

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

November 2006

River City Stuff

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Mike Paetzold 916-920-2317

Randy Vidmar 916-624-3145

Joe Meyers 916-729-3319

Membership Meeting

Sat. Nov. 4th, 8:00am

Western Coffee Pot

Auburn near Greenback Ln

Citrus Heights

Director's Meeting

Tues Nov. 14th, 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



I've been looking forward to being to able to report this for a long time. The badge issue has been resolved and all 36 members who have been patiently waiting now have their badges. And they're great looking badges too, with much better detail on the coveted RCB logo. Thanks to Chuck Talley for the lead in finding a new supplier. Of course, he offered about a year ago but I, to use his term, blew him off. Live and learn. Now if I could just get around to developing a new member welcome letter that I have been putting off for at least 3 years.....

The Manchester Beach event was great. The weather was just about perfect. In addition to filling almost all of the KOA Kabins (for experienced people like me), we also had a bunch of tent campers. The food was the best ever this year, in my opinion, and a few people really got into the 50's theme. The KOA has new owners this year and they went out of their way to provide any help we needed. A few of us joined in at the Karaoke event put on by them Saturday evening. (I sat in back to provide the heckling) Suffice it to say that I don't think anyone that sang should quit their day job. All in all, a great job by Joe and Diane Meyers.

At this month's membership meeting we will have our annual elections. Naturally, all board officer positions are uncontested and we will be adding two new board members; Phil Challinor and Roy Ulfsrud. There is another opportunity for you to get involved by attending our planning meeting at Bryan & Marji Wright's home Sunday, November 12. If you need additional information, such as directions, give Bryan a call. Just a warning though, we have plenty of ideas—we need people to take action on them. Don't forget our RCB Christmas party coming up December 2. It will be held at A&S again; RCB will provide ham and turkey, you are to bring the other stuff. Hopefully, Dennis All-

stead has some information elsewhere in this newsletter. And the following Saturday, December 9, we will have our Toy Run to the Sacramento Children's Receiving Home. Bryan Wright is the contact for that event.

The saga of ROBOBYK continues. My 1996 R1100GS sits in the garage today with 236,000 miles showing on the odometer but there's more to the story. It turned over 200,000 in December 2003—a little quick math shows about 30,000 miles per year for the first 7 years and only 12,000 per year since. It has suffered the indignities of sharing garage space and riding time with an R1150GS, an R1200C, an F650, and I think the final straw was giving up commute miles to a Vespa GT200. And then the Jeep Wrangler came along and cheated ROBOBYK out of 2 trips to Manchester Beach. It tried to warn me a couple of months ago by shucking it's final drive—not leaving me stranded on the side of the road but doing the deed at home in the garage. Then a couple of weeks ago, after returning from Manchester in the Jeep, ROBOBYK decided to show me how frustrating an intermittent electrical problem can be. This time I did get to push the bike home from the end of my driveway at 5:30 AM last Tuesday. Tim at A&S has given me a lot of advice and moral support trying to resolve the problem and I'm 99% certain I've isolated the cause to the ignition coil. Salvage part is on the way (a new coil is an astounding \$329!!) and we'll see how it goes. During my days of troubleshooting it did occur to me that I might actually have to get a new bike some day. Naturally A&S has the '07 RT's in equipped just the way I like—(Cruise control, heated seat and grips—and no R2D2 brakes) and I am going to retire in 9 weeks. Hmmm. We'll see how it goes. At any rate I should soon have plenty of time to:

Ride Safe

Ride Often

Got Mufflers?

Get Ready for 2006

The annual RCB Planning Meeting will be held at Bryan & Marji Wright's house on Sunday, November 12th. We will be developing the calendar of events for 2006. All members are welcome! Please come with suggestions for events! If you volunteer to sponsor or lead an event in 2007, rumor has it that the club will feed you pizza, snacks and beverages at the Planning Meeting! Remember, most events take a

minimum of planning and effort, so you get quite a deal for your pizza.

The meeting will start at 4:00 PM and continue until we're finished with the calendar or run out of pizza. If you need directions, please contact Bryan Wright (bryan@skwerly.com).

RCB Holiday Gift Run

The RCB Gift Run benefiting the Sacramento Children's Receiving Home is a go on December 9th!

<http://www.crhkids.org/wishlist.htm> and
http://www.crhkids.org/holiday_angel.htm

The CRH takes in children between the ages of 2 and 17 who have been abused, molested, neglected or abandoned and provides them with emergency temporary shelter and care. They help several hundred children each month--and the number is growing. Additional information is also available at their website: <http://www.crhkids.org>.

Don't forget that your contributions to the CRH are tax deductible and support a great cause--so dig deep!!!

If you have any questions, please contact Bryan or Marji Wright (bryan@skwerly.com).

