

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

August 2011

River City Stuff

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Membership Meeting

Sat Aug, 6th 8:00am

Susie's Country Oaks Cafe

500-G Cirby Way

Roseville

Director's Meeting

Tues Aug 9th, 7:00 pm

Race Place Motorsports

3130 Bradshaw Road

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

The President's Corner

by Fred Jewell



It's been a couple of days since our tech day at A&S, and I'm feeling even more regret that I didn't make it there. I've been hearing nothing but praise for the event, and with my 36,000 mile service due, I'm bummed I couldn't go. Becki said I wanted to move the last of our stuff out and finish patching and painting our Elk Grove house so the renters can move in, so no tech day for me. I did check in with Rand that day and he reported that things were going very well, a big turnout and 10 pizzas devoured. I really can't thank Randy and the staff at A&S enough, what they did was something that I think other dealers would rarely do. We should count ourselves lucky that our dealer does, and now that they are matching any advertised price, there's not much reason to shop elsewhere. Now I still have to finish my 36K service in my garage with no lift or air conditioning, and that means a lot of time on my battered and complaining knees, adjusting valves and draining fluids.

Yerington is coming up next weekend, and that means the club ride after the meeting is going to Genoa and the general store there for some really good hand made sandwiches. If you're not going to the annual Ride 'n' Bowl in Yerington you should still make it to Genoa, it's a nice ride and great place for lunch. Even with this year's price increase at the Casino West motel, Yerington is still the bargain event of the year, and one heck of a lot of fun. I look forward to it every year, and if you haven't been there yet you should plan for it early next year, it always sells out. As

ever, Gordy will have RCB bowling shirts for the participants' raffle; we're starting to look like a real bowling team with all those RCB shirts showing up at the lanes.

I'm waiting to hear from the RCB members who made it to the MOA national rally; I heard it was HOT there with lots of HUMIDITY, but that people are saying it was the best rally yet despite the weather. I also heard it was so hot they cut short the bus tours at Gettysburg, so I guess Rand and I got there at the right time.

Speaking of riding long distance, scroll down the newsletter for a short description of my group Iron Butt Bun Burner 1500 coming up in September. If you want to try your hand at completing a demanding but strangely satisfying ride you should sign up, I need 10 to make it an official group ride.

Another difference between us and bikers, a rather obvious one (at least to us anyway) is what a lot of us call AT-GATT. That stands for All The Gear, All The Time. The other day one of "the faithful" at work asked me if my jacket was hot, and I said "not as hot as the pavement and road rash would be" as he was putting on his leather vest, beanie helmet and nose picker gloves. So my new sign-off line is:

First, dress for the crash.

Second, dress for the weather.

Lastly, dress for fashion.

Be safe out there, lets hope we never need the gear we wear.

BUN BURNER 1500 RESCHEDULED FOR SEPT. 17-18

For those of you who wanted to go on the ill-fated BB1500 in May I have come up with an alternative date: Saturday September 17 departure, Sunday September 18 arrival.

The route is going to be the same I outlined in May, that is, leave A&S en masse at 6:00 AM, travel

south to Barstow and Las Vegas, then north on I-15 to Beaver, Utah where we'll stay the night.

Leaving EARLY on Sunday we'll go to Salina and Delta, Utah, then across US 50 to Fernley and I-80 home before 6:00 PM. If you are truly interested in performing a feat on your motorcycle that few

can accomplish, then sign up on the forum under the rides and destinations section; there must be 10 riders to qualify. Hope to see you there!

RCB Rider Skills Improvement Day 9/18/11

The River City Beemers' Rider Skills Improvement Day

(presented in cooperation with Zoom Zoom Track Days)

Location: Thunderhill Raceway, Willows, CA

Time: Sun, 09/18/2011 (All day)

Organizer: Zoom Zoom Track Days

Contact Number: 888-929-9666

For our 16th consecutive year, the River City Beemers of Sacramento, in cooperation with Zoom Zoom Track Days, invite you to join us for full day of track and classroom time with experienced instructors who understand and convey the specifics of motorcycle handling, cornering and safe operation.

