

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

September 2010

River City Stuff

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Mike Robles 916-718-1514

The President's Corner

by Fred Jewell



I'm on vacation so enjoy some Thunderhill photos from last year and other locations!



Membership Meeting

Sat Sep, 4th 8:00am
Susie's Country Oaks Cafe
500-G Cirby Way
Roseville

Director's Meeting

Tues Sep 14th, 7:00 pm
Perkos
9647 Micron Ave
Sacramento, CA

Breakfast - Be There!

Every Saturday 8 am
Susie's Country Oaks Cafe
500-G Cirby Way
Roseville

Weds. Dinner Ride

Meet between 5-6:30 pm
Leaves every Wednesday evening at 6:30 pm from The Coffee Republic in Folsom

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Thunderhill—Cool 85F on Sunday! Be There!

Probably the greatest misperception regarding our annual Rider Skills Improvement Day (RSID) is that it's all about speed and racing. Well, if that's what you want, we do have an "A" group who receive no instruction and essentially are turned loose to see how fast they can circumnavigate the track.

But the vast majority of our attendees come to learn and practice safe, street riding skills – The fact that this learning is conducted on a clean, unfettered track is key. Oncoming traffic, obtrusive cars and trucks, and other distractions are eliminated, providing the participant with a perfect environment to acquire skills.

Intermediate and Beginner skilled attendees at this year's (our 15th) RSID will be paired with riders of similar skills, and alternate between classroom and track time – Classroom time to re-view the course, the turns and techniques, and to relax; and track time to put all those newly acquired skills into practice.

Praise of last year's event was universal – Everything from the venue to the instructors to the curriculum to the volunteers was appreciated. Even the food and facilities! If RCB were to turn

RSID into a business, it would probably be pretty successful – Except for one minor issue – Getting enough RCB participants.

Last year's attendance was barely 30% RCB members. The balance of our attendees came from as far as Boise, Houston, Reno and Monterey. This year the RCB member ratio is starting out even lower than 30%. Speaking as a volunteer, recruiting distant riders makes the job more difficult, and seeing so few RCB participants is somewhat disheartening.

If you're considering joining us, please get your application in before all the outsiders do. And if you aren't considering joining, ask yourself why not? There's not a better deal (cost-wise nor fun-wise) to perfect those riding skills.

RCB's 15th Rider Skills Improvement Day is Sunday, Aug 29 at Thunderhill Raceway Park. More information can be found at <http://www.rcbthunderhill.org/> or call Kim at 209/402-7714.

Classic Motorcycle Rally in October

This is a reminder that the Central Coast Classic Motorcycle Club (CCCMC) Rally is coming up on October 7th-10th in beautiful San Luis Obispo County.

We will be sponsoring many events, starting on Thursday even-

ing at downtown SLO's famous Farmer's Market. On Friday, CCCMC will lead a ride up Hwy 1, which will end with an evening bonfire and dinner at Avila Beach. Saturday is the main event, with a classic motorcycle show and swap meet, featuring vendors and a charity raffle for the Woods' Humane Society.

On Sunday CCCMC will lead another ride along the back roads of SLO County.

The marquee brand for this year's rally is Norton, and their newest models will be on display Saturday. Also at the rally will be

the World's Fastest Indian and motorcycle innovator Craig Vetter.

Log on to our website, www.centralcoastclassicmc.com, for updates, locations and directions, and additional information of other notable industry celebrities who'll be joining us. Be there!

Successful Ride

By ShopDoc (Bruce Hilger)

I just did Sag this weekend (July 10th) for the Markleeville Death Ride (3000 riders, 130 miles, 16,000 ft of climbing with >10% grades in one day, average 12 hours peddling) with eight others from RCB on motorcycles.

This is where gratitude with capitol G is intimately felt. The RCB commits knowing the help it provides. Grateful responses erupts from peoples faces as you ride by the weaving lines, the many back pats and hand shakes transmit a feeling of bondage with strangers because of these two parallel acts.

On closed roads we are the only means to carry downed riders, broken bikes, needed TP and other supplies, get new parts to them in the field, carry messages and reports between support stations; an integral part of bringing together this complex event. All of this is possible through the miracle of dedicated bicycle riding.

The Death Ride, a super, heroic event and is both test and achievement. People step out of the shadows into the volley of cheering spectators to attempt a physical test of unknown and

singular proportions. This either bold or humble endeavor is a test without failure it is so difficult. People are putting in their all, learning a new/spiritual focus, finding unknown, hidden limits and redefining themselves.

The long, constant pull to reel in the steep miles of mountain road redefines and overcomes pain in helpful terms that makes the rider gain here-to-fore unimaginable goals. As they recognize during the weary interludes they learn this is not a lonely life but it reflects a group activity with common purpose and goal, giving a greater freedom for them as a group.

We in RCB are a part of this, to help make it happen. There is much more I could say because this is real life- magnified through individual sacrifice which is never to failure but to achievement. In the end it is clear they are doing what we all are; every hour, day is an achievement of proportions, nothing less. Keep it up. I want to especially thank Kim for his superb organization, plethora of details and joy in a Beemer accomplishment.

Next years Death Ride will be Saturday, July 9 2011. Anyone who has never volunteered call me and see if you have what it takes to be a SAG rider. Call Kim Rydalch at 209-402-7714.

New fire bikes are a first for UK

Two motorbikes fitted with firefighting capability are the latest addition to the Blue Light fleet at Merseyside Fire and Rescue Service.

It is the first time motorcycles with firefighting capability has been used in the UK and the bikes, along with the personal equipment, have been specially designed.

The BMW RT1200 police-spec bikes will go on the run in August, attending small rubbish fires as part of a six month pilot.

Deputy Chief Fire Officer Mike Hagen said: "We are once again looking for innovative ways to help us tackle the issues that we face in Merseyside.

"Anti-social behaviour fires, such as wheelie bins and skips,

account for 62% of our total fire call-outs. We used to send a fire engine with a full crew to tackle them, but we want these appliances available for emergencies where life or property are at risk. In recent years we have looked at alternative ways to tackle these incidents and these fire bikes offer a new, exciting possibility."

The bikes carry two 25 litre water tanks and a 30 metre hose reel with lance delivery branch that produces water droplets and foam. This mixture of foam and water can 'knock back' a fire quickly.

Riders Colin Golden and Chris Bowers are both advanced riders and have also worked with Bikesafe, which promotes safe riding for everyday motorcyclists.

It's not just the fire bike that is a new addition – but also the

personal protective equipment. Merseyside Fire and Rescue Service has worked alongside Universal Carbon Fibres to produce a kit that not only meets EU firefighting standards but also EU professional motorcycle rider standards.

Motorcycles have been used by Fire Services for operational duties throughout the world for some years, including Hong Kong, Sweden, Denmark, Italy and Turkey but this is the first time they have been used in the UK. They join a growing fleet of bikes at Merseyside Fire that have been used to



respond to automatic fire alarms and promote road safety.

Group Manager John McCormack, who has led the project on behalf of the Fire Service, said: "It is a pioneering way of dealing with small fires and because it has never been done here, the project has been several years in the making. The bike and the kit have been specifically designed so that they are safe and fit for purpose and we are impressed with the products that we now have. We will now be trialling them for six months on the streets of Merseyside."

So you want to be famous...in your own mind?

By Kim Rydalch

I wanted to do a challenging Iron Butt Association ride, but at the same time not get lost in the thousands of names on the official web site. There are less than 300 names over a 10 year period that have completed a Border 2 Border Insanity or a Border 2 Border 36 hour ride so that is what I decided to do.

If you finish a Border 2 Border in 24 hours or less you will be certified insane

whereas if you finish it in 36 hours or less then you're just rumored to be insane. I knew I was insane, but I needed to prove it. I hope this article will help you prove to your friends that you too are certifiably insane!

I planned my trip so it would be the week after Memorial Day weekend in 2009. I had my 2007 R1200RT ready for the ride. This would be the most comfortable bike I've ever owned with Rocky Mayer heated seat, cruise control, ESA, heated clothing and a drink system.

I used my trusty Arai Corsair V helmet that is very comfortable



and vents a lot of air. I wore preformed ear plugs with speakers molded inside. They are very comfortable and allow me to listen to my XM radio, GPS and Valentine radar detector. I wore LD comfort long johns and a LD comfort long sleeve shirt with half turtle neck. I also wore my favorite combination of Aerostich roadrafter pants with my BMW Rally 2 jacket. I love my Held Steve gloves, <http://www.heldusa.com/> and used them for my

entire trip. I wore a BMW cool max balaclava that when soaked with water was an air conditioner for 20 minutes of glorious relief from extreme heat. Before I became chilled I added my Warm & Safe, <http://www.warmnsafe.com/> heated long sleeve jacket and then wore a thin windbreaker over the heated jacket to form a comfy cocoon of heat around my torso and arms. I rode in temperatures from 32F to 105F and my LD comfort clothing performed perfectly as my first layer of clothing. Check out their web site at www.ldcomfort.com.

I recommend buying Mexican vehicle insurance on line to save time. You will be in Mexico for less than 30 minutes and the insurance will cost you around \$40 so it will be tempting to not

buy it. I had no close calls of any kind while in Tecate so you could say I wasted my money on insurance, but if I did have an incident I would have gladly paid my entire life savings to get out of jail. Pay the \$40!

My next step was to check out the government's web site on border crossing times which can be found at this web site <http://apps.cbp.gov/bwt/>. In my research I found that 9 am on any Thursday was the time with the least amount of traffic crossing into California from Mexico.

The most difficult portion of the B2B ride is where to start in Mexico and how to get a computer generated time stamped receipt that will be accepted by the IBA. The Internet was my friend and I discovered a McDonald's restaurant in Tecate, Mexico which was located only four blocks from the border crossing.

The second potential problem is finding a witness at the start and finish of the ride. I had my youngest daughter living in San Diego so I used her as my witness when I left San Diego and headed for Tecate, MX. If you don't have family you can easily use the BMW motorcycle dealer the night before the big ride. It is OK for you to have a witness sign the night before because they are witnessing your motorcycle's odometer reading. Remember the official ride doesn't begin until you have your first receipt with a time stamp.

The finishing witness form can be simple too. Get your ending time receipt first. Now you are off the clock so that will give you time to find a witness. I happened to buy a candy bar to get my official ride ending receipt. I struck up a conversation with the cashier and told him what I had just done and he was more than willing to walk out and observe my odometer and then sign my pre-completed witness form. It was that simple.

The total mileage was going to be 1496 miles from Tecate, MX to Milk River, Alberta, Canada. If you want to do the ride in less than 24 hours then you won't have time to eat at any kind of restaurant. You will need to carry all of your food with you. I've found that my favorite beef jerky is the best food to have. It doesn't upset my stomach and actually quenches my hunger, but doesn't cause any kind of drowsiness that a big meal would cause.

I woke up naturally without an alarm and then ate breakfast, said good bye to my daughter, Jenae, and rode towards Tecate. Since I was still off the clock I filled up my gas tank on the California side of the border but kept the gas receipt for the ride record. I then crossed into Tecate without incident. I counted down the four blocks and then turned left. There was the McDonald's to my right and I entered the parking lot. I didn't need to exchange any money. I had a lot of American one dollar bills and coins with me and I bought myself a bottle of water. The cashier told me what I owed in USA money and handed me my coveted receipt. It had all of the basics, time and the name of the city. Now I'm ready.

It was a very short ride on one way streets to return to the border. Just like my research had shown I rode to the wait line to speak to a US border agent around 9 am. There were no cars in front of me except for the one that was speaking with the agent. In less than two minutes I was speaking with the agent. I showed him my passport. He asked me what I had been doing in Mexico. I told him I wanted to check out a foreign McDonald's. He then asked me where I was going and I told him back to San Diego to visit my daughter. The entire time I still had my helmet on with the motor of the BMW turned off. It was that quick! One word of advice...do not tell them your planning on riding direct to Canada in less than 24 hours. That will send you to secondary for a major inspection faster than greased lightning and who knows how much wasted time. Remember...you want your friends to know you're insane, but not the government!

Now I'm on my way toward San Diego and linking up with I-15. Once out of California there are only two traffic spots between me and Canada. Las Vegas and Salt Lake City are my only obstacles but I didn't realize just how bad traffic was going to be at the I-10/I-15 intersection. Even with splitting lanes when I could it took 15 minutes to finally clear that area. My first gas stop was in Barstow, CA and by trying to keep my gas stops at less than 10 minutes I was off.

When I arrived in Las Vegas it was 105F! My XM radio was so hot it was acting up by turning itself on and off so I just turned it off. There was road construction that delayed me by 30 minutes before I finally rode out of town. I turned my XM back on and everything was normal so with a big smile on my face and smooth jazz playing in my ear I was making good time again.

My next fuel stop was in Mesquite, NV and again keeping the stop less than 10 minutes. When I reached the city of Fillmore, UT there was a sign on the Interstate that the next 30 miles had an 80 mph speed limit! Two miles after the sign there was road construction and the speed dropped to 65 mph. Such is life.