The CRH Charitable Donations Coordinator, Claire Spear will be giving a brief presentation at our November membership meeting. We are also working out details of a tour of the facility at the end of the Run for folks interested in seeing what they do first hand.

A&S BMW has graciously agreed to provide the starting location for our event as well as collection box in their showroom. We will meet up at A&S on Saturday, December 9th and depart for the CRH at 10:30 am.

If you're looking for suggestions about potential gifts, there is some excellent information about items and charitable donations at:



**Where**

San Mateo County Expo Center
2495 South Delaware Street
San Mateo, CA 94403

When

Friday, December 15
4:00pm - 9:00pm
Saturday, December 16
9:30am - 8:00pm
Sunday, December 17
9:30am - 5:00pm

Admission

\$13.00 Adult
\$5.00 Children 6-11

Children 5 & under free

Buy your e-tickets online!

Cash only at the ticket booth. Be prepared - the convention center may not have an ATM.

Discounts

Check back for a list of dealerships in your area offering Discount Coupons. Also, AMA members who show their membership cards at the onsite box office will receive a \$1.00 coupon redeemable at the AMA booth at the show. (Only one type of discount per attendee will apply. Discount Coupons are only applicable to adult ticket purchases. Hurry into your local dealership - they go quickly!)

Parking

Cars: \$7 per day
Motorcycles: Free

www.motorcycleshows.com

RCB's Annual Christmas Party!

Announcing

RCB's Annual Christmas Party!

Saturday, December 2, 2005

Doors open at 6:30 p.m.

Dinner at 7:00 p.m.

Goodnights at 10:00 p.m.

Our gracious host is...

A & S BMW

1125 Orlando Ave., Roseville

Ham, Turkey, and beverages are provided by River City Beemers

The rest of the dinner is potluck. Please see the guidelines for last names below.

A – H Salads

I – R Side dishes

S – Z Desserts

Kim's Korner

By Kim Rydalch, newsletter editor

From MCN.com... On a whim, Dutchman Daan van der Keur decided to try the impossible, and ride his new BMW K1200S motorcycle for 24 hours nonstop. He left Leiden (west of The Netherlands) at midnight and headed Frankfurt (Germany), Basel & Geneva

(Switzerland), Lyons, Montpellier, Toulouse, Paris, Lille (France), Antwerp (Belgium), and back to Leiden arriving at 23:23. Distance in those 24 hours: 3,000 kilometers (1864 miles).

In those 24 hours he got 3 photos taken by speed radars in France (they are front facing, so no worries), almost clobbered by a scooter on the Parisian periph-

erique (Paris ringroad - the biggest danger are the other motorcycles, not the cars, Daan managed to ride 270 kph, needed to tank 15 times.

Roadbook

He admits that he'll never do this again, but it was a challenge for himself, and did not see that it was any more dangerous than riding on the Paris ring road...

What's it cost to... Bike magazine in it's April 2006 issue asked the hard questions and here are some answers.

...buy a MotoGP bike. Honda won't sell anything, but Ducati can be persuaded for 3.5 million dollars.

...ride Team Roberts MotoGP machine would be \$1800 per lap.

...hire Mick Doohan as an instructor would be \$12,500 for the day.

...to build your own racetrack would be 54 million dollars.

...to buy all the stock for Harley-Davidson would be 17.9 billion dollars!

...to buy River City Beemers. Hey! We'll pay you...

Want to rent a motorcycle in England...Cheap?

Check out www.raceways.net

They don't rent BMW's, but a Yamaha FJR 1300 with bags goes for \$742/week and that includes VAT and full insurance. Just bring your passport with your drivers license. Plus you can take it over to mainland as long as the motorcycle has shaft drive. That's hundreds less than typical rental agencies that charge \$125/day or more.

For all the XM listeners who love the 60's channel here's a bit of trivia for you. Pat Clarke is one of three DJ's on the 60's channel and when I sent an email praising XM I mentioned to Pat that I had XM radio on my BMW motorcycles. Turns out that Pat Clarke owns a 1976 R90/6 and that his brother has two 1975 R90's and they love them more than any of the new stuff. So next time you are listening to the 60's on XM give a thumbs up for Pat and his vintage BMW!

phanfaq's latest

By Andrew Herkovic

How do I know when it is time to replace a tire?

OK, kids, it's time for a quiz. Which do you think is the best time to replace a tire?

A-When I get home from this trip

B-When I can afford it

C-When a little voice tells me I am going to die every time I go into a corner

D-When the second or third puncture repair fails

E-When I need to pump up the tire before every ride

The correct answer is:

F. When I am preparing for the inspection at Track Day

No, really, what are the visible signs a tire has had it?