Why RCB and Zoom Zoom?

Unlike standard "Track Days," our Rider Skills Improvement Day (RSID) is geared toward the street

rider desiring riding and cornering skills improvement, not land speed records attempts. We don't have special tire and coolant requirements, our prices are extremely competitive, and well ... We're street riders, just like you.

Some changes from previous years include:

- All registrations and payment must be made at the Zoom Zoom web site:
- **http://zoomzoomtrackdays.com/**
- **Special price for RCB members:** For this event only, enter the code **RCB** (all caps) at checkout and receive a \$10 discount (\$175 price) for either Novice, Intermediate or Advanced Rider categories.
- For this event only, Zoom Zoom will waive their "No Glycol" and

"Leather Gear" policies. However, participants must bring a one-piece suit or a two-piece that can be securely zippered together.

- Zoom Zoom will serve a Saturday evening BBQ and Sunday morning coffee. Participants must bring or buy their Sunday breakfast and lunch.
- Sign up now. Your credit card will not be billed until 14 days prior to the event so make your reservation now to guarantee availability! The event is subject to sell-out.
- Questions? Contact Zoom Zoom Track Days at service@zoomzoomtrackdays.com or 888-929-9666.

RCB is pleased to be able to offer another Rider Skills Improvement Day to our members. We look for-

ward to seeing you there!

Note to previous RSID participants: This event is managed by Zoom Zoom Track Days and participants need to familiarize themselves with Zoom Zoom rules and

procedures.

That information can be found at:

<http://zoomzoomtrackdays.com/ti/zoomzoom/info2.html>

Another Great SAG Death Ride for 2011



The two Kim's at the Death Ride. Kim the Leopard Woman and Kim Rydalch the SAG rider.

We had our largest group of 16 riders participate as SAG riders for the Death Ride bicycle event on July 9th.

Each year 3500 bicycle riders try and complete riding 129 miles and 5 passes in a grueling 14 hours or less.

RCB provides SAG duties which includes handing out inner tubes to unprepared riders and using our

floor pumps to air up the tires more quickly. We also help direct traffic when an ambulance is on the course.

The course begins in Markleeville and continues over SR 89 (Monitor Pass) to US 395.

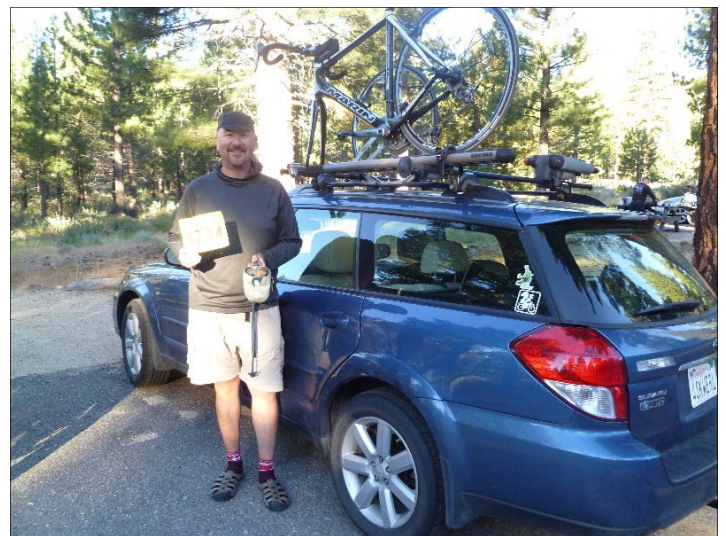
Then the riders return over Monitor Pass to the junction of 89/4. The riders have now completed two passes.

From here the riders climb to the top of Ebbetts pass

and then down to Hermits Valley and then return and head towards Markleeville. The riders have now completed four passes. To get the 5th pass they must now ride to the top of Carson Pass (SR88)

and then return to Markleeville.

