

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

November 2012

River City Stuff

President

Gordy Olson 916-642-2221

Vice President

Phil Sweeney 916-358-5526

Secretary

Lynn Yelland 916-791-6395

Treasurer

Phil Wood 916-673-3456

Membership

Ray Nuguit 916-625-0799

Newsletter

Kim Rydalch 209-521-8425

Web Master

Ken Caruthers 916-353-1827

Directors through 2013

Dave Alexander 916-612-6616

Mike Herte 916-726-7334

Terry Lee 916-355-2575

Greg Smith 916-539-9400

Fred Jewell 916-683-3047

Directors through 2012

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

Director Emeritus

Stan Paolini 530-622-4808

Rick Blake 916-927-BMW0

Membership Meeting

Sat Nov, 3rd 8:00am
Susie's Country Oaks Cafe
500-G Cirby Way
Roseville

Director's Meeting

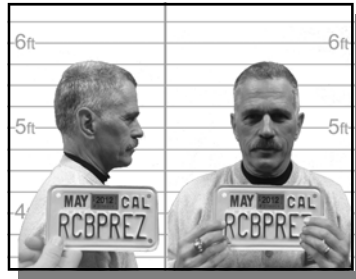
Tues Nov 13th, 7:00 pm
Race Place Motorsports
3130 Bradshaw Road
Sacramento, CA

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

It's hard to believe that it is already November. I can't figure out how the year seems to go by so fast – perhaps because we ride that way????? Alas, with November comes the rain. Good news for the thirsty reservoirs but not so great for the riding. We all need to put our bikes into "Rain Mode". For some of us that means adding a little following distance, going a little easier on the throttle and brakes, and keeping vigilant for wet leaves and other potential hazards. For others (those on bikes built in this century), going to "Rain Mode" might only involve adjusting the ESC button to the appropriate setting. Either way, let's all be a little extra careful out there as the seasons change. Remember -- the folks in cages will continue to do incredibly stupid things whatever the season!

November means elections – both locally, nationally, and RCB'ly! Since neither major party candidate has come out in favor of banning all cars and eliminating all motorcycle license fees, RCB will not be officially endorsing either of them for President of the United States. All RCB members will, however, get the chance to pick their own Club President as well as other officers and directors at our upcoming monthly meeting. In yet another opportunity, all members – especially those willing and able to organize an event – are

encouraged to attend the annual planning meeting on November 18th. That session will establish the events calendar for 2013 with a mix (hopefully) of old standards (Ride 'n' Bowl, Five Passes, Fall Classic, e.g..) and brand new ideas. No event – even the relatively simple ones like the Tahoe Chill – organize themselves. Please come to the meeting ready to roll up your sleeves, eat some pizza, and help us figure out how we can make next year our best ever.

If November is here, then December can't be far away and we all know what that means – ELF SEASON is upon us again! I am pretty confident that this is finally going to be the year when everybody comes to the RCB Christmas Party following the ATEGATT mandate – All The Elf Gear All The Time! Get your costumes early to beat the rush. You certainly don't want to risk being embarrassed by being the ONLY PERSON at the party not fully elf-attired.

And finally.....Unlike our fringed and chapped riding brethren, we will not let the onset of the wet and cold weather mean an end to the riding season. While we may not be heading up through the Sierras for a few months, we will still be riding – rain or shine – every month right through the winter. So break out the heated gear and the winter boots and gloves and let's ride!

Ride hard, ride safely, ride often, and ride with your buddies!

Cheers,
Gordy
RCBPRESZ

Wanted: A few good men and women!

For its thirty years of existence, RCB has run on volunteers. Starting with Earl Mattingly in October of 1982 and most recently with the dozen who cooked hot dogs during "Christmas in August" at the Sacramento Children's Receiving Home, hundreds (or thousands) of RCB members have contributed and given unselfishly of their time.

As we approach year-end, we're looking for a handful to serve in RCB officer and director positions in 2013. Specifically, we need a Vice President, Secretary, Treasurer and multiple director positions filled. None of the jobs are "easy" and all will require some level of commitment, but they are all rewarding. Guaranteed!

Job descriptions are posted in the [By-Laws](#), and if you think it's time to give a little back to the organization, contact a [board member](#) or [Prez Gordy](#) to express your interest.

Plan Ahead for 2013

This is the meeting that keeps RCB fresh and fun. Nothing of value gets done without planning so if you have a new idea or a new twist on an old one this is the place for you. Pizza and brain power is a powerful crucible.

Meet at the Round Table Pizza, 9500 Greenback Ln, in Folsom, on Sunday, November 18th at 5:00pm.

Every year around this time a number of RCB members huddle

around a table to plot next year's ride calendar. We'll be looking for a mix of slab and off-road rides, a mix of one day and overnight rides, and a mix of camping and motels rides. We'll also consider other club's activities and try to minimize overlap. In the end, we hope to generate a ride calendar for the coming year..

The meeting starts at 5PM and usually runs for two hours or so.

Members propose rides (or rides they would like) and together we

try to fit this jigsaw puzzle together. Even if you don't have a ride to propose, it's worth it to stop by just to see how things come together. Hey, it's YOUR club, after all.

RCB picks up the pizza and soft drinks and it's not a bad way to spend a Sunday evening.

December Toy Run

After two successes, we will once again be doing our own toy run after the club meeting on December 1st. Our designated charity will be the same as we have done in the past, and that is the Sacramento Children's Receiving Home. The home's mission is to provide support for children suffering the effects of abuse and/or neglect. This is where a lot of the kids removed

from a bad environment by Child Protective Services end up. You can visit their website at <http://www.crhkids.org>.

Wish lists provided by the management are posted below so you can get an idea of what to donate if you so desire. I am looking forward to this, and I'm sure our members will step up and make it a good Christ-

mas for these kids.

Need help choosing a gift? Check out one of these suggestions:



[Ages 1-9](#)



[Ages 9-15](#)



[Ages 15-17](#)

RCB's Annual Christmas Party

All RCB members and friends are invited to the annual RCB Christmas Party at A&S on Saturday, December 8th.

The Club will provide turkey, ham, and beverages and the other fixin's will be pot luck from our members based on their last names:

A-F: Desserts

G-K: Salads

L-S: Main dishes

T-Z: Side dishes

help with the special monthly raffle and there will also be free door prizes (purchased with the surplus generated by the monthly raffles during the year) for those still too shy/cheap to actually pay for raffle tickets.

Hope to see everyone there!!



An elf or two might be there to

Suberbike Coach Class

By Lynn Yelland

Ongoing training is something that most BMW riders subscribe to so I was excited about the opportunity to try the Suberbike Coach class offered by Can Akkaya. My expectation was that this class would be using race bike techniques to improve my cornering skills. Having the opportunity to practicing these techniques on the road was an aspect of the class that appealed to me.

There are different schools of thought when it comes to riding. There is the old school biker wisdom such as, "never use the front brake, it's dangerous" and "sometimes ya just gotta lay'er down." Then there is the MSF school of thought based on the Hurt Study conducted in the 70's.

MSF teaches us to "always use both brakes" and "when you lock up the rear brake stay on it, when you lock up the front brake release it immediately." The MSF also promotes the concept of completing your braking before you enter the turn.

If you are a disciple or either school of wisdom, you may find it difficult to accept new ideas about effective riding. If you have an open my mind and are willing to explore new ideas about riding proficiency, even if those ideas fly directly in the face of what the MSF teaches, then you could learn a lot. I did.

When my husband Jey and I first arrived, our teacher was on a sport bike and so was the other student. We arrived with 15-year old BMW

touring bikes. My initial thought was "uh oh, this is probably not the class for me." But Can assured us that the class was designed to impart race track knowledge to any rider on any bike.

Can is a professional motorcycle racer with many yeas of track experience. It is this experience that he shared with us. He has the ability to transfer knowledge in a way that anyone can understand. He introduced each concept, explained the physics behind it, the benefit of the technique, what it should feel like in the saddle, and the desired result.

We spent a good portion of the day working on braking techniques. But wait, wasn't this supposed to be a class on cornering skills, you ask? What does braking have to

do with cornering? EVERYTHING!

We started in a parking lot and worked on hard braking using front and rear then just front. We reached the point of locking the front and then practiced hard braking just prior to reaching that point. The idea is that, under hard braking, the rear loses traction so quickly why go there at all. Once the rear brake is locked the rear end will fishtail and you must stay on the brake. This limits control of the motorcycle and limits your options to evade a collision. I could stop much faster and much more in control under very hard braking conditions when I was using ONLY the front.

We moved on to smooth shifting techniques by practicing shifting without the clutch. I definitely need a lot more work here. I had good critique by Can and I know how to make my shifting much smoother. This will take a lot more practice on my part but I know his technique will make me a much smoother rider.

Our next move was to the street where we practiced the perfect line, outside-inside-outside. We moved at a reasonable pace to practice and followed Can's lines through a twisty road. It is easy to follow the curve of the road and perhaps more fun sometimes. However, the most efficient route through a corner is the one that uses the least amount of lean. My challenge was to string a section of corners together creating the perfect line through them all to finish the section exactly where I wanted to be. The advantages with this

strategy is that you make it through the corners faster (with less lean) and, if you need to stop quickly (for crazy deer or bicyclist) you can do so faster if the bike is more upright.

Our next lesson was counter steering. Can gave us an overview of the physics behind the counter steering concept. We all know you push right to go right and push left to go left. But you can also PULL right to go left and pull left to go right... it is the same thing. When you think about pulling and pushing at the same time you can snap the bike in and out of a turn faster. We practiced pulling on the low bar to begin the process of righting the bike for the next turn. I quickly came to realize that I already do this and now I know why it is so much more efficient.

We also talked about reactions that get us into trouble. These were described as protective reactions – what we do instinctively when faced with danger. Example would be when a rider goes into a corner and panics because he thinks he is going to fast so he look up at the danger – the mountain – instead of looking where they want to go. Can said something that will stick with me - most of the time we panic because we think something will happen. The reality is, we might not be going too fast, we just get a feeling we are and react on the feeling rather than finishing the turn. The bike will do much more than we think it can.

Lastly we worked on trail braking. Out of all the other lessons this one will be the most valuable for

me in cornering. I had heard about this concept but had implemented it all wrong. Trail braking is applying the front brake into the corner longer. The advantage for a racer is that they can carry speed longer into the corner. The advantage to the street rider is that using a smoother transition of front brake longer into the corner stabilizes the suspension. Example, if you do all your braking before entering the corner and then apply the throttle again you have compressed your suspension (in braking) and released suspension with acceleration, then centrifugal force compresses the suspension again at the apex of the turn. This causes an up and down movement of the bike. Carrying the brake into the corner at the point where centrifugal force is then acting on the bike will give you a nice smooth transition. In addition, if you realize you are going too fast you can gently apply the brake a little longer into the corner. This is an advanced technique and must be applied properly as with any advanced braking technique. The brake must be applied in a smooth, gentle, controlled manner.

As we returned to the parking lot, Can rode behind each of us to capture our riding technique via video cam. In all we spent 6 hours working hard to improve our riding skills.

I really got a lot out of this class. The goal is to use racing techniques to be a smoother, faster, and safer rider. I know the techniques I learned will make me a better rider and I will continue to practice these techniques on my own. The club will be exploring

ways in which Can could do a class just for our members. Look for more information on this in the near future.

Superbike-Coach history

Can Akkaya is an ex-pro racer and won his last international race in 1995 on a 250cc production race bike. Can is at home on all European racetracks that you might know from the TV coverage of MotoGP events. He was German Track Trophy Vice-Champion 1991, holder of 5 Lap records and a few international victories. He raced in the German Championships, Dutch- and Spanish Open, and European Championships. "Never Surrender" was his maxim, and his fans called him "Crazy Can". After his retirement from racing, he enjoyed riding all types of motorcycles including Choppers, Cruisers, Supermoto's and

Moto-Cross.

Can worked as a test rider for race bike engineering, and in the development of leather motorcycle racing suits. He has been an instructor for track days all over Europe.

Can has taught nearly 2500 students. In retirement his "badass" riding style, expertise in race bike development and suspension configuration kept him very busy.

When his daughter Jill was born in

2004, Can started writing about his time as a racer. In his book, Racers-Story, Can puts you on the race bike seat in the race. With tough words and gallows humor he takes the reader into a world of challenges, victories, and fears. Can reveals the guts of the racing world. (Video) From 2006 to 2008 Can was the leading instructor of Germany's first racing school, and it was his passion. His students got both theory and practice all over Europe.



Classified Ads

1970 R60/5 and 2005 F650GS (ABS)
R60/5: 35,000 miles, always garaged,
new transmission, asking \$2,000

F650GS: 7,000 miles, heated grips, two
seats, battery tender, bike cover, tank bag,
never down or off-road, asking \$4,500
Carol Schick (prospective new member)
(916) 747-3144,
carolschick@hotmail.com

BMR Products Co-Pilot Shelf - R1100RT
Good condition Co-Pilot shelf with additional
accessory arm, and vertical arm.
Fits my 97 RT. It fits other 1100RTs, but
not 1150s or 1200s. Bob McCarthy
(916) 849-5703,
bmccarthy97@hotmail.com

Cortech 21 liter Strap Mount Tank Bag
This is a large bag that I used on my 97

RT. Used it for 3 seasons. Looks great,
and also has the Map Case. Lots of storage,
70 bucks. Bob McCarthy
(916) 849-5703
bmccarthy97@hotmail.com

2001 BMW R1150GS, Blue/White, Exc.
Cond., