

# River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at [WWW.RCB.ORG](http://WWW.RCB.ORG)

January 2012

## River City Stuff

|                               |              |
|-------------------------------|--------------|
| <b>President</b>              |              |
| Gordy Olson                   | 916-642-2221 |
| <b>Vice President</b>         |              |
| Phil Sweeney                  | 916-358-5526 |
| <b>Secretary</b>              |              |
| Lynn Yelland                  | 916-791-6395 |
| <b>Treasurer</b>              |              |
| Phil Wood                     | 916-673-3456 |
| <b>Membership</b>             |              |
| Ray Nuguit                    | 916-625-0799 |
| <b>Newsletter</b>             |              |
| Kim Rydalch                   | 209-521-8425 |
| <b>Web Master</b>             |              |
| Ken Caruthers                 | 916-353-1827 |
| <b>Directors through 2013</b> |              |
| Dave Alexander                | 916-612-6616 |
| Mike Herte                    | 916-726-7334 |
| Terry Lee                     | 916-355-2575 |
| Greg Smith                    | 916-355-9400 |
| Fred Jewell                   | 916-683-3047 |
| <b>Directors through 2012</b> |              |
| Ken Caruthers                 | 916-353-1827 |
| Marv Lewis                    | 916-652-0575 |
| Rand Olson                    | 916-599-0819 |
| Kim Rydalch                   | 209-521-8425 |
| Ray Nuguit                    | 916-625-0799 |
| <b>Director Emeritus</b>      |              |
| Stan Paolini                  | 530-622-4808 |
| Rick Blake                    | 916-927-BMW0 |

### Membership Meeting

Sat Jan, 7th 8:00am  
Susie's Country Oaks Cafe  
500-G Cirby Way  
Roseville

### Director's Meeting

Tues Jan 10th, 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 Gordy Olson



Happy New Year! As I officially don the presidential suspenders, I want to thank all Club members for giving me the opportunity to lead RCB for the coming year(s). I also want to thank Fred Jewell for all that he did (and continues to do) for the Club. He will be a tough act to follow, but I will do my best. Fortunately, I will not be doing it alone. All the members of the new Board of Directors, starting with VP Phil Sweeney, are dedicated and enthusiastic about the Club and about motorcycling in general. Phil Wood will continue to keep careful – some might even say “compulsive” – track of our finances. Lynn Yelland will record the Board's deliberations and decisions for posterity as our new Secretary. (NOTE: Contrary to the rumor being circulated, members not named “Lynn” may also serve as Club Secretary. It was just a coincidence that Lynn succeeded Papa Lynn this time.) Ken Caruthers will continue to plot devious, challenging, and circuitous routes to places both familiar and out-of-the-way. Ray Nuguit will still be there each month to say “We have 209 members!” even as he works tirelessly to expand our actual membership census. Kim Rydalch's continuing efforts as Newsletter Editor make it possible for me (and others in the Club) to share our thoughts and wisdom.

Although the Board of Directors gets all the credit – and the big bucks – it will always be the membership at large that makes or breaks the Club. Our Club would not be worth joining were it not for individual members stepping up to organize events, buy raffle tickets, make suggestions for new destinations, chew the fat over breakfast every week, advise on replacements for my K75S, etc.. Our shared passion for motorcycling in all its forms is what (final) drives us all. I am looking forward to a great 2012 and beyond as we continue to ride and grow.

We already have a lot of fantastic events and rides planned for the upcoming year -- both hardy perennials (e.g., Ride 'n' Bowl, Mt. Lassen, Tahoe

Chill, Five Passes) and inaugural efforts. Regarding “first time” events, we are hoping to hold the inaugural RCB Spring Ridefest over the Memorial Day weekend this year. This three-day event will require a lot of work but hopefully will generate some funds for the Club and eventually become an annual regional tradition. Phil Sweeney and Marv Lewis are spearheading the committee leading this effort and they would welcome suggestions and assistance as they go forward. The newly updated RCB website has all the information about the year's upcoming events. While the calendar is already quite full, there is always room for more. If you have an idea for a trip, a training class, or anything else, please speak up at breakfast or at a monthly meeting and let's make it happen.

One final note.....after checking with Aeros-titch, Olympia, FirstGear, Rev'It, and many other suppliers, I was unable to find any CE-approved armored elf riding suits. Consequently, I am suspending the effort to reconstitute our club as the “Hell's Elves” Outlaw Motorcycle Club and we will remain the River City Beemers for the foreseeable future. This will come, no doubt, as welcome news to all the other so-called “one percenter” outlaw biker clubs, because no one terrorizes a town like a bunch of crazed elves on Beemers!