This year we had one of our own SAG riders, Bryan Wright, try his luck and skill with his bicycle and Bryan successfully completed all 5 passes. Congratulations Bryan!



Be a Winner

By Bruce Hilger, Shopdoc

As sometimes happens on one of those long rides an idea came to me while returning from our Nevada, Soldier Meadows camp-out. Aging-changes in later years tends to make us slow down, we note more complaints from our body parts, the public is loath to make these things known, so where does this changing go? We begin losing many of the physical functions of the past because of less use, notice less strength, less flexibility, and to be sure, decreased coordination. The pattern continues with people falling irreversibly into an inactivity pit. Comparing this to our teen years where we participated in every sport available because it was easy getting started in a physical endeavor, so sandlot baseball or pickup basketball were no sweat. The youth are hormonally driven, they are action waiting to happen. What physical talent we enjoyed often steered us to pursue certain things longer and into our later years. We were marked by and we enjoyed it. But my appreciation for, perception to, and reactions in the middle of aging has developed surprising results.

Besides current work, motorcycling and social activities (family, friends), exercise has been and continues to be a part of my life. Actually the entire family can thank our Mom for this. It has been a focused activity, often enjoyable but sometimes it was uncomfortable, making one bite the bullet to get through. In some in-

stances if there is no pain, then no gain but also there are times of physical and mental tiredness or even illness where you just did it out of habit but after getting through it you would find an exhilaration and a high feeling as a comfortable reward. There is no arguing that being physically active is most beneficial for motorcycling. These machines are heavy, dangerous projectiles on the road and sometimes unexpected circumstances require quick action supported by alertness and strength. The motorcyclist riding is athletically supported by balance, coordination, skill and a soft touch where one's entire body is utilized. There isn't riding involvement that doesn't require one's back to come into play; for some this is a notable weak point. And being physically fit is vital to keeping a focus and being alert for safe riding.

I belong to a health club in order to keep in shape. Strength, aerobics and flexibility features are worked on. Gamesmanship is also vital. I have had exercise injuries for various reasons but the variety of club exercises and machines available can accommodate to my temporary injury and allow recovery but give an alternate health program. As a youth, I was usually in the middle of the pack. But I enjoyed running as far back as grade school. My 8th grade teacher, Mr. Boyce, always thought that making me and a couple friends run "The Hill" was penalty for our miss-behaviors in class and this was his doing. But we actually loved running so much

that we were just making excuses so he would charge us to do it. I found as I did this more the challenge of The Hill got easier. This notable stamp of improvement became ingrained in my mind; running became both an activity of challenge and an example of success. In this time the running boom exploded. I remember Converse Tennis Shoes, then Nike in the 60's brought forth the Waffle Trainer shoe. The sports watch followed. George Sheehan's philosophical dissertations on living in health and Long Slow Distance followed in the 70's. As this continued I worked my way through many running injuries. Some injuries I figured out the cause and solution, other injuries I had to rely on professional help for, but in all I was able to continue with greater confidence in running and the learned body-awareness and self-prevention for things physically and in life generally. This also gave me a better understanding of the body's function and some of its failings. This gave me particular confidence to push the envelope of running.

This, I suspect, has followed as a parallel interest in motorcycles and their mechanics which I pursue as a hobby. The motorcycle is a perverse gift. It is a blur that could vanish in an instant. Yet we hang on tight. Hanging tight makes us lean hard the first turn we meet. The airheads are light, noisy, chuffing, machines that warm up to a characteristic smoothness. Oil-heads are perfect from the start,

quiet with power at any speed. And they in very unique ways bring the world to me. This becomes the unknown element everyone who rides feels. Over our attempts in the ride, there can be the stuttering struggle or the beautifully coordinated ride appreciated even at a distance; this shows a blending of physical talent and mechanical perfection.

