

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

October 2006

River City Stuff

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Gary Stofer 916-966-7910

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Treasurer

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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

Joe Meyers 916-729-3319

Membership Meeting

Sat Oct. 7th, 4:00pm

Special membership meeting
Manchester Beach

Director's Meeting

Tues Oct. 9th, 7:00 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. Dinner Ride

Meet between 5-6:30 pm

Leaves every Wednesday
evening at 6:30 pm from The
Coffee Republic in Folsom

The President's Corner by Gary Stofer



First things first: The October 7 RCB General Membership meeting will be held at the Manchester Beach KOA at 4:00 PM. There will be door prizes as usual and a great meal served afterwards. This change was made because almost all of the officers and active members will be there. I hope you can make it, too.

Badges: Member Chuck Talley' father-in-law is in the badge business right here in Folsom. So hopefully we'll get him set up with our artwork and all of the overdue badges will be delivered before the end of October. You could help us out with this; Please contact me if you have ordered but not received a name badge. We don't think any orders placed since March have been filled but we'd like to verify before reordering the badge from our new supplier. prez@rcb.org or 916-966-7910 will work. Additionally, after we're set up, A&S will pay for new members' badges.

September was a pretty busy month for RCB. A lot of us participated in the Gypsy Tour on Labor Day weekend. The following weekend was Klaushie's extravaganza at Plasse's Resort, a weekend filled with great food and company. Thanks for your efforts, Jack and Lynelle. Then the next weekend a lot of us were at the Autumn Beemer Bash in Quincy. We had varying weather at a great event. Once again RCB hosted the Poker run. We sold over 100 hands and more than covered the guaranteed prize money. Thanks to Dennis Allstead, Ken Caruthers, Mike Paetzold, John Dewar, Larry Morris, and Steve Finster-

busch for running the checkpoints. Everyone enjoyed a great run thanks to your efforts.

The club election will be held at our November membership meeting. We'll accept nominations at the October meeting or any time before the actual election. All of the club officers have agreed to accept another term but are also willing to step aside if someone else would like the office. We've hornswaggled two new members to join the board: Roy Ulfsrud, AKA the Camp Cook, will join us officially. He already attends more meetings than some board members. Also, Phil Challinor will accept a board position. He too attends meetings as his rotating shift as a fireman allows. He has also agreed to handle most of the work for the Thunderhill event next year. Thanks for stepping up to the plate.

Last, but not least, I hope you can participate in the October 1 (Yes, Sunday) 5 passes ride. Ken Caruthers and Larry Morris have once again put together the route. You can meet at Western Coffee Pot to leave at 8:30 or wait for the group in Pollock Pines at the Shell station (Sly Park exit)—the group should arrive there sometime around 9:30 AM. If the timing is right you will be treated to some spectacular fall colors right in our own backyard. But above all just be sure you get out there and:

Ride Safe

Ride Often

Got Mufflers??

MANCHESTER CAMP OUT UPDATE

Time: October 6th 7th 8th ...1950. Start planning!

Schedule of Events for Manchester Beach Campout

The campout begins on Friday (if you can start your weekend early), with a fantastic ride through the Anderson Valley to the coast. Friday night is informal with a no host dinner (that means you do your own cooking or eat out). Around the campfire later on, the keg will be tapped, the Trailer Park Punch will be flowing and the stories will be told. For the uninitiated, fair warning: the Friday night crew can be wild.

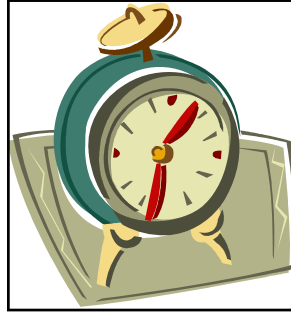
On Saturday enjoy a coastal ride, shop in Mendocino or relax at the beach in Manchester. Saturday evening is the Main Event:

5:00 RCB Membership Meeting at the Kamperkitchen

6:00 Wine & Cheese at the Rec Hall. This is sponsored by the KOA and is open to all campers. It's free and features wine tasting by Husch.

6:30 Dinner at the 50's Diner at the Kamperkitchen

Dinner is free for all RCB members and only \$5.00 for RCB nonmember guests.