Naturally, we will reconsider the name/mission change if and when appropriate elfin riding gear becomes available. I am confident that our beloved free market system will eventually respond to the ever-expanding call for elf-style riding gear and that the same folks that brought us fingerless gloves, fringed and studded everything, beanie helmets, and \*ss-less pants will act to fill this gaping void in the motorcycle apparel universe.

Until that happy day arrives, continue to wear ALL the (non-elfin) gear ALL the time and to ride hard and safe(ly). Here's to a great 2012!!  
RIDE ON!!

# Our New 2012 Officers

Gordy Olson, our new illustrious club president . He loves to count money!



Phil Sweeney is our new Vice-President. His beaming personality is so powerful he protects the club by wearing shades!



Ray Nuguit is in charge of all Membership records and renewals.



Phill Wood is our Treasurer and he keeps all things valuable in one place!



Our web master is Ken Caruthers who always seems to be out front on all club rides, our newsletter editor is Kim Rydalch who manages to stay in stealth mode at many club activities and our new Secretary is Lynn Yelland who's winning smile is only surpassed by her intelligence!



We are looking forward to a great 2012 riding season. See you on the road!

# Let's Get Dirty...Raw Hyde Training Day

By Phil Challinor, Part 2

So after all was said and done, we were told where to meet and off we

headed as individuals or as a group. I hooked up with a couple friends and we slabbed it up to the exit and then rode down in to the

canyon and to the rendezvous point.

Once we were all assembled it was





a short jaunt over to Perry's ranch where we again all got together to begin the day's training.

As you can see, there were plenty of BMWs, Triumph was represented, KTM, and my sole Yamaha. We even had a KLR.

Shawn and Lance immediately went about the business of getting us started. Of course, with a reminder that after training we would go on a fun Adventure bike ride where we could put in to practice what we learned.

I do need to make sure I state an important aspect about the training we did on this day. It was by no means a complete course. What it was was an opportunity to make friends, get some basic foundational skills formed, and whet our appetites for what we could do and learn with the complete course through RawHyde and with deliberate practice over time. Essentially, this gave us a license to learn.

OK, first drill;

Ride as slow as possible, use the friction zone, stand, lock your lower body in for control, and

keep your eyes up.

We would ride as slow as possible through a field, the whole time adjusting our speed with clutch use. Shawn and Lance wanted us to move forward but not at a pace that would allow the clutch to be fully engaged. The concept and idea here was to ride as slow as possible, learn the friction zone and throttle control needed for this type of riding, get comfortable standing, and fight the balance of the bike. Yes, I said fight. The idea was to learn our particular bike's balance points, how to use the throttle and friction zone to pull us forward, and practice good body mechanics.



One of the most important parts needs emphasis, keep your eyes UP! This was something I knew very well from teaching motorcycling for over 9 years. You look where you want to go, you go where you look. I use this as a learning point - Look left, go left. Look right, go right. Look down, go down. This is a very common mistake with untrained and newer riders and it certainly applies here. Regardless of the many thousands of miles ridden over our life of riding many here were new to this form of riding so they can be categorized as new riders. And for those of us who get it and practice this already, it was reinforcement and getting us back to basics.

We would each make two passes. Lance would prep us at the start line and Shawn would be down range giving us instruction and commentary to make sure we got it right. On the second pass, Shawn would walk alongside, in front of, behind, he would grab the bike (simulating uneven terrain), and do what he could to distract

us. One of the first things that happens once distracted is the looking part. The eyes drop which only exacerbates the problems that have already started from a point of control.

Do it like this, he says, Hey, they said to show up as we would normally ride. No stripping the bike down for the class. Ride it like you would on a trip. This guy even had his bags loaded!

In between formal passes we were all encouraged to practice in the open areas. Heck, with 500 acres we could go damn near anywhere.

On my second pass, I made the big mistake of saying Shawn's mother dresses him funny! About 3 seconds later my back end was experiencing a violent uprising as Shawn infused "outside forces" to my bike. Almost went down!!! Dab of the feet, plant the feet, hold 'er up, phew, that was close!!! Shawn was laughing as hard as I was!!! This really was fun!!

This exercise took some time as people were determined to go slow, get it right, and really understand the body mechanics involved and the collective use of the body, bike, and control inputs.

After everyone cycled through and had had enough practice it was lunch time. It was fun to see that there were a lot of hand massages going on as everyone quickly realized just how much clutch and throttle work was going on with what we were doing.