My next fuel stop was in Nephi, UT. I wanted to avoid the hassle of looking for fuel in the Provo-Salt Lake metro area. When I approached northern Salt Lake-Ogden area around 10:30 pm there was major road construction going on. That held me up for another 20 minutes of very slow stop and go riding. I was so upset that I was going to lane split no matter what. Only one problem...there were two Utah State Troopers in both lanes two cars in front of me. Finally I'm clear of the construction mess and making good time.

I stop in Pocatello sometime after midnight for fuel and in 10 minutes I'm out of there. I was very surprised that I was still wide awake with no drowsiness creeping in. I was prepared to stop the bike at the side of the road and do some calisthenics to get the blood flowing, but I never needed to.

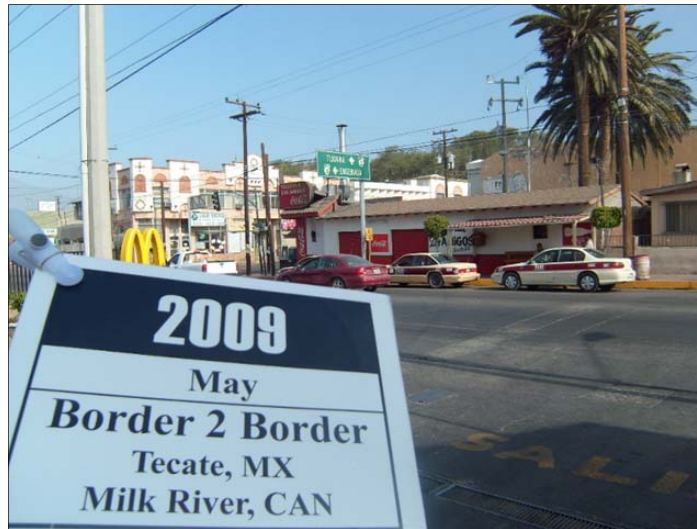
I can't believe how few vehicles there are on the Interstate after midnight in Montana on a Friday morning! I was also pleasant-

ly surprised that I did not have an animal sighting the entire ride through Montana. I set the cruise for 85 mph and only slowed down for mountain passes and towns. It was great!

I fueled up in Dillon, MT and put on my electric Warm and Safe jacket and prepared for the cold temperatures that would be coming. When I rode the mountain passes out side of Butte, MT the BMW's temp gauge showed 32F. It's amazing that only a few hours ago I was in Vegas sitting in traffic in 105F heat! The Warm & Safe jacket was superb and kept me warm and comfy.

Thankfully with no animal sightings at all I was cruising to my last fuel stop out side of Great Falls, MT. I had daylight and I was on the home stretch. My GPS said I'd make it with one hour to spare if nothing else went wrong. The last hour before the Canadian border was when I finally got very sleepy. Not enough to stop and do calisthenics, but I didn't know my jaw could stretch that much during yawning.

I arrived at the Canadian border on I-15 at Coutts, Alberta, Canada. The border crossing was uneventful with only two cars in front of me. I showed the border agent my passport and told him I was heading for Lethbridge, Alberta and would be in the country for a few days. With that completed I continued on my



way for 15 more miles to Milk River, Alberta.

I stopped at a bank ATM in Milk River and got some Canadian cash. The receipt was crap! It only had the name of the bank and the time. No mention of Milk River any where. I had to go for my back up plan and look for a gas station. I found a convenience store with gas and bought a candy bar for the receipt and it had the time and the name of the town. I had just completed my B2B Insanity ride in 23 hours. Perfect!

The cashier at the store signed

my witness form and I was good to go.

I was wide awake by this time so I rode another hour to Lethbridge, Alberta and booked a room with an indoor pool and spa. I changed into swimming trunks and soaked in the spa and relaxed after a fun ride.

As I write this I wanted to see how many people have completed this ride since 2003. I looked at the IBA web site and so far no one has attempted a B2B Insanity during the year 2010. People seem to be in great fear of the border towns of Mexico so it really is a very limited IBA ride. I'm now one of 160 that are certifiably insane by the IBA since 2003.

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.

There is an Android application which may be of interest to your members. It is called CRADAR (CRASH Detection And Response). It is free to download and use.

Here is how it works: If you fall from your bike, the smart phone detects the fall, and if you do not enter an "I'm OK" signal in a user-settable number of seconds, the phone will initiate a call for assistance to a number that you have designated and will include your GPS location.

This seems like a natural for people who ride alone, especially off-road.

