

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

January 2008

River City Stuff

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Fred Jewell 916-683-3047

Vice President

Dennis Allstead 530-306-9070

Secretary

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Treasurer

Stan Paolini 530-622-4808

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Roy Ulfstrud 916-342-7352

Bryan Wright 916-663-9175

Past President

Gary Stofer 916-638-3457

Membership Meeting

Sat Jan, 5th 8:00am

Western Coffee Pot

Auburn near Greenback Ln

Citrus Heights

Director's Meeting

Tues Jan 8th, 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 Fred Jewell



Well, I have to admit it, but it's a little intimidating having to follow Gary and the excellent job he did guiding this club for all those years. I think we all owe him, Linda, Ted and the continuing officers a debt of gratitude for their hard work, a lot of which went unnoticed by most of us. I believe the best way to describe the job is that it is like herding cats; an apt metaphor as motorcyclists in general tend to want to go their own way and heed little direction. I see no reason to change the manner in which we conduct business as cat herders, so most things we do as a club will remain the same as we have done in the past, with a few exceptions. The one constant is a need for members to volunteer to help out where needed; something I will continue to emphasize throughout the year.

We have a great variety of events on the calendar for the next year with something for just about every one. Do you like traditional camping events? We've got Lake Mendocino in May, Indian Creek in June, Doran Beach in August, and the club favorite Manchester Beach in October. Motels more your style? We have Eureka/Samoa Cookhouse at the end of March this year, the Ride'n'Bowl in August, and a B&B weekend in Volcano in September. There is a wider variety of (relatively) close by rallies to attend next year, including the National in Gillette, Wyoming and the Curve Cowboy Reunion in Park City, Utah to go along with the Airheads, Village Idiots, Chief Joseph, Norcal and Paonia rallies. And don't forget track day at Thunderhill in June. There is always some one to ride with if you want to attend any one (or more) of these events. The forum section of this website is an outstanding place to network for riding partners. The event I'm most excited about, however, is the Ride to Nowhere that John Flowers and Tom Lashbrook are putting together. Details are still being formulated,

but in general it is going to be a 6 month long "scavenger hunt" for locations with different point values to visit and document, and prizes to be awarded to those who amass the most points. It sounds like a lot of fun even if you aren't trying to achieve the most points, and I believe we will try to incorporate some of the locations into our monthly rides.

Becki and I really enjoyed the Christmas party that Dennis organized for us this year, and I believe the rest of the people at our table agreed. We had a great turnout of members; the food was very good; and the catering idea worked well with them serving and clearing tables. Dennis took a lot of heat for the choice of caterers, but he stuck to it and I think it was a great idea, and I want to thank Dennis for all his effort. For those of us who want to enjoy a potluck, there is one being scheduled for this Spring; check the calendar and newsletter for further details.

I am looking forward to a great year in a great club, and I would not have volunteered to be president if I didn't believe we have great people in it that I truly enjoy doing things with. So if you have a new idea, want to lead a ride, help out in an event, or just want to be part of the decision-making process, don't hesitate to contact me or any other officer or director and we'll gladly point you in the right direction. A club is only as good as its members, and remember, we are motorcyclists in this club, not bikers.

P.S. I promise to lighten up on the Harleys; I think I've said all that needs to be said, and besides, it was just too easy.

We ride far.

We ride often.

We ride quiet.

