6)

**2001 R1200C** Sport edition. Excellent Condition (garaged all year round) 2900 miles, Color Charcola\Orange, One owner. Asking \$11,900. Call Helbert 916-789-8753 night, 916-748-7001 day (2/6)

**2004 R1150RT** Silver 6300 miles Excellent Condition (Always garaged and never down) New home ownership compels sale. Registration through Feb 2006! Many extras Asking \$13,900. Call Greg 916-267-4387 or email g\_servis@yahoo.com (1/22)

**2002 R1150RT** 16K miles, Silver, top bag, A&S purchased and services. New Tires, never wet or down. \$10,900. (Below Blue Book). Call Kevin 916-240-6099 or kevin@zurichtech.com (1/22)

**1996 1100RT** Pearl White, 28,000 miles excellent condition, new metzlers front and rear, new BMW gel battery, 24,000 maint done, AM/FM cassette, Electric windshield, hand grip warmers, locking side bags. Must see. \$5,800 OBO. Ask for Tom 916-825-6079 or e-mail to twilbert@pacbell.net (12/28)  
**New Gerbing Electric Gloves.** Worn once. Excellent condition. Cost \$139. Asking \$100 OBO. Call Jim 530-478-0688 and jpsmith@infostations.com (12/28)

**1984 R65** - Metallic Blue, windscreen, new exhaust and speedo, hand guards, new battery, excellent condition, too many bikes, must sell, 70K mi, \$2100 obo, Call Brian 916-939-4350 or bbt95762@yahoo.com for pics. (12/7)

**1993 K1100 LT** Good Condition, 54K miles, electric Blue color, black Corbin saddle, three pieces of color matched hard BMW luggage. Heated grips, adjustable wind shield, stereo radio/ cassette player. Includes BMW tank bag (\$350.00 value, new condition), touring bike cover. Professionally maintained at A&S. \$4800 obo. Jim @ 916-564-1498 or warndoggy@sbcglobal.net (10/7)



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