I am now what is considered by many standards, old. But in the past few years two elements of running stand out as a response to a program of perseverance. I have found an internal need and an external physical satisfaction, from working on a longer exercise program. It meant greater distance and more time spent with the accrued benefits from being active. The idea leading to this is supported from family members and with my local running group. But running (which includes jogging and walking) has evolved with a better understanding of myself and a different attitude. I join running events as a helpful community service and it is part of my social networking. Youth is preserved here and I am connected with youth. Injury anticipation and injury management from years of experience has helped. While my needs require me only to start the run, where philosophically I understand, I find that I can just let the activity flow. I am captive in the grip of the event and both practice and habit take over to get me through. I have found my pace has slowed far less than my peers. My relative times to my peers have shown a significant improvement. An added fact is that fewer people in my age group run. I

consider this an unexpected reward.

Medicine and physiology over the years have supported this training concept. Ivan Abadjiev's Bulgarian weight-lifting method brought to preeminence a tiny country that dominated the lifting world in the 70's and 80's. Coming from tiny Bulgaria was his method of long and continuous training periods resulting in new found strength over established methods. In another example, recent studies of selected recovering heart attack and coronary bypass patients who were put immediately to 85% intensity exercise programs surmount previous dictates at slow recovery. This compares favorably to Olympic sports training schedules that parallel Iron Man Triathlete 6-8 hour workout schedules which effectively make better performance. I believe this can apply to the ordinary person who can take up a modest exercise program for health maintenance and even weigh reduction. Added benefits are to improve comorbidities of high blood pressure and diabetes because of the measurements one can document in these diseases. Exercise does affect positively other medical problems. The obvious result is just the improved sense of well-being. All of these changes can have a positive impact

for motorcycling.

The motorcycle is an intimate reflection of our self. If taken less seriously the motorcycle becomes a bauble, useless in the corner of the garage. More often our logical choice guides us to this, and our inner, unconscious process is a confirmatory stamp to incorporate it into our life. Two-wheel travel involves both art form and a physical event. Riding also brings one close to the edge. The grips and pegs are intimate connections between the man and the machine; the union that joins the two affects the speed and direction. Time allows them to accomplish distance, but is potentially tenuous in that the ride might end as nothing. This compels the rider's judgment and experience to make the safest choices. The physical conditioning of both machine and rider are what make the fine differences which determines the quality of the ride. We can make the winning journey.



Bruce Hilger

Fred & Rand's Excellent Adventure



The border Inn

What started out as a plan for Rand Olson and me to visit western Canada with some thoughts on going east "maybe next year" turned into a trip across the U.S. with a side trip through the south instead. We realized that there was no time like the present to get going, and seeing as how Banff and Lake Louise are fairly close by (comparatively), we decided to just do it and head east. I grew up in Stamford, CT and Rand in Peekskill, NY, both cities very near each other, and with family and friends there it seemed like the perfect destination.

We left Roseville at 10:30 on May 24 (I had to work some that morning before I could leave) and ended up at our usual destination for the first night, the Border Inn on US 50 near the Great Basin National Park in Nevada, about 500 miles away. It may not look like much, but the Border Inn has everything you need - gas, food and lodging - and it's a bargain. It's also neat and

northern route on the Interstate might be a wiser choice. We wanted to get to Connecticut quickly so we could spend more time there and have time to meander on the way home.

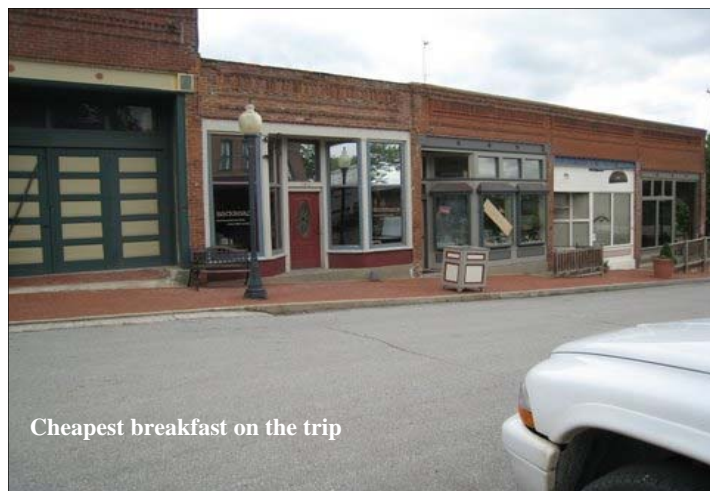
Interstate 70 through Colorado is probably the most appealing section of that road, curvy and picturesque, but once you hit Denver it gets flat and straight for hundreds (and hundreds) of miles. We stopped in Byers, CO after they had rolled up the sidewalks for the night (the only restaurant in town closed at 8) so we ended up getting some fried chicken from the only grocery store in town after a 600 mile day. Not much to report about Kansas the next day except

clean, unlike many of the Motel 6's we stayed at later. We started our nightly tradition of watching the weather channel as that was the day for tornadoes in Joplin, MO. At one time we were planning to stop in Joplin, riding state roads eastward, but decided then that a more

that it is a great place to make time and miles, and we ended up in Independence, MO at one of the less than desirable Motel 6's around. Fortunately there was a really good BBQ restaurant next door that made up for it. 600+ miles that day.

As we went through Missouri, after eating the cheapest breakfast of the trip in Blackwater, MO (\$5.80), I began to notice that there seemed to be a lot of billboards for two particular industries, those being fireworks and porn. I don't know what the two might have in common, but I know if you missed them on this exit you'll have another chance in a few more exits. Apparently they are both chains of stores out there, and I guess there must be enough demand. Who knew? Anyway, another 600+ mile day and we ended up in Lexington, KY at a very nice Motel 6.

The foliage got much thicker and the weather got more humid as we went through Kentucky and West Virginia, and we felt almost as if we were in a huge green tunnel,



Cheapest breakfast on the trip



My boyhood home in Stamford, CT. \$55K in 1965.

albeit with hills and sweeper curves. It wasn't until Pennsylvania that the road opened up a bit and we could see the area around us. We both felt this was the most scenic part of the trip. We did get a non-verbal warning about our speed from a PA state trooper who blipped his siren at us as we passed him poaching from the median strip with his radar. A couple of days earlier going 85 wouldn't have been noticed, but now it did. Who knew? We hit the only rain of the trip in Scranton, PA that lasted about two hours and slowed us up a bit; we ended up in Stamford at 8:00 PM after our longest day of almost 800 miles. My friend Kevin (whom I have known since 1965) and his family had dinner ready for us and welcomed us as only true friends can do. I got to visit with him and Rand got to see his cousins, and we both got the chance to see our old homes we had lived in when we were young.

The day after Memorial Day we rode up to Cape Cod where I have another friend from 1965 who lives with his family in Center-

ville. the ocean. Provincetown itself is very artsy/craftsy with little parking available. You can only look at so many art galleries and hand crafted knick knacks, and I'll bet if there's an undertaker in town he probably calls his place "Death and Things". We took a few pictures and left quickly, then met my friend Kenny and had a wonderful dinner at the local tavern in Centerville.

A short thunderstorm the next morning while we were gassing up made it very hot and humid, and with the Boston traffic being typically miserable, we decided to forego Maine and head back to Pennsylvania. It turned out to be a wise choice as the town in Maine we were going to was experiencing golf ball sized hail at the time. Another fortuitous decision was to avoid the Mass Turnpike and go south of Springfield,

ride all the way up the Cape to Provincetown, which was a major disappointment. The Mid Cape Highway has trees on either side so you never get to see the bay or the ocean, and once you are there you have to walk a mile to

which then had the only tornado they've ever had destroy half the town. We missed it by 90 miles and about two hours, a very close call, and something we didn't find out about until our nightly viewing of the weather channel.

On to Gettysburg, one of the highlights of the trip. We ended up spending a day and a half there, doing the museum and bus tour the first day, then riding our bikes around the city and the battlefield at our leisure the next day. The bus tour really helped us get our bearings, I think we would have missed a lot without it. An absolutely wonderful experience seeing all that history there, and it is so well documented you really get a feeling of what the battle was like. I would suggest that if you are anywhere near there you stop and see it, it's really worth it. The Motel 6 there was the most expensive one of the trip (go figure) but it was definitely the nicest one I've ever been in.

The next day started the hot and humid part of the trip, and it only got hotter as we went south. We did get a respite from the heat rid-



Gettysburg battlefield monument

ing the Blue Ridge Parkway which was up around 3000 feet, but the speed limit was 35 (!) and full of RVs, so we got off at the end of the Skyline Drive section, 3 hours and 105 miles later. A beautiful, twisty road with outstanding scenery and endless vistas, but be prepared for a slow ride. We stayed the night in Bristol, TN, so I was able to visit Bristol Motor Speedway, a place I would love to see a NASCAR race some day. Maybe that's my next trip.

Rand really wanted to ride a road called the Natchez Trace, a very historic road even before the Civil War. A particular place of interest was where Meriwether Lewis (of Lewis and Clark fame) died mysteriously while traveling on the Trace. There is a monument and a reproduction of the roadhouse there along with a section of the original road. The Trace now is a very scenic national park, with many opportunities to visit historical landmarks all along its 400+ miles. It is not particularly twisty, but it is a bit cooler due to the shade, has no truck traffic and a

reasonable speed limit of 50. We picked it up in Nashville (104 and humid) and rode it to Jackson, MS (107 and humid) before turning west. Fort Worth, TX seemed downright tolerable at 104 without the humidity, and we stopped there to get our oil changed.

We got off the Interstate near Abilene and took state roads to Fort Sumner, NM. That's not only where Billy the Kid died, but even more famously, it's where Rand cowboied on a ranch one summer during his college years. After 50 years, though, Rand couldn't find the ranch or any members of the family that owned it. We did have a nice lunch at the only restaurant in town. As we continued to head east we noticed more and more of the smoke from the fires in Arizona, and we actually got turned back at the border to AZ on SR 60 by the National Guard. They suggested very strongly that we should go back and complete our travels on the Interstate before there were more closures. We did just that, only leaving it to ride the canyon from Flagstaff to Sedona,

AZ. If you haven't ridden this road you must put it on your bucket list, and then keep going to the town of Jerome, AZ. That road more than made up for missing the Tail of the Dragon in N. Carolina, and is another one you just have to do in your lifetime.

The rest of the way home was a familiar and uneventful trek across the desert to Tehachapi and 99 north to home. We figured we did around 8000 miles and spent 15 days total riding, 19 days away. It was made much more enjoyable this time due to the Scala Rider communication system we installed in our helmets. This way I was able to yell at Rand "We're going west Rand, not east, west!" or "No! your other left! The clutch side hand!" and other such helpful hints (Those of you whom have ridden with him will understand this). A couple of other things we found out: A good GPS with up to date maps is essential to finding motels, gas and food in lesser traveled areas, and to check under the bed before you decide on the room, not the morning after.



Manchester Beach – We need your help

Our annual Manchester Beach outing is only two months away (Sep 30-Oct 2), and once again 80-100 RCB'ers will descend on this tiny,

Northern California coastal town to celebrate the end of summer, our spectacular riding roads, some great vistas, and of course, another year of RCB activities. There's more information on the website (Click on Calendar and then advance to Septem-

ber), but one change is occurring for 2011 – We're asking members to sign up and pre-pay.

Why? Ask any of the previous organizers and they'll tell you one of the challenging aspects of Manchester is guess-timating that amount of food needed. So to make their lives just a bit easier, we're asking participants to register and prepay.

Pre-payment is the same as last year, \$10/person, and will be available until Sep 23. Payment will be ac-

cepted in cash during monthly club meetings or on our website through PayPal – The link is right in the center of the home page. After Sep 23, the rate rises to \$15/person.

Prepayment Link:
<http://www.rcb.org/content/manchester-dinners>
 Late Breaking Update: Reliable sources have confirmed that 2011

will mark the reappearance of the WBBM, otherwise known as the World's Best Bloody Mary.