A family story...Christmas 2007

By Bruce L. Hilger, ShopDoc

A constant presence during the hours of travel was the dark line of advancing clouds behind me, but I had to pull the motorcycle into a Lovelock Mc Donald's because of riders' fatigue for some reviving coffee. Two days before, winters first had wetted home and blanketed the Sierras peaks in white, making this trip uncertain. As my coffee worked I noted a tall fellow in riding gear and a red-white-n-blue head-scarf. I discounted him as a Harley Davidson Yuppie but as I was leaving I couldn't help asking him about his ride. He immediately sounded interesting and our conversation continued through his meal. He had retired to a yacht, to explore the seas with his wife for their later years but shortly, his mother had fallen ill. He was obliged to take up residence near her Hayward, CA home to care for her with a close-by sister. Fragility plus age had taken its toll and his mother withered; at the same time, unexpectedly, his wife of 25 years left him. After the funeral he felt a need to get away. Mentioning a book, *The Ghost Rider*, that told of the authors losing someone close paralleled his situation. He changed residence to a motor home, which he parked in Boise, ID, and bought the touring motorcycle. In a couple of years he had ridden thirty five thousand miles exploring distant points to the Pacific Northwest, and by coincidence today, had come from Yuba City (my home), headed for Winnemucca, NV and then Boise. We separated after a bonding of shared stories.

My pleasure of riding the flat, dry-brown Nevada byways coincided with my 92-year-old fathers' birthday in Ogden where he was being cared for by my brother. Cared for because he had begun to age quickly. And as I felt an instant kinship with this interesting rider it gave me pause to review events in my life. The rider confirmed my quest for the meaning of the futilities of life. Later, darkness made me stop and while waiting for motel service a voice behind me asked about my ride. My second meeting of the day, I somehow knew the gentleman and his wife were in

the white Chevy Blazer that I had passed some ways back. They were returning to Shelby, Montana, near Glacier Park, having attended a family funeral for his father. He was clean dressed and one whom you immediately liked. We spoke briefly and pleasantly, including the server, while getting our respective rooms. The next day the Gods smiled and I continued, a dry ride, across the remaining high dessert that served as a sanctuary for my family thinking. It has always been my pleasure to take this route but my mind tended to the subject at hand.

Two months ago I made a final go-through of Pop's house, and Mom's 'til '99, now realized like my friends, that all those childhood items I grew up with had a different meaning. I had been morose, saddened, reviewing the stillrooms and reliving the many remnants of our three-boy family life. I felt orphaned. We had been recipients, directed well and successfully through life's passages. Now, I was in a caregiver position and I could feel the support base I had bowed to from my father, now was reversed. I was trying to say goodbye but, no, the past was in new form, this old home was object testimony to what was finished. The three brothers, to continue, were now the gentle caregivers. I noted how naturally this unselfish switch in helping had evolved amongst us younger family members. The many riding-miles alone would make this more an accepting reality over the earlier fantasy because in the later there are never consequences and in the former there is true meaning. We were now together, strong, responsible and confident.

The sharing of cake and candles proved joyous for us all, thanks to my brothers' wife and stepdaughter. From this I could see, the youth makes challenges in the complexity of our world; from older eyes are viewed memories and traditions as a fading knowledge of what was once so immediately good and valuable.

The next day my return ride started in a four a.m.,

cold-rain with the road barely visible. I now bored into the eye of the remaining storm; guided by the white road lines, accompanied by the infrequent traffic. The hum of motor was a tape recorder to our conversations yesterday. Our family group had gone over sympathetically with the things important to an older mind. We were a big part of his living now, born in trust to the family sanctuary. Near Elko, NV,

on the high dessert basin I hit snow flurries. But after Battle Mountain the cold gray skies shifted to a warming blue. The storm ended. I removed protective layers and enjoyed the healing ride home.

Where in the World are Jim and Ayla?

If you made it to Manchester Beach camp this fall, you probably already know, but for those of you wondering – ‘What are Jim

and Ayla Douglas up to now?’, this should come as good news. After spending eight years remodeling an older home in the Amador County wine country, Ayla and I have moved to the North Coast of California. Swapping one motorcycle heaven for another we have become the new owners of the Sea Gull Inn Bed & Breakfast in the village of Mendocino, California. It is a nine (9) room Inn that was built in the late 1870’s and features beautiful gardens and decks with plenty of Adirondack chairs to relax in while sipping your favorite adult local beverage after a long day’s ride along the coast.

