

# River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

July 2008

## River City Stuff

### President

Fred Jewell 916-683-3047

### Vice President

Dennis Allstead 530-391-5754

### Secretary

Lynn Clark 530-666-2127

### Treasurer

Stan Paolini 530-622-4808

### Membership

Bob Holleron 530-391-2831

### Newsletter

Kim Rydalch 209-521-8425

### Web Master

Ken Caruthers 916-353-1827

### Directors through 2009

Ted Alvarez 916-457-7619

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Lois Lewis 916-652-0575

Bob Holleron 209-245-6245

Joe Meyers 916-729-3319

Tom Moe 916-858-0891

Rick Blake 916-927-BMW Operator

### Directors through 2008

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Marv Lewis 916-652-0575

Stan Davis 916-992-0562

Jack Klauschie 530-677-6395

Larry Morris 916-705-3900

Mike Paetzold 916-920-2317

Ray Trujillo 916-601-9141

Roy Ulfstrud 916-342-7352

Bryan Wright 916-663-9175

### Past President

Gary Stofer 916-966-7910

### Membership Meeting

Sat Jul, 5th 8:00am

Western Coffee Pot

Auburn near Greenback Ln

Citrus Heights

### Director's Meeting

Tues Jul 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



I sure hope there's no more snow in any of my upcoming rides; I really have had enough, especially with most of it happening over the Memorial Day weekend. I mean, isn't Memorial Day close to June? And doesn't June mean summer? So how did I end up stuck in Kirkwood overnight waiting for the snowplows to clear the road so I could go home after riding 1500 miles around Nevada? Oh well, enough whining, I made it home OK and it's another adventure story to add to the list of many that seem to follow the Road to Nowhere Tour. I'm pretty sure that when we go to Wyoming in July for the MOA national rally we won't run into any more snow, but there are no guarantees in Yellowstone at any time of year, so let's hope for the best, weather-wise. Look further down in the newsletter for the July RTN bonus location description, I don't believe it will be our monthly ride this time, so RTN participants, it's every rider for him/herself. Don't follow me though, as it would probably snow on us.

It's not too early to start thinking about next year and what we're going to be doing (or not doing) as River City Beemers. The planning meeting is not until November, but now is the time to formulate plans as to what you might want to do for the club, new ideas for events, rides, destinations, get-togethers, etc. We are in the midst of the busy season now, so if you come across something you feel we could, should, or should not do, then make note of it. We are always looking for volunteers to host the regularly occurring events, and we always welcome anyone with a new and different thought on what we could do. If you are interested in being a volunteer or have some input on something new,

please come to the planning meeting, or you can show up at one of the Board of Directors meetings any time and state your needs, wants and desires. It's your club, and a club is only as good as its members, and I know we have lots of great people in the RCB. All it takes is a little effort, and there is ample personal reward in being involved in activities that benefit your club and its members. There are many challenges ahead facing the club, and it's up to the membership to help conquer them.

I'm glad to see that people took me up on my plea to use the RCB forum more, although Ken totaling his K12S was not the textbook method of developing more communication; it seemed a little extreme to me, but it sure did get people talking on the forum! All kidding aside, I am glad Ken did not get hurt worse than he did, and now he is the proud owner of a new K1200GT! Hopefully there will be fewer threads that involve crashing and more that involve motorcycling Q & A and other club interests. It really is an effective communication tool that's available to all of us at any time. Look there for the July club ride destination, just as soon as we decide what it is.

Once again, no one guessed right (OK, no one tried to guess at all) on the origin of my quote last month, so the small but useful prize goes un-awarded. It was a trick question, as I stole it from my Dad, but I think maybe he stole it from Sigmund Freud, a major figure in his life. This month's is too easy if you know where to look - "Constantly choosing the lesser of two evils is still choosing evil." And has anyone yet caught the grammatical error in my tag line?

Remember, we're not bikers, we're motorcyclists.

We ride far.

We ride often.

We ride quiet.