Classified ads

1986 BMW R80 G/S. About 100K. All original European model in excellent running condition. \$3800. Gary 916 638 3457 stone-gary(at)att.net(7/19/11)

2004 BMW R1150GS, yellow; 20K miles; excellent condition; a must see \$8,800.00 OBO c.zabala at comcast dot net(7/3/11)

2005 BMW R1200ST For Sale \$8,000. Very Clean, Powerful Sport Tourer, Heated Grips, ABS, Bags, Hyperlites, Good Tires, Power Outlet, Adj Seat, 18K miles, Red/Black. Call Bruce, 530-671-9376. (6/22/11)

GEZA GEAR Cover \$140. Bought through A&S about 1.5 years ago. They ordered it to fit my 2001 R1150GS, w/saddle bags and w/o rear trunk. I believe it is the Pro-Series or Pro-PLUS Series, can't find receipt. I used it once to when towed to Yellowstone, other than that it's been stored in the bag. Thought someone in the club might be interested before I put on eBay. It may fit other bikes E.g. R1200GS, r1200rt etc. You're more than welcome to try it on. Here is a link to GEZA GEAR-
<http://www.gezagear.com/pricefabric.htm> call Mark @ 9 one six 8 three four 7 one nine 0. email rtbmrgrl (a)t yahoo . com(5/17/11)

2003 Capri Blue K1200RS for sale. Approx 21,000 miles. Original owner. Many Extras included. ~\$7,499.00 gfriss(at)yahoo.com or 209-256-0268(5/2/11)

2004 BMW K1200LT. \$10,000 obo. Approx 42,00 miles. I'm 2nd owner; bought the bike June '07 from A&S, only added 6,000 miles. Black, ABS, cruise control, heated grips and seats, saddle bags and trunk, 7 CD changer. Added items are custom leather seat, PIAA driving lights, saddlebag lights, lowered driver pegs, battery tender, wireless Bluetooth helmet intercom. Wonderful bike that runs great, just no time to ride. Pictures available. John Kramer (916) 718-9937. Email sactocacpa(at) yahoo.com(3/24/11)

1999 R1100RT Approx. 87K miles. Graphite, Ohlins rear shock plus original shock, Odyssey battery, comfort seat, good Metzeler Z6 tires. Recent new stuff: All new throttle & choke cables, stainless steel brake lines, coil, plug wires, swing arm to final drive bearings. Throttle bodies rebuilt, fuel injectors cleaned & flow tested. BMW shop manual & Haynes manual. Also have a set of new front brake pads & front wheel bearings. Hard bags with bag liners. Extra accessory plugs. Friction type cruise control. Runnin lites in rear turn signals, license plate led brake light. Heated grips, Police side stand, Dual Fiamm horns. Always

garage kept. Paint & upholstery in very good condition. Clutch splines lubed not too long ago. e-mail pictures available. \$4,300 Larry Campbell, Ph. 707-446-1859 e-mail Laurence.campbell(at) sbcglobal.net.(3/13/11)

2005 Blue BMW K1200S with 40,033 miles for sale. This motorcycle is fully equipped with ABS, ESA, heated grips, anti-theft alarm, top case. I exchange the original exhaust pipe with a REMUS pipe. The bike is up to date on all servies and is in excellent condition. I recently moved from Antioch, CA to Moyie Springs, ID. If interested email bcis64(at)yahoo.com and I can email you some pictures. (2/13/11)

RAM mount fits on top of clutch reservoir cover mount. Should fit most RTs. \$20.00 Email Dave Swift (in Grass Valley) at beemerdave(at)att.net or call 530-320-4478(2/4/11)

2005 BMW 1200 RT w/ only 6,500 miles. Asking \$11,900. BMW equipment includes: ABS, ESA, AM/FM radio w/ CD, CB radio w/ intercom, battery charger, shop manual, tank bag, and large top case. I can email copy of invoice and pics on request. New bike invoice was \$18,935, which does not include much of the above equipment. Wguckeen (at) gmail.com 916-686-7625 Elk Grove CA 95624 (02/11)

Bushtec trailer, with hitch for a BMW LT. Has spare tire and wheel, garment bag, carpet lined. \$2400.00. Call Mike Miller at 916-408-7754. Located in Lincoln, CA. I also have a shop manual for a 2002 BMW LT, \$50.00 (9/1)

2002 BMW LT1200LTC, \$8,600, photos here, 28K Mi. Silver, new rear and extra brand new front tires. KBB \$8,500 + \$300 in options based on 42,850 Mi. - This bike has only 28K Mi... BMW battery tender, BMW cover, shop manual, detailed service records, factory CD, new registration and much, much more. Excel cond. Russ @ abme(at)cwnet.com call me at 530-268-3815 Grass Valley (8/30)

1983 R100RT 60th Anniversary model Pearl White, 72K in great shape and with BMW and after-market 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)

1985 R80 RT Selling it because I don't ride it enough. Motorcycling just wasn't for me. Asking \$3500 or best offer. The speedo say 70,000 I have owned it about a year and half so can't say if it is accurate. Everything runs well has new windshield (clearview), new battery, and newish tires. Great bike, very comfortable, matching keys, hard luggage cases. Can include helmets and jackets too. The bike is in Davis.

Thanks, Bill Williams davisbiker(at)yahoo.com (7/28)

Misc: 2004 Rallye 2 Jacket grey with yellow piping. Also matching original fanny pack. Men's size 54 with matching pants. Perfect. Includes Gore rain liners. \$600. 2004 BMW Heated Vest with plug. Grey/black. Size XL. Never worn. \$125.

2006 Schuberth Flip Face Helmet. Size 57M, 7 1/8. Color Grey. Perfect. Includes soft TourMaster bag - black. \$150.

2006 BMW BoxerCup Gloves. Size 9 to 9 1/2 Perfect. \$40.

2006 BMW GoreTex Gloves. Size 8 to 8 1/2. Black. Perfect. \$50.

All these items purchased by me from A&S. Sold my K1200s over two years ago. Not riding anymore. If you buy all of it, I will make a better deal. Call Jeff at 530 401-7468 (7/28)

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)

2011 Calendar of Upcoming Events

Check often because events are always being added or changed.

- Aug 6th, 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.
- Aug 9th, Tue Director's meeting at Race Place Motorsports, 7:00 pm, 3130 Bradshaw Road, 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 6-7 Yerington, NV, Casino West, Location: Yerington, NV; reservations 1-800-227-4661, ask for Kelly, Two people, Four buffet meals, \$60; Single, two buffet meals, \$40. See RCB website
- Aug 19-21 Tahoe Chill, Location: South Lake Tahoe, CA. Call Phil Sweeney at 916-358-5526 for the latest information.
- Aug 30-Sep 2 Curve Cowboy Reunion, Location: Boise, ID, details on the RCB website
- Sep 2-5 Range of Light Gypsy Tour, Location: Northern California, BMW NorCal club
- Sep 18 RCB track day at Thunderhill in conjunction with Zoom Zoom, 888-929-9666
- Sep 16-18 Beemer Bash, Location: Quincy, CA, Central Cal BMW club
- Sep 30-Oct 2 Manchester Beach Weekend, Location: Manchester Beach KOA, details on RCB website
- Dec 3 Christmas Party, Location: A&S Powersports, 1125 Orlando, Roseville, CA, details to follow

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Welcome to New Members

Ryan Alward, Folsom
Bill Carbaugh, Meadow Vista
Chuck and Laura Costa, Fair Oaks
Michael and Janice Leach, Chico
Tom and Lynnette Lewis, Penn Valley
Jay Jeanne MacDonald, San Ramon
Randy and Karen Naab, Roseville, CA
Harley Pebley, Shingletown
Steve and Betty Pribula, Pacific Grove
Anthony and Judi Spadaro, Auburn

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California BMW, Mountain View, CA

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Ozzie's BMW Center, Chico, CA

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