This year's menu features some diner favorites: meatloaf, mashed potatoes and gravy with apple pie for dessert – oh yeah! And for those who don't want beef, or want two main courses, we have BBQ chicken and macaroni & cheese. 7:30-9:30 Karaoke

The KOA has offered their DJ so get ready to sing! Once you're decked out in that fabulous fifties outfit, you know you're going to have to show off with your best impression of Elvis. (Just don't wear your pants too tight – you've got to have room for that dinner.)

FYI last year's event was a blast with over 100 people attending!! We're psyched to make it happen again so please RSVP to Joe Meyers at 9ball-joe@surewest.net.



Oct 1st, Five Passes Ride

Ken Caruthers has mapped out the 5 passes ride for October 1st. We will meet at the Western Coffee Pot for an 8:30 departure. These riders will ride East

on Highway 50 to the Sly Park exit to Pollock Pines East of Placerville to re-group at the Shell station at approx 9:30. Anyone living on the East side can meet us at Pollock Pines. The ride begins and ends from here.

Ken and Larry will lead 2 groups, same as last year.

You pick which group you want to ride in. Ken will lead the first group and Larry will lead the 2nd group. You may, of course, switch groups at any rest stop. The ride takes us over Echo Summit, Spooner's Pass, Kingsbury Grade, Luther Pass, Ebbett's Pass and

lunch at the deli in Markleeville. We will continue on over Carson Pass and Emigrant Trail pass (?) back to the Shell station to end.

Looking forward to riding with everyone on October.

A&S Vintage Motorcycle Show

Saddle up riders!
It's time for the Third Annual
Vintage and Antique Bike Show
presented by A&S BMW Motorcycles.

On Saturday October 14th check out the sights or bring your clean 1980 or earlier year motorcycle ANY MAKE or MODEL to A&S BMW Motorcycles in Roseville, CA 95661. No pre-registration is required to show your bike.

We start at 9am with Free Food, Music and Door Prizes through the day.
For information call 800.689.9893
or visit ascycles.com.



1st Annual Moto First Aid Class

Announcing

1st Annual Northern California Motorcyclist 1st Aid Class

Sponsored By: BMWsportTouring.com and
River City Beemers Motorcycle Club

When: Sunday, October 29, 2006, Registration: 8 –
8:30 AM, Class: 9 AM – 4:30 PM

Where: A&S BMW Motorcycles
1125 Orlando Ave.
Roseville, CA 95661
916-726-7334

What: Although motorcyclists never anticipate a situation where they, or one of their friends, has been injured in a motorcycle accident, wouldn't it be nice to have some tools to know what to do?

This informational class will give you these tools. It will provide the attendee with a better understanding of the accident scene, the actions that you can take to

aid the injured motorcyclist, and better prepare you to stay safe on the side of the road while giving aid.

Instructor: Jamie Edmonds, A firefighter/paramedic with the City of Coronado Fire Department. An avid motorcyclist with several authored technical articles on motorcycling and over 200,000 motorcycling miles to date.

Cost: Through the generous donations of our sponsors and through the support of A&S BMW Motorcycles this class is being provided free of charge. Lunch and refreshments are also being provided, free of charge, by A&S BMW to all registered attendees of the course.



How: All attendees must pre-register by emailing or telephoning Phil Challinor at: 530-295-5554 or motorcyclefirstaid@sbcglobal.net with your name, address, and telephone number.

Who: The course limit will be 60 registered attendees so make your plans now to attend this valuable course.

Gypsy Bike

By Bruce Hilger, ShopDoc

I'm working on my second pot of coffee as I remember, pleased with my Gypsy ride and more. For this passionate Beemer it was satisfying for many reasons. The ride around Clear Lake and on to the gathering in Boonville was my first-in-two-years group outing. This was also the shakedown venture on my R1200ST and it was exceeding my expectations; I hoped it would serve as a long distance tourer. Arriving at 5 pm in balmy temperatures proved easy to find the River City group as I halted to a loud, "Hey, over here." I realized I hadn't set the tent up for two years but finally succeeded and the next morning I awoke smothered in a coastal-fog, soaked tent, without the rain fly that I had decided not to put on. The camping student without thinking was getting smarter.