# Do You Know the Way to San...Yerington?

The Yerington Ride & Bowl is fast approaching. Reservation info is available in the calendar section so check it out if you still haven't called.

There are three ways to arrive in Yerington.

- Ride your own route to the city of Yerington and meet the group.
- Ride your own route to Genoa, NV and join us at the deli for a great lunch before riding to Yerington.
- The most fun option is to attend the club meeting at Western Coffee Pot for breakfast and then ride with Gary Stofer on very interesting roads to Genoa for lunch and then the

final ride to Yerington.

The bowling fun starts at 5 pm and ends around 7 pm. You are invited to bowl or join the cheering section where all the liquid refreshments are flowing

For those who prefer a movie there is a small cinema inside the Casino and the movie starts at 7 pm. Call the Casino for movie info.

See you there and bring your bowling shirt!

## The Golden Hour

Do you know how to use it?

By John G. Sulpizio

Now, here's stunning statistic. For every minute beyond the first hour after a serious accident, the probability of survival of the rider drops by ten percent! Phil Challinor, professional Emergency Medical Technician, told a group of thirty how to make the most of that Golden Hour if you happen to be the first person at an accident scene.

Phil, a former Marine, has thirty-one years experience as racer, mechanic, accident reconstructionist, and recreational rider. Chucking a successful executive's career in the commercial linen business to pursue his passion, Phil is now an EMT with the Folsom Fire Department. He loves to ride with his wife, Jamie. He loves to share his knowledge with others and he has an obvious "gift" for it. A River City Beemer since 2005, he enthusiastically shares the value of acting fast and smart between the time when the rider goes down and the emergency team arrives.

Phil delivered his session thanks to the hospitality of A&S BMW, Owner Randy Felice and his superb team of service personnel, who graciously provided



the meeting space, lunch, refreshments, and some of the elbow grease to make it happen.

In the space of this short article it is impossible to share the wealth of information that Phil taught in his five hour session. However, there were a few themes that emerged that caught my attention and I hope they are sufficient to whet your appetite for attending his next course.

First, Phil is a citizen advocate. When you first arrive

on the accident scene, immediately call for emergency service and don't be bashful about asking for what you need. He advocates that your taxes fund these emergency services and when you need them you should ask for them. If you think the patient is going to need an air lift, ask for it!. It's better to send it back unneeded, than to protract the time it takes to get the rider to an emergency room. You've only got one Golden Hour.

Second, don't be the victim. Think and act preventatively. Wear protective gear. Stay hydrated. Keep your electrolytes up. Dress for the weather conditions. If you're predisposed to diabetic conditions or have other personal vulnerabilities, don't ignore them. Rather, accommodate them with timely meals, snacks or rest stops. If you're first on the accident scene, protect yourself. Don't be another victim of the accident by acting without thought for the hazards at the scene. Stay calm. Get your motorcycle off the road. Look around and start gathering information and making mental notes about exactly where you're located.

Third, others may gather. If you happen to take control, affirmatively share the chores, sending one person to make the emergency call, another to secure the scene, another to assist with the emergency medical response. Emergency response is not for everyone, so if you cannot handle the sight of blood, let another take the lead. Sometimes, less is better and the "do nothing alternative" may be the best option. Keep reading.

Fourth, assess the patient. Conscious? Breathing? Pulse? Bleeding? Spinal damage? Signs of shock? Here are just a few tips. Don't shake or move the downed rider and don't remove his / her helmet. If the victim is on his / her stomach, leave them there. There is one major exception. A victim must breathe to remain alive, so move a victim only to assure breathing. Clear airways (mouth, nose throat). Assess baseline breathing and note any change over time. Additionally, tissue must be fed with blood if it is to remain alive. Don't move a victim unless you must do so to keep blood pumping to an extremity to preserve its viability. You're going to have to take the course to figure out when that

may be!