We had been spending our wedding anniversaries riding our BMWs to Mendocino since 1991, staying at the Sea Gull Inn for the past 14 years and always, dreamed of somehow retiring to the area. While visiting couple of years ago, we finally took a chance and made an offer to the lady who had owned it since 1984. Well, low and behold, we worked out a deal



(which included selling our Fiddletown home just in the nick of time....) and then we took possession of the Inn at

the end of June, 2007, right at the beginning of the high season. It was a sink or swim proposition and we just slipped right into it like we had been doing it for years. It is lots of fun meeting so many different people from all over the world. I particularly like seeing them come in all stressed out from their jobs, etc, then pampering them for a couple days and seeing the change to a relaxed happy person. So, when you need to get away to the coast, consider visiting your fellow Beemer riders in Mendocino at the Sea Gull Inn. Also, Greg Pert(e) and I have discussed a B&B event, so keep your eyes and ears open for that in the future. So, that is where we are and what we are up to. Jim Douglas – RCB PastPrez

email: seagull@mcn.org
web: <http://www.seagullbb.com>

The new FUEL Plus for your motorcycle is Here

Editor's note...I used the original fuel plus on my 1993 K1100LT and it worked fantastic! It was the precursor to BMW's onboard computer that we all love today. I pass on this article incase you want to upgrade your R1100, R1150 and 2005 or older K1200RS,GT models.

FUEL Plus ® Motorcycle Trip Computer

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FUEL Plus ® was introduced for BMW motorcycles in 1992. The addition of fuel injection to nearly all of today's motorcycles makes them a candidate for this remarkable instrument. FUEL Plus ® is 100% accurate allowing you to use more of your fuel thereby extending your range when you need it or to reduce fuel stops. When YOUR gauge says empty FUEL Plus ® tells you what you really have. It's more than you think! FUEL Plus ® adjusts to changes in wind load and speed. IF you chose to run to zero RANGE your engine will still be running, GUARANTEED!

ALARMS occur when set points are exceeded. The battery load test will alarm after starting if the voltage drops below the set point. If the alarm is frequent you should have your service shop check for corroded or loose connections and test the battery. A charging circuit alarm means the

alternator cannot keep the voltage up to the proper level. This could be from too much electrical load or the alternator is malfunctioning. In either case the electrical load should be reduced as much as possible. Watch the voltage on the meter to make your decision. Temperature alarms depend on what you are monitoring. If you don't want an alarm then set it to the extremes.

Operation is simple, when you fill up, a new range distance is displayed. Plan your next fuel stop without guessing. Use as many or as few of the functions FUEL Plus ® has to offer. FUEL Plus ® can be tailored to your motorcycle and your needs. Daily riding time and distance help you make route and time decisions along the trip. Set the trip odometer at the start of your trip, read any time during the trip and total miles on completion or use it to keep track of servicing. Use the factory trip odometer for marking junctions or short trips. RANGE TRAK can assist in making a long stretch near the capacity of your tank. Waypoint distance can alert you when you approach a junction. Any and all information can be read anytime by touching one of two invisible pads. The touch pads will work with winter gloves too.

How it works. When you refuel you must fill the tank FULL. FUEL Plus ® is manually reset to your

full tank or on some motorcycles it is automatic. To operate FUEL Plus ®, touch one of two invisible pads on either side of the FUEL Plus ® logo to select the functions. The touch pads will work through winter gloves and are not visible to those who might want to push buttons for fun.



The distance traveled is measured from speed signals on your motorcycle or from a speed pick up supplied with your unit. FUEL Plus ® measures the rate of consumption over a distance traveled and applies it to the fuel remaining in the tank. FUEL Plus ® keeps track of what's in the tank by measuring it (by the drop) as it passes through the fuel injectors. This is what gives FUEL Plus ® its accuracy. It does not use the tank float for measuring the fuel like factory trip computers.