Oh, you really want to know when you should replace the tire? There is a range of opinion as to the critical signs a tire needs to be replaced. Let's look at some popular trigger events:

A-Little whiskers are getting stumpy - Considering that some wannabe hotshots actually use a nail clipper to

remove the little whiskers - hoping to be mistaken for hard riders - it is safe to say the whiskers are not an important tire safety feature. Keep riding.

B-Flat center tread - If the middle section of your rear tire is clearly worn flat, you may not need a new tire right away, but you probably need to change the way you ride or the type of roads you ride on. Take a look at the tires on a new bike sometime. Notice, both tires have a rounded profile, more like Captain Piccard's head than Fred Munster's? That's what yours should look like. The way to keep them looking like that is that leaning thing you've read about.

C-Worn down to wear bars - Strangely enough, the wear bars really are intended to inform you when your tire's life is about used up. This is not a greedy plot by the manufacturer to con you into buying new rubber prematurely.

D-What the hey are wear bars? See C above. Have you ever considered taking the MSF basic safety course?

E-No visible tread pattern over half of the tread profile - Listen, a street tire worn down slick does not magically become a racing tire. And no, just because it isn't raining, you can't assume the tire is just as good as ever.

F-Cords showing - Has anybody ever told you you're one cheap SOB?

Nolan X-Lite 1002 thoughts/review

By smthng else, smthngelse@gmail.com

Used with permission from Smthng and his LD rider list posting.



My old Shoei Syncrotech (hereafter referred to as "SS") was due for a replacement, but I didn't want to spend that kind of money on another one unless it couldn't be helped. My wife was also due for a replacement lid. After much research, I ended up picking the Nolan X-Lite 1002 (hereafter referred to as "the X") as my new skull keeper. Anyone who wants to know why I didn't pick something else, let me know and I'll make a separate email. Keeping in mind that the only frame of reference I



have for flip tops is my beloved SS, here are my thoughts on the X...

Size and weight - smaller than the SS and lighter. Its still a substantial helmet, but no where near the amount of weight of the SS.

Lining - Nice... The best part about the lining is that it is truly removable. I ordered a medium grey X first to see if it fit me, my wife or both (turns out we're the same size in a Nolan). I then ordered a flat black because I liked the looks of it better. While waiting on the black, I used the grey, which would eventually become my wife's. When the black got here, I swapped the lining so that her grey would have fresh new padding. It took all of 3 minutes and that's only because I hadn't done it before. The entire lining and padding can be removed quickly and easily. It also snaps back into the helmet quite securely. It doesn't shift around and you wouldn't know it's removable if you weren't told.

Fit - a bit odd at first, but not bad once you get used to it. Many have complained that the Nolans have a "pressure spot" on the forehead. I found this to be true and had the beginnings of a bruise after doing an SS1k in the X. It was irritating, but not unbearable. It now seems to have conformed to my melon and I don't have any issues with it any more (there's no dent in my head, so I assume it's the helmet conforming). Also, the padding around the ears does not come down far enough, IMO, when you put the helmet on. I always found it better to stick a finger under the padding and pull the ear padding down just a bit to get it off my lobes. Once that was done, the fit was good with the exception of the temporary forehead bump noted above, which is no longer an issue. My wife says I have a "pronounced" chin, yet I had no problems with the chin bar being too close. It is closer than the SS, but it's not an issue here (some have complained about this).

Noise - It's loud. Wear earplugs. With the SS, I could tolerate the noise with my windshield all the way up, but it wasn't pleasant. The X is noticeably louder and is not acceptable for me without plugs... I probably wouldn't do a ride to the grocery store and back without plugs in the X. With plugs, it's fine. But... there are "wind whistles" and they can be irritating at certain speeds. The problem with the whistle is that it sounds like there is a siren way off in the distance... I found myself looking for cops in my mirrors on a couple of occasions due to this.

Vision - not quite as good as the SS. There are "buttons" on the inside of the visor to accept a fog shield. At first they are disconcerting and gave me that "there's a car passing you from the left" feeling on a regular basis. By the end of the first day, that was gone and my vision/brain had compensated for it. I don't notice it at all now. As for how MUCH you can see... same as the SS—peripheral vision is not impacted once you've adjusted to the buttons.

Ventilation - Not as good as the SS for the back of

the head, but fine everywhere else. Unfortunately, the vents are fairly useless. They change the tone of the wind whistles and *might* have an impact on fogging, but probably not. They might make a difference in real cold weather, but probably not.