If the victim is conscious, keep them still. Talk to them calmly while collecting information, which is invaluable to the emergency team. Locate written personal information, if you can. Figure out how the accident happened. Was there a long slow slide or a sudden stop? Don't lie or make false statements, especially if there is a co-rider or spouse also involved in the accident. If there's bleeding, apply a compress. If the bleeding is profuse, pile on the compresses, don't remove the old compress and replace with another. If you can elevate the injury above the heart, do so. Avoid any makeshift tourniquet! Tourniquets are a last resort, and if it is applied, hold it till emergency team arrives. Tourniquets can kill all the tissue beyond the point of application.

In the last few paragraphs, I've offered you just enough information to be dangerous, or just enough to prompt your taking the course. This later result is what I hope for, and there are two reasons.

Phil's First Responder Course teaches you to prospectively save a life. What you do for that downed rider in the first minutes after the accident can make a big difference in whether your accident victim will survive. In those first few minutes of the response, you provide the first treatment in the "Golden Hour", the time in which the patient has the best chance of full recovery.

Phil's course shared a second benefit that I had not anticipated. It taught me how to be a better victim. He shared the advantage of going limp during a fall or slide, the effect of adrenaline on the body, and the need to methodically wait till the accident is actually over before we do anything. Then, lie still while your brain and body reconnect for assessments. So, the next time the course offered, be encouraged to take it, because the life you save may be your own.

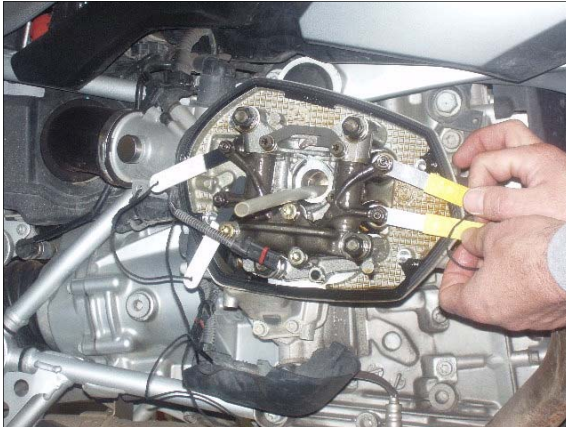
Ride safe!

Eat well!

# Tech Daze

## TECH DAZE

by John G. Sulpizio



Why would A&S BMW provide their service shop, a service manager, two top-notch

techs, and a service writer so you can fix your own motorcycle? They do it because they are one of the smartest, most progressive dealerships in California. They realize that a technically savvy rider makes a safer rider and a better customer. The River City Beemers are especially fortunate to have such a forward thinking dealership for its club sponsor. Tech days don't get any better than the one A&S hosted on April 20th.

Kudos goes to A&S BMW for opening its entire service area with lifts, air, and special equipment for members. Special appreciation goes to Randy Felice, Owner; Service Manager, Tim Whalen; Service Writer, Kayla Pihera; and two superb and experienced technicians, Jim Anthony and Ryan Hildebrand. Starting at 10 AM, the A&S team "hung tight" with the members till 4 PM as they tackled routine maintenance, new equipment installation, and repairs. The work ranged from a simple oil change to the complete replacement of a clutch.

Appreciation also goes to Phil and Jamie Challinor. Phil organized the day with Randy and Tim. Jamie, Phil's charming wife and avid F-800 ST rider, pulled lunch together for everyone at their cost. On behalf of the Beemer Bums, thank you very much. With his first responder course on Saturday and his extraordinary contributions to Tech Daze, it was definitely a

marathon weekend for Phil and Jamie Challinor. Thank you very much.

For those of us who normally work on our knees in the garage, working off a hydraulic lift in a state-of-the-art service center was seventh heaven. Sebastian Mindling did a simple oil change on his grey '06 K1200 S. There are actually two drains, one in the engine, another in a tank to exit all the oil. Oil goes back into the tank located under the seat.