The group departed following the directions plus map, that made our Gypsy Ride and indicated our first days destination was Ferndale. But



the 118 crow-miles became a fascinating 292 motorcycle miles. As is my perception of "the start." Everyone crawled out of their sleeping bags and tents like synchronized swimmers. The ritual of decamping differed, one person having the little places and all things found their home, another stuffed saddlebags with the closest items til full and then closed up. I know 150 people didn't shower morning or night but within the space of five, when I heard the first noises, until eight when we left, I am sure that many brushed their teeth. But surprisingly as in a drill, our group of eight keyed their bikes in unison and no one waited or was left--An RCB ritual. The roads from Boonville to the coast, then from Albion back to Willits like a shoelace were second and third gear routes with lots of surface irregularities to test our dental fillings and BMW suspensions. I bottomed out and felt my rim hit solid without seeing any oncoming danger. This was the nature of these narrow, tortuous roadways but naturally fun for all the riders. At 80 miles and about two hours we breakfasted in Willits feeling the close fellowship of people bonded with a

common theme of being helmeted riders. By now the group was fast becoming friendly with conversation, finding familiar topics, increased its cadence.

At this point of the shakedown ride my ST was showing itself with its healthy power, the smoothness of its ride and exciting brakes that kept everything around you in comfortable order. But also there were some problems. Windshield screws were not secure, and a tank bag that wasn't OEM was loosening on its tie-down straps and flopping around, and the suspension on rough roads was abusive to this body. My humble learning experience was about taking a fast left turn and braking (a no-no, but it seemed so slight) in the middle of the turn, to wit my front end lost its lean-over traction and like instant ball bearings, slid out ever so easily and WE broadslid upright into a ditch. Bike and I experienced that sudden silence of wonder sitting there; but luckily, lots of dust, no damage and I learned the lesson well, reliving it many times as we do. But that, optimal traction in turns comes from good throttle control and not late braking.

The group continued in tight procession and by 5 pm we arrived at the fairgrounds in Ferndale. Hot shower, tent up and several beers later our treat was a wonderful Cajun meal prepared by one of the locals who received BMW applause for her jambalaya, spicy lasagna and beans.

This is a third generation oil cooled boxer, an untested, but undaunting step into multi computer technology. Its objective is to simplify its internals while gaining performance, which in and of itself is clearly apparent. You get the idea when turning the ignition key, you see the screen readout going through the data check of the five systems (ABS, fuel, lighting, etc). And it is this sophistication that allows a high compression ratio with antiknock, and hence significantly more horsepower over older bikes with its four valve outboard cam design. Complement more power with a very light bike of 500 lbs wet (450 lbs dry) and you have an exceptional sports-tourer. Happily, the speedometer is extremely accurate. The fuel gage is fascinating when you get down to the last gallon and the familiar grid is replaced by a yellow signal, a blinking gas pump and is accompanied by the mileage countdown as the machine uses your miles per gallon and calculates where you would be empty. Hmm.. I wonder if I could trust this?

I have mentioned the gears but equally important the six-speed transmission is a quick and quiet shifter with equal steps that aren't far apart and the rider can easily keep his ride in a particular power zone. The change is customer responsiveness by the factory with something new these few years compared to the clunky 259s of old that we started out with, but came to love as BMW. This now makes shifting more of an adventure than a trial.

The engine runs silky smooth with its closed loop fuel injection system. This is so impressive that it gives me usable revs from idle to its 8000 rpm rev limiter. I could pick any gear and ride

comfortably in town because of no lugging or irregularity near idle. Because of this huge rev range I could easily travel to the market or across town without shifting. Engage and go is sooo convenient. In addition, I am now in the habit of double shifting to reach the destination gear to enjoy the ride. Another bonus from this new engine system is its deceleration force. With the throttle backed off, abrupt deceleration becomes a very usable dynamic on the ride. This is a big difference from my older bikes. This amplifies the motorcycle ride and one is comfortable on the throttle alone. For safety I sometimes wink my brakes to let followers know I am slowing. An unsettling thing about purchasing the bike is, it comes with a 125 mph report card. But, as my new-bike rides became more aggressive I was noting maximum velocity in gears, which questioned this (90 in third, 110 in fourth), so that in asking around because I was reaching my own warp-speed I found this gem's secret was 135 in fifth and 155 in sixth. Another aspect to my wonder bike was its blinding acceleration of (I think.) 3.3 seconds to reach 60. And I say that honestly because all I could do was hang on and shift.