Features - The X is obviously designed for touring and the features reflect it. The cheek and ear pads are designed to handle a helmet speaker. The secondary lining is perforated to allow you cut a bigger hole for a helmet speaker if needed. The VPS (Vision Protection System) - a fancy name for "visor" is a nice option, but it's not perfect. It's a bit "cheesy" but it's not hideous and all-in-all I was glad it was there. The VPS should NOT be a make it or break it item for deciding on the helmet. It's just a nice addition (and is removable if it bothers you). The only complaint I have with the VPS is that it makes cleaning the shields a bit more of a task and that it comes down at super-legal speeds (not that anyone speeds in the dark anyway). ;) The buckle system is not a D-Ring, but it's adjustable, easily fastened and can be unfastened with gloves on if needed. It's probably not quite as strong as a D-Ring system, but it definitely seems like enough to keep the helmet safely in place regardless of what you're bashing into. All in all, if I had the choice, I'd probably go with the X's buckle system.

Flip-top - Nicely done. It takes a good amount of heft to open the face even with the latch properly disengaged. It feels like there are some really good magnets holding the sides in place in addition to the mechanical latch. It also stays up when you put it up. This is an improvement over the SS, as I quickly learned with the SS that you do NOT ride with the face up. I wouldn't have any concerns about the X's chin bar popping down on my unless I reach up there and do it myself. Also, "up" is truly up... it's not hovering at the top of your vision or anything... it's truly out of sight, out of mind. It does catch the wind a bit when it's up, but not enough to cause a problem if you were trying to eat a snickers at 70 mph. The chin bar can be opened or closed with one hand, but it's easier to use two to open it due to strength of the magnets. Closing is a single handled "push it down" affair. I never had any issues with it not latching easily and there was never a question in my mind as

to whether or not it had latched closed. This is one of the reasons I wanted to replace the SS... it's latch mechanism has gotten a bit "finicky" over the past couple of months.

The bad... The SS made cleaning the shields a breeze. Open the shield, open the chin bar and wipe both inside and outside. The X doesn't do this. When you open the chin bar on the X, it automatically forces the shield closed. This means that there's no easy way to clean the inside of the shield... it basically acts like a non-flipper in this aspect. Also the shield was a bitch to clean. It just never seemed to come as clean as the SS without major wiping or sprays. I don't know what in the material causes this, or if I'd somehow managed to get grease on it or something, but it was a pain. Also, it fogs up easier than the SS. Not hideously bad, but more than I would have expected. Of course, I wasn't using the fog shield, so that might make a difference for those who find themselves fogging regularly.

Other points... rain did leak on the inside of the shield, but not massive amounts of it and it wasn't any worse than the SS was. Also, it's nice that Nolan included a very nice helmet bag, a fog shield and the pieces needed to replace the VPS mounts if you choose not to use the VPS. Also the shield has a button to lock it closed, but I can't really see a practical use for this. Finally, there's a removable piece you can use to close up the space under the chin, presumably for cold weather. I was in Florida and the temperatures were in the triple digits at time - ask me about this in six months and I'll consider putting it back in.

Value - well worth it. The X can be had for way less than an SS and it comes very near to matching the SS's quality and features in most areas, surpassing it in one or two others.

Overall - Now knowing what I do about both the SS and the X, I'd gladly snag another X if I needed an additional helmet. I like my SS, but the X is a much better value and it's pretty well thought out, IMO.

2006 Calendar of Upcoming Events

Check often because events are always being added or changed.

Nov 4th, Sat General membership meeting at the Western Coffee Pot, 8 am, 6233 Auburn Blvd (just north of Greenback), Citrus Hts 916-722-0811. There will be a day ride afterwards so have a full tank of gas before starting. All members and guests welcome.

Nov 14th, 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

Nov 12 2006 RCB Planning Meeting, Bryan & Marji Wright.

Dec 2 RCB Christmas Pot Luck @ A&S BMW, details in this issue.

Dec 9 RCB Toy Run to Children's Receiving leaves A&S @ 10:30 AM.

Dec 15-17 Cycle World Moto Show @ San Mateo Fairgrounds

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.

2003 R1150RT Dark Blue. Very clean and only 3,718 miles. Serviced yearly at A&S. Sergeant Seat, Cee Bailey oversized windshield, factory radio and cylinder guards. Garaged every night of it's life. Never Down. \$10,000. Call Jesse 916-408-4017 (10/08)

2005 R1200GS 11K+ miles, mango color, Jesse bags, Ohlins shocks, Remus full exhaust system, heated grips. \$15,020. Call Mike 916-408-7754 (9/27)

1993 Ducati Superlight. 37K+ miles, Fox shock, Aftershocks forks, carbon fiber pipes and fenders. \$8500 Call Mike 916-408-7754 (9/27)

1982 R100RS 82k miles, great shape, recent major service at Ozzie's, has tank protector & bag, saddlebags, needs nothing, email Steve for pics \$3350 k12rc51@sbcglobal.net (9/27)

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)

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)



River City Beemers, Inc.
PO Box 2356
Fair Oaks, CA 95628
www.rcb.org

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First Class Mail

November 2006

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