FUEL Plus ® is weather proof and comes with mounting hardware. The display is back lit for night use. The back light is turned off during the daylight keeping it bright for many years. A bright red LED flashes for alerts and alarms. The case is made from polycarbonate, a material used for bullet resistant windows. The outside is polished and has no grooves to collect dirt. The finish is internal and will never rub off. It has an internal heater to keep the display crisp and reduce fogging in cold weather. One year limited warranty to the original owner. Find installation instructions here for your model motorcycle. Consult owners of FUEL Plus ® at IBMWR and LDRIDERS mail lists on the net.

FUEL Plus ® requires fuel injected engines. It can be calibrated to any size tank(s). Filling up to the factory specified FULL level is required. FUEL Plus ® supports miles, km, gallons, liters, Deg. F & C, 12/24 hour clock.

FUEL Plus ® was designed and assembled in Oklahoma. It has no China made parts. The design contains industrial grade components to give many years of trouble free service. Conformal coating is applied to the circuit boards and dielectric grease used on contacts to keep out moisture. It is repairable should it need it.

Installation requires electrical wiring skills. See the instructions for your model if you are considering installing it yourself. If you plan to have your dealer install your unit ask them to sell the unit to you. All the necessary parts come with the unit.

BMW R1100 series, K1200 series, and Generic in-

stallation manuals will become available soon.

FUEL PLUS COMPONENTS

For a limited time FUEL Plus ® is offered with a LIFETIME EXTENDED LIMITED WARRANTY to the original purchaser. The standard one (1) year warranty is extended for as long as the original purchaser owns the product. The buyer must complete the application enclosed with the product within (90) days to activate the extension. Warranties are not transferrable.

MONEY BACK GUARANTEE Electronic Resources will refund your purchase, less shipping, handling, and installation if you are not completely satisfied. If your unit has not been installed and is in its original packaging we will accept return within thirty (30) days of purchase by calling for authorization. If your unit has been installed and is not functioning properly please call for assistance. If you have tried FUEL Plus ® on your motorcycle for thirty (30) days and still are not satisfied we will accept your unit back for a refund within sixty (60) days of the purchase date.

Honda GL1800
BMW R1100 SERIES
BMW K1200 SERIES
Generic EFI engines

We sell direct and through participating motorcycle dealers. The price is \$487 plus \$12 S&H, 3-4 day delivery from Oklahoma City to the continental US. Order through PayPal. Orders in stock ship from Oklahoma City no later than the next business day.

The price is in US dollars. Orders shipped to Oklahoma will have sales tax added after the address is entered on the PayPal form. Most international orders deliver within one to two weeks. Check with your bank for conversion rate to your currency. Import tax may be charged at delivery.

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Your questions are welcome.
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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.

Kermit Motorcycle Camp Chair: Never used. Cost \$119 + shpg. \$100/offer tomreid@sbcglobal.net or (916) 952-3222 View at www.kermitchair.com (12/20)

Misc: Modern Concepts BMW riding jacket w/zip out waterproof liner, blk/gray, hard pads, size 10R (ladies) \$45; BMW Comfort Temp Liner, blk/gray, Large, this is the liner that keeps your body the same temp. when traveling through warm/cool/warm \$25; all items are in very good to perfect condition, call Greg 916-870-7841 or email xfil911@comcast.net (12/7)

Honda enduro style dirtbikes (2), both like new, used only a few hours, one 2006 CRF150F - \$2600, one 2006 CRF230F - \$3100. Will sell both for \$5400 Call Jim 530-432-1664 (11/22)

R1200GS stuff: BMW Motorrad Repair CD ROM for R1200GS \$55, Adventure seat, black and gray, \$200, GPS mounting kit, \$175. Call Mike 916-408-7754 (10/29)

Misc: Sargent seat for a R1100 GS, great condition with carbon fiber seat pan and super cell atomic foam



Round the world moto seen at A&S in the summer of 2007



\$150 obo please contact Paul email: me-diaht@sbcglobal.net (10/22)