Taking the bike through a series of turns is noticeably unique to this machine because it lays over so well. Add to that its small size compared to the taller GS or bulkier RT making its riding dynamics more profound. Riding it is like my kids tippy toy. It loves to lay over in a turn, where the Battlax tires make the handle grips feel like they are on the ground, and, oh gosh, those heads will rub!! There is no sudden change at any angle to startle you as I have found in other bikes. You see the turn coming, you find yourself in the middle of it and as bike and rider are a harmonious unit. The act of pushing that inside grip is without guilt or fear and the horizon becomes a vertical plane. This is a natural, born-to-ride sport bike.

The soft woof that comes from the muffler mixing with engine hum is classic BMW, and it is ever so smartly overcome by the road noise of the ride as one accelerates. At high speed I am riding a wind sail and shifting is punctuated by occasional stutters of the engine hitting the rev limiter as I'm searching for right shifts through the turns and hills of my ride. This is the bike sound. A thought incurred by a friend was to add a Stain Tune muffler until I heard him blasting down the road. Beemers are to be experienced, not just heard. I have now defined my bike sound as more refined so it is compatible with BMW's original plan.

My really big test came with a successful 1800-mile ride to Phoenix. Though February conditions aren't optimal with rain, fog and some temperatures at mid 30's, I found many more hours on the ST was pleasure than I anticipated. Enjoyable was the power of this quiet ride. To challenge semi's the bullet would triple-downshift from sixth, hit fourth at 8000 and make triple digit speed pulling ahead of big bear. Because of the ST, I also found a new trick where I could leave tailgaters with a flick of the wrist and then settle back to my cruising speed without their annoying closeness. Got the message? I must say that my gear made much of the difference for the extreme rid-

ing conditions but the forward sitting position and heated grips added their part to making the ride enjoyable. The very firm ride of this semi-racing machine did not produce any negatives on this distance adventure. An extreme sitting position was ruled out as my legs remained comfortable those many hours. Many times I have appreciated the fact that this amazing machine will follow where your nose is pointed. Take it on a smooth stretch and wiggle waggle the grips back and forth. Its lightweight and very low feel is immediately apparent, and you will find even as you beat the bike that it follows a smooth, undulating course that is true to the front steering. And whether changing lanes in town, bolting through four lane traffic or piping down the slab, the bullet, ST knows how to go, anywhere, with poise.

The brakes were the second most impressive part of my red and black machine. BMW started their ABS over ten years ago but now it is absolutely wonderful. This may be the end of an engineering line. The front/rear linking adds 25 per cent more to the slowing and panic stops leave you with clean underwear and a relaxed sigh. Out on Track Day, in the middle of the pack I had the feeling I could ride up on anyone because

of faster stopping. This was no illusion, but a reality and a different but important sense of power than throttle work could bring. As on The Gypsy, one negative is using braking in hard turns, which can slide the front wheel so quickly. Being a newbie to this bike I'll need to practice and work more on this.

Why, I wonder, does one buy such a machine? In town is 35 mph and on the highway 65 but the feel of such great German engineering in the ride makes every minute and every mile one more smile in the mind. It's not to beat the next guy, but it does make a huge difference over your old ride. This is the feel-better generation. There are Beemer Yuppies who ride every new model that comes out. And there are the deans of riding who challenge us all with their airheads, even. My original design for motorcycling was to ride and maintain, so I became knowledgeable about function and form. This latest generation BMW seems too sophisticated for anything above an oil change and maybe a valve job. For me, this represents a new era of motorcycling, a new dream I never imagined could come about.

2006 Calendar of Upcoming Events

Check often because events are always being added or changed.

- Oct 7, Sat. Special General Membership meeting at the Manchester Beach campout. All members and guests welcome. 4 p.m.
- Oct 9, Tue. Director's meeting at the Western Coffee Pot, 7:00 pm, 6233 Auburn Blvd (just north of Greenback), Citrus Hts 916-722-0811. All members welcome.

Watch the Calendar monthly for updates and more details of upcoming events

- Oct 1 RCB Five Passes Ride, See Gary's front page column.
- Oct 6-8 Manchester Beach Campout, see newsletter article.
- Oct 7 RCB general membership at Manchester Beach KOA campground
- Oct 14 A&S Vintage Motorcycle Show.
- Oct 15 MOA mileage contest ending documentation Mike Paetzold.
- Oct 29 Motorcycle First Aid class at A&S BMW, see newsletter for details
- Nov 12 2006 Planning Meeting, Bryan & Marji Wright.
- Dec 2 RCB Pot Luck Christmas dinner at A&S, times TBA.
- Dec 9 RCB Toy Run to Children's Receiving leaves A&S @ 10:30 AM.