Roger Sweitzer tackled a full service on his grey '06 L 1200 LT. At 37,000 miles he changed the oil, checked the valves, and adjusted cables. That's no small chore getting to all those moving parts under all that plastic. Roy Ulsfrud was there to help Roy and fortunately, the quality of the "flying brick" proved itself when it revealed the valve shims did not need replacement.

Oil, valve adjustments, and throttle body synchronizations were performed by a number of members on their R models. Steven Matros tackled the job on his dark blue '04 R 1150 RT. Robert Odom with help from Rudey (he told me he doesn't have a last name because he's on the lamb) did rear brakes, new alternator belt, valves and synch on his blue R-1100 R.

Jim Callmor came all the way from Lake Tahoe to learn a little more about his yellow R 1200 GS. He installed rear brake pads, adjusted valves, synched his throttle bodies, and installed new safety bars. And during the work, he was absorbing more information





about suspension, setting sag and other fine arts of motorcycle maintenance from Phil and the tech team.

However, the award for the biggest cajones went to Bob McCarthy and his son, Sean, for changing out the clutch in his '97 Sea Foam Green, R-1100 RT. Everyone was "blown away" by the grit of these two guys. After 61,000 the clutch began to slip at speed and Tech Daze offered the perfect opportunity to correct the problem. With Ryan Hildebrand hanging tight with the McCarthy father-son mechanic team, they stripped the RT down, jacked the rear end up, pulled the drive train, replaced the clutch, and reassembled the entire motorcycle in only 6 hours. That was no small feat and amazed the masses.

There are a few reasons some of us like to work on our bikes. One is that we enjoy working with our hands. For some it's better than psychotherapy. Another is that we obtain anal gratification knowing with certainty that the maintenance or repair was done with personal care and attention. There's no doubt about how the job was done. And finally, there is a considerable savings in doing the work yourself.

For example, the retail quote on a clutch replacement is slightly more than \$1,600 with approximately one-third of the price devoted to the cost of parts. The total cost can go higher if there are bad seals or other evidence of leaks in the drive train. However, the McCarthy RT was dry and tight. So,

the Bob-Sean team saved \$1,000 by doing the work themselves. However, please note that the McCarthy team also had an experienced and certified BMW tech working with them for the entire duration of the repair.

Replacing a clutch is definitely not for the faint of heart. It's darn scary to see your beautiful motorcycle eviscerated, its stylish rear end pointed skyward, its electronic veins and arteries severed at every connector, and its naked digestive system exposed to the elements.

If you're just getting started, play it smart. Start with an oil change or an air filter replacement, move up to changing your brake fluids, and get your Bachelor of Arts in valve adjustments and throttle body synchronization. Thereafter, you can go for a PhD in clutches. And you know what. If you get in trouble, you don't have to be afraid to consult A&S or take your bike in pieces to them and say "I got in over my head." They're there to help you. Ryan assured me he knows which bolts go where.

What I'm beginning to realize is that the more knowledge you possess about all aspects of motorcycling, the safer and better rider you can be. We customarily first think about the obvious skills of maneuvering our motorcycle, throttle control, counter-steering, cornering, and the other fine arts of smooth riding. (By the way, don't forget about Thunder Hill in June.) However, we don't customarily think about medical safety or motorcycle maintenance and how it makes us a more informed, and



thus, safer and better rider. When you go into a corner, it's psychologically reinforcing to know the machine you're riding is in top operating condition. And, Lord forbid, if you go down, you now also

know to stay limp.

Ride safe!

Eat well!