A&S Cycles provided a great

lunch of sandwiches, soda, water, and dessert. Everyone milled around and started to really loosen up. You could see how much fun everyone was having. We were excited for what came next.

Perry interjected and stated he had a better place to train just over the hill. A bit more open and with a good variety of terrain to play around with. He really emphasized his desire for us to feel at home and take advantage of what we had. He really wanted us all to get exposed to everything his ranch had to offer and make it a successful outing for all.

After lunch we all rode to the next area. Everyone was standing, working their controls, and you could already see an improvement, a level of comfort emerge, and everyone's confidence was building.

OK, next exercise; We would now take that balance and apply it to what was termed, a trail stop. A trail stop comes in to play when cresting a blind hill, for example, and deciding what to do next without having to put your feet down and restart again. You are in your balance position while standing and have better control over the bike and traction from this point and you have a better visual advantage, so use it. Once you have crested this blind hill you can stop, decide your next direction of travel, and then start again without upsetting the bike. A very valuable tool!!

We would accelerate from a stop after getting some tips and one on

one with Lance, get some decent speed going, make sure we were standing and in good form, keep the eyes up, and then on signal stop hard, keep in our standing position without taking our feet off the pegs and start again.

This would disprove the stupid myth of front brakes being bad and got us to move our balance fore and aft during the stop and acceleration. It solidified our body positioning and the concept of controlling the bike from the waist down, not through the upper body. Emphasis was placed on moving forward during the acceleration and back on the deceleration while keeping as light a touch/grip on the bars as we could. After exiting the practice area we were encouraged to ride off road, within instructor sight, and practice what we had learned up to this point as well as just enjoy ourselves.

Again, two passes. The first to get the concept and the second to really get it to work with more speed and harder braking.

After this, it was on to turning with an emphasis on balance. This is where I really picked up the most on the day.

I have always understood and practiced the concept of counterbalancing at slow speeds. A bike must lean in order to turn, but boy did this next drill and the body mechanics that went with it really take my ability to turn in the dirt to a whole new level!!!!

This one might be a bit difficult to describe but let me give it a try;



You are riding along in a straight line and you are about to make a turn to the left. The set up is to turn your right foot in so your toes are in to the bike and your heels out. You take your right knee and drive it in to the tank. You weight the right leg and, in fact take your left foot OFF the peg entirely, while leaning the bike left. As the bike begins to carve you continue to counter balance and lean the bike over as much as necessary to accomplish the turn.

You need three points of contact with your bike at all times to effectively control it. One - foot to foot peg. Two - knee to tank. Three - hands on bars. The rest is just doing it. Yea, riiiiiggghhhhttttt!!!! Go try this positioning. It is foreign. It should be exaggerated to emphasize the positioning which, in turn, gives you the control you need.

Again, we would make multiple passes. Only, this time, the course consisted of soda cans set in an wide offset cone weave pattern that crossed to the left and right of the trail we just practiced our trail

stops on. This would ensure we would get some decent bike movement from the terrain.

The concept of looking where you want to go is so important here! Once you have set up for the turn you are about to make it is time to crank your head over and find the next turn, or soda can in our case.

I can not emphasize enough the need to look where you want to go, relax the upper body, and allow the bike to carve its turn beneath you.

After this, everybody needed a break. We debriefed all we had covered up to this point and Shawn asked if there were any questions. A couple concept questions and then a great question from the sole female, Lynn, of the group, "How do I pick up my bike after I do what you have been teaching me?" Laughter ensued, of course. Since we were all filled with a lot of information we were still trying to process this gave a nice change of pace. By the way, don't think for a second I have captured everything we learned here in this ride tale!!! Not even close!!

to the fall line. He then went in to the two basic methods to get your bike back up.

One method involved sitting on the bike's seat with your butt, get your legs out in front of you but not past the 90 degree or you lose power, grab a hard part with your one hand and the lower handle bar with your other, lift with your legs while looking straight up, stand.

If the bike is on its right side put the kick stand down first so it can be set on it as soon as you are upright.

The other method involved dead lifting while using the handlebar to lift with;

Since Lynn had never before been able to accomplish picking her bike up she was quite excited. Shawn and Lance then threw the gauntlet down and she promptly picked it up by applying what she learned to Lance's R12GS Adventure. BAM, no problem!!!!

After we completed this, Shawn and Lance went over all we had learned so far, answered some more questions and then informed us that we were now in for a fun treat as Perry wanted to take all who were willing on an Adventure ride around his property. We were told that we would encounter some stuff that would stretch us beyond the taste of basics we had learned but, hey, it's an adventure so.....

More to follow in the next installment.....



Shawn and Lance asked for a volunteer bike and Lynn offered up hers.

Once down, Shawn and Lance explained how to position the bike depending on how it is down in relation

## Classified Ads

RAM mount fits on top of clutch reservoir cover mount. Should fit most RTs. \$20.00. Dave Swift, (530) 320-4478  
beemerdave@att.net

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

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, (530) 268-3815  
abme@cwnet.com

Corbin seat for 2004 R1150RT. Burgundy leather with black piping. Comfy! Free to good home. Too much life left in it to toss, but too well broken in to sell. Traded in the RT for a GSA.

Dave Delgado, (916) 580-8858

Sargent Seat for BMW F800GS, 650GS TWIN. Less than 1,000 miles and I sold the bike! This seat is in brand new condition. Fits BMW F800GS also 650GS twin. New cost is \$495. This seat is VERY comfortable for long or short trips. Has storage built into the underside of the seat for document and tool storage. Best offer. See pictures at <http://sacramento.craigslist.org/mcy/2553846440.html>  
Sam, (916) 802-5829

Kendon stand up trailer, 2 rails, very good condition. Can add third rail if it's for dirt bikes. \$1000. , Joe, wforider10@gmail.com

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. Jeff, (530) 401-7468

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. Bill Davis  
davisbiker@yahoo.com

1986 BMW R80 G/S. About 100K. All original European model in excellent running condition. \$3800.

Gary, (916) 638-3457, stone-gary@att.net

2004 BMW R1150GS, yellow; 20K miles; excellent condition; a must see \$8,800.00 OBO, Guest  
c.zabala@comcast.net

## 2012 Calendar of Upcoming Events

Check often because events are always being added or changed.

Jan 7th, 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.

Jan 10th, 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!
- 
- Feb 19, Sun      Tech Day, coordinator is Gordy Olson, 916-642-2221. Details to follow.
- Mar 16-18      Sea Gull Inn B&B Ride, coordinator is Greg Peart, details to follow.
- Apr 13-15      Morro Bay Ride, coordinator is Fred Jewell , 916-230-0951, Morro Crest Hotel, Morro Bay, details to follow.
- Apr 28, Sat      Riding Clinic, coordinator is Ray Nuguit, 916-539-0611, Sacramento Roads, details to follow.
- May 05, Sat      Lois Lewis Memorial, Starts at A&S, 1125 Orlando, Roseville, CA  
Time: 9:00am, coordinator is Phil Sweeney, 916-337-2673 details to follow.
- May 18-20      Mt. Lassen Ride, coordinator is Jack Klauschie, Shingletown KOA, details to follow.
- May 25-28      RCB Spring Ridefest, coordinator is Phil Sweeney, details to follow.
- Jun 22-24      Soldier Meadows, coordinator is Jack Klauschie, 52 miles north of Gerlach, Nevada, details to follow
- Aug 4-5      Yerington ride & bowl, Casino West, 800-227-4661, ask for Kelly for room reservation.

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January 2012

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### Welcome to New Members

Mike Bowler, Elk Grove

**A&S BMW Motorcycles**, Roseville, CA

(916) 726-7334, [www.ascycles.com](http://www.ascycles.com)

**BMW MC of San Francisco**, San Francisco, CA

(415) 503-9988, [www.bmwmotorcycle.com](http://www.bmwmotorcycle.com)

**BMW of Fresno**, Fresno, CA

(559) 292-2269, [www.bmwoffresno.com](http://www.bmwoffresno.com)

**BMW of Tri-Valley**, Livermore, CA

(925) 583-3300, [www.trivalleybmw.com](http://www.trivalleybmw.com)

**California BMW**, Mountain View, CA

(650) 966-1183, [www.calmoto.com](http://www.calmoto.com)

**Cycle Specialties BMW**, Modesto, CA

(209) 524-2955, [www.cyclespecialties.com](http://www.cyclespecialties.com)

**Ozzie's BMW Center**, Chico, CA

(530) 345-4462, [www.ozziesbmwcenter.com](http://www.ozziesbmwcenter.com)

**San Jose BMW**, San Jose, CA

(408) 295-0205, [www.sjbmw.com](http://www.sjbmw.com)

**Santa Rosa BMW**, Windsor, CA

(707) 838-9100, [www.santarosabmw.com](http://www.santarosabmw.com)