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, and it will be included in the web site and also in the newsletter. Please format similar to ads below. Limit 75 words.

1998 BMW F650, 37,918 mi, new tires, some cosmetic damage, runs great, must sell \$2500 obo. Call Zak 530-644-2382 or 530-277-5699 (cell) (9/13)

1998 K1200RS Taxi Yellow/checker. 39k miles, Remus exhaust, Corbin seat, backrest and bags. All Stock parts available. Bike is in excellent shape. great bike!!, fast and smooth. Pics on request. \$6500 obo!. Call Mark 916-444-5696 OR msetzer@setzerforest.com (9/7)

2000 K1200LT-I blue/silver 29630 miles. Great condition with service records, rider backrest, highway J pegs, headlight modulator etc. \$9,250 call Wayne 916-773-3812 (8/8)

2003 F650CS Titan Gray. Must sell! 50 actual miles, always garaged, heated handlebars, battery charger and plug, 2 soft bags, helmet lock. \$7,500. BMW financing available. Call Vickie 916-454-1284 (8/06)

1993 R100GS/PD Jesse bags, Fox shock, solo and dual saddles, dual plug heads. Teal green and white. \$5500 obo. Call Steve 530-272-5785, email steve@stevhartshorn.com (7/18)

2004 R1150R silver 2,891 mi, ABS, throttlemeister, heated grips, system cases. bar setbacks, lowered pegs, myers custom seats, sargent backrst, new expandable tank bag. large BMW windshield, recent dealer service. \$12,500 with Garmin Street Pilot 2620 Jim jpsmith@infostations.com 530-478-0688 (6/30)

1997 F650 + 1973 motorhome: 1973 Dodge Winnebago 19.5' with '97F650 motorcycle rack. In the last 6 years rebuilt or replaced (on MH): motor, hoses, belts, carburetor, tires, shocks, muffler, brake: master cylinder; power booster; hoses; calipers; pads; pistons; shoes. Everything a motorhome can,

including: oven, thermostatic heater, microwave, generator, A/C, water heater, propane/110v fridge, real mattress, dinette on passenger side (see the view!). Sleeps 4 comfortably or 5-6 squished. Tour/Dual black F650. \$10,000 both \$5000 MH only. Call Brian 916-698-1030 or bri-anbennett2000@yahoo.com (5/28)

55gallon COLLAPSIBLE water storage drums. NOS. Ex Military. Collapses to 4" h. Great for M/C weekends, camping, EMERGENCY PREPAREDNESS, etc. Email for details and pics. Matt at mjc@directcon.net (5/10)

Wanted: Pair of BMW Savana 2 Pants to go with my Jacket. I need Grey/Black in US 52R/EUR 62. Email K75Sport@wmconnect.com (04/12)

1994 K75 Red 49k mi. Great condition, ABS, heated grips, adjustable windshield, engine guards, center stand, hard bags with liners, tank bag, flashing rear brake light. Always garaged. \$4000. If interested, email sierra6@calweb.com (3/27)

2004 R1150RT Titan Gray, original owner. 34k miles, oil change every 3k. Extras include: Cee Bailey +4 euro shield, Marsee tank bag, top case and back pad, cylinder guards. Driveway tipped, minor scapes. \$10,500. Contact Paul at (707) 453-1912 or cyclingpj@comcast.net (3/11)

1998 R1200C. Black. Original owner, this bike is perfect. 8342 actual miles. Lots of extras that include :Euro driving light kit, Chrome engine cover with matching horn kit, chrome engine guard kit, rear wheel chrome hub cap. Factory wind shield, saddle bags. New gel battery, tires, etc. \$8500 Pictures available upon request. Call Randy at (530) 822-0297 or rstoker408@aol.com (3/02)

2004 R1150RT. Blue. Original owner. 4650 miles. Perfect. Extras include: CHP rear brake light kit, oil cooler grill cover, K+N filter, signal & light minder kits. Top case with back rest pad. \$14,950 Pictures available upon request. Call Randy (5300 822-0297 or rstoker408@aol.com (3/02)



River City Beemers, Inc.
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October 2006

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