## **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.*

2004 Triumph Tiger 955, Fuel Injected, 19K miles, factory hard bags, new front tire, battery & rear brake pads. Excellent condition. Tags good till May 09. \$5900, call Gerry @ 916-392-5857, or ohooligan(at)gmail.com (06/09)

Camping equipment: Quest 2-man, 3 season tent \$75. Wenger 3 man tent, only used once \$20. 4 self-inflating sleeping pads, various makes & sizes \$10-20 each. Therma lounge chair seat \$10. Call Gerry 916-392-5857, or ohooligan.gerry(at)gmail.com (5/22)

Riding Gear: Oxtar Sunray GTX boots, ladies, in box new condition, size 9 EUR 41, \$100. SHOEI RF-1000 R.Blue sz XL 7.5/8-7.3/4 inch 61-62 cm, in box, in micro fiber bag, clear shield. Helmet is in mint condition, used for 1K, \$200. ICON Denim Blk Pants, mens size 36w 33L, \$30. JOE ROCKET BALLISTIC TEXTILE MOTORCYCLE PANTS Tall/Med Ballistic 5.0 w/ knee protectors, mens Size 36, \$80. Call Dennis 530-391-5754

Misc: I have nine shims and the two tools needed to change them on the early flying bricks and the 750 three flat BMW engines. \$100.00 for all. I also have an exhaust wrench - the STEEL one for the BMW airheads for \$35.00. Please call Mike Miller at 916-408-7754. (3/31)

## **July's RTNW Bonus**

By Tom Lashbrook

For July we're going to send you to a gold mine up in the hills. But this gold mine isn't in California's Gold Country. This month's main goal is the Homestake Mining Company's McLaughlin mine in the very northern tip of Napa County, near the end of Berryessa-Knoxville Road, south of the Lake County line.

Required photo: The gate on the east side of Berryessa-Knoxville Road with the HMC letters attached. This gate is a few feet up a side road, just a little bit south of Napa County paddle marker 33.00. Of course, your bike and rally sign must be in the photo as well. Points: 2,760.

I know many of you have ridden Berryessa-Knoxville before. For those who haven't — the road is paved, but the last section, riding north from Lake Berryessa,

is a narrow, rough goat trail, with some water crossings. For those who don't like the sound of that, you should approach from the north by riding down from the town of Lower Lake. From the 4-way intersection of state routes 53 & 29 (it's the only signal light in town), turn south onto Main Street, which becomes Morgan Valley Road, then becomes Berryessa-Knoxville at the Napa County line. Coming from this direction the road is in better shape to the HMC gate.

Continue farther into Lake County, and get a photo of the "Welcome to Cobb Mountain" sign for 200 bonus points. This sign is along southbound SR 175. Adjacent to the required sign is a green and white DOT sign reading: Adams Springs 1, Hobergs 2, Middletown 12.

# 2008 Calendar of Upcoming Events

Check often because events are always being added or changed.

- June, 7th, 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.
- June, 10th, 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.
- June, 19th, 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.
- Wed. Ride Weds. Dinner Ride, Meet between 5-6:30 pm, Leaves every Wednesday evening at 6:30 pm from the Coffee Republic in Folsom.
- 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!
- July 17 – 20 BMWMOA National Rally, Gillette, Wyoming
- July 25 – 27 Top O' the Rockies Rally, Paonia, Colorado
- August 2-3 Yerington Ride & Bowl, Yerington, NV. Call Vicky 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.
- 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 6-7 B&B at Volcano, Ray Trujillo organizing, see web for details.
- Sept 27 Vintage motorcycle show @ A&S BMW, more info later
- 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

<http://4theriders.com/>

Check out the web site to buy your CD of photos from the Thunderhill Skills Day on June 15th. Lots of great photos of all the participants. Hope to see you next year! More comments and pics in next months newsletter.





River City Beemers, Inc.  
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July 2008

## **A & S BMW Motorcycles**

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(800) 689-9893  
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Mon-Fri 9-6, Sat 9-5, Sun 10-4

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2438 COHASSET ROAD, CHICO  
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**HOME OF THE OZZIE RACING TEAM**

### **Welcome to New Members**

Stephen & Vicki Childs, Placerville

Shawn & Cindy Klein, Sacramento

Tom Terry, Vacaville

### **A&S BMW Motorcycles Announces...**

**Garagenpartei.... 6:30 pm—8:30 pm**

**Every 3rd Thursday of the month**