Picnic and camping close to town in Grass Valley. Group usage rates available. Our backyard has 600' of Wolf Creek. We have set aside 300' + for this usage. Trout fishing, swimming, picnic and camping right by the creek. Outhouse, commercial

swings, wash area, lots of tables and chairs with a covered area as well. Most all is well shaded with trees. Large 3' x 5' charcoal barbecue. Located by Hwy. 49 & Lime Kiln Rd with two miles. Photos on this link <http://gallery.me.com/russbeout/100837> Contact Russ & Mary 530 268-3815 email abme@cwnet.com

Wanted:1985 K100RS Aeroflow Windshield:

As some of you are aware, I "misplaced" my windshield during the Rally at Redmond. I figured somebody's got one, or knows somebody who's got one laying around in their garage. Jack Weiglein-916-716-0413

2002 K1200LT Elite with Ohlins shocks. 33,204 miles. It also has a Bushtec trailer color matched to the bike, (green). \$9,995.00 for all. If interested, call 916-408-7754, or if you see me ask about it.(8/16)

2003 R1150 GSA Black Givi windshield Rick Mayer Saddle Hepco Becker Top box and bags new tires 60,875 mi. \$7,500 obo Call John 530 677 1931 (7/19)

2000 K1200LTC Canyon red Piai lights Moto lights Aero

headlight protector Chrome Bushtek trailer hitch and other add-ons 57K mi. \$7,500 obo Call John 530 677 1931 (7/19)

Nolan N103 XL Silver Helmet for sale, Purchased June 29th and it does not fit my head as well as I had hoped... Worn once for 3 hours. \$349 plus tax new will sell for \$300 Bob 916 208 6641

1983 R100RT 60th Anniversary model Pearl White, 72K in great shape and with BMW and aftermarket options. \$4,500. Dennis 530-391-5754, e-mail:clcman(at)sbcglobal.net (6/11)

2006 1200 GS Adventure 7700 miles black and silver new tires very clean \$9500 or best offer. Call Bryan at 916-847-2001 (5/17)

Backpacking Tent Sierra Designs Light Year 1 3-Season. Packed size, 19" x 5" and a feather-light trail weight of 2 lb. 11 oz. A great 1-person tent. \$85.

3/4" Therm-a-Rest. \$25.

Whisperlite Internationale 600 stove. Burns a variety of fuels and packs small. \$45. Dennis 530-391-5754(5/17)

Nitro Mesh Racing Jackets Brand New. One in Grey and One in Red. Med size. This Jacket (not the ones for sale) has been personally crash tested on two occasions and it works well. See here <http://www.cbxmanmotorcycles.com/Vega-Nitro-Mesh-Motorcycle-Jacket.aspx>. Cost \$89 sell \$59 each. Alan Westfall 916-203-4032 or 916-421-4032 (7/31)

Wanted: R100RS Seat, Krause bags w/racks, K75RS handle bars and stack header pipes. Let me know what you have. Call Steve Hartshorn, 530-277-6630 (6/14)

2010 Calendar of Upcoming Events

Check often because events are always being added or changed.

Sep 4th, Sat General membership meeting at Susie's Country Oaks Cafe, 8 am, 500-G Cirby Way, Roseville, CA 916-786-0274. There will be a day ride afterwards so have a full tank of gas before starting. All members and guests welcome.

Sep 14th, Tue Director's meeting at Perkos Restaurant, 7:00 pm, 9647 Micron Ave, Sacramento. All members welcome.

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!

Aug 29 Thunderhill RCB Motorcycle Skills Improvement Day, more news to follow

Aug 31-Sep 3 Curve Cowboy Reunion, Killington, VT, Curve Cowboys

Sep 3-5 Gold Wing Rally, open to all brands of bikes, Mammoth Mountain Resort

http://www.gwrra-ca.org/dist_rally/dist_rally.html

Sep 3-6 NorCal BMW Club, Range of Light Tour

Sep 11 Vintage Bike Show, A&S BMW, 1-5 pm

Sep 17-19 Beemer Bash, Quincy, Central Cal BMW

Oct 1-3 Northern Coast II, Manchester Beach

Oct 2 Membership Meeting Manchester Beach

Oct 10 Five Passes Ride, Sierras, Ken Caruthers•

Nov 7 2010 Planning Meeting, Fred Jewell

Nov 19-21 CW International Bike Show, San Mateo

Dec 5 Christmas Party, A&S, Dennis Allstead



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September 2010

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Welcome to New Members

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Russell and Mary Bebout, Grass Valley
Richard Bradley, Clayton
Matthew Clutter, Marysville
Jim and Debbie Glauz, Penryn

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