Misc: Passenger sportboard and riser, for R1200RT, R1100RT, R1200RTP, Part #11-150 New price \$386. See at <http://www.iliumworks.com/Page.cfm?Category3=POWDER%20COAT&InfoID=5919&Search=> Your price \$60 Brand new condition!! Call Alan 916-203-4032, 916-421-4032 E-mail alanretired@sbcglobal.net (9/3)

Misc: Signal Dynamics headlight modulator. New cost \$69. New in box yours \$50. Works on all lighting systems. Legal everywhere. Call Alan 916-203-4032, 916-421-4032 e-mail alanretired@sbcglobal.net (9/9)

Tour Master Cortech Lite Jacket, Mens small, includes: shoulder, elbow and back armor Good condition \$50 Call Mark 916-834-7190 or email rtbmr@yahoo.com Pictures at <http://home.comcast.net/%7E055kscott/For%20sale%203.htm> (5/30)

1985 Honda XL350R dualsport 7000+ miles, \$1895. Call Alan 916-203-4032, 916-421-4032 e-mail alanretired@sbcglobal.net (4/20)

2008 Calendar of Upcoming Events

Check often because events are always being added or changed.

- Jan. 5th, 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.
- Jan. 8th, 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.
- Jan. 17th, Thur Every 3rd Thursday at A&S BMW you're invited to their Garage Party @ 6:30 pm. Interesting activities and eats. Check it out.
- Thur. Ride Meet up for a weekly Thursday day ride, "Because We Can Ride". Meet at Brookfield's at Sunrise and Folsom, eat at 8am and ride at 9am. For all retired, independently wealthy or just plain sick of work!

- Jan 25-27 Village Idiots at Death Valley
- Feb 3 Superbowl party, maybe Tech Session, Bryan & Marji Wright's home
- Feb 15-18 Airheads Death Valley Rendezvous
- Mar 7 Past President's 60th birthday
- Apr 1 – Oct 31 Ride to nowhere, John Flowers organizing
- April 18 RCB/BMW Sporttouring.com grand prix, RPM Motorsports, Phil Challinor organizing
- April 19 Tech Daze at the Challinors (Diamond Springs)
- April 20 First Responder class, A&S BMW, Phil Challinor organizing/instructing
- May 4 Mystery Ride, probably ending at an eatery, Marv & Lois Lewis organizing
- May 16-18 Lake Mendocino campout and dirt ride. Dennis Allstead doing the food, Jim Cyran doing the ride.
- May 23-26 NORCAL BMW 49er rally
- June 14-15 Thunderhill rider improvement weekend, arrive after 5:00 PM Saturday. Kim Rydalch and Jack Klauschie organizing
- June 19 – 22 Chief Joseph Rally, John Day, Oregon. RCB semi-organized ride leaving Thursday AM from Western Coffee Pot, Gary Stofer organizing
- June 27 – 29 Indian Creek Reservoir, RCB High Sierra Spaghetti Feed, Gary Stofer organizing
- July 17 – 20 BMWMOA National Rally, Gillette, Wyoming
- July 25 – 27 Top O' the Rockies Rally, Paonia, Colorado
- August 2-3 Ride N Bowl, Yerington, Nevada, Kim Rydalch organizing
- August 15-17 Doran Beach campout with Dutch Oven Feast, Roy Ulfsrud organizing
- Aug 26 – 29 Curve Cowboy Reunion, Midway, Utah <http://www.curvecowboyreunion.com/>
- Aug 29-Sep 1 NORCAL BMW's Gypsy tour
- Sep 20-21 B&B at Volcano, Ray Trujillo organizing
- Sept 28 5 Passes ride, Ken Caruthers organizing
- Oct 3 – 5 Manchester Beach extravaganza, KOA, Phil Sweeny organizing
- Nov 9 2009 Planning Meeting, location to be determined
- Dec 6 RCB Christmas Party, details to follow



River City Beemers, Inc.
PO Box 2356
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www.rcb.org

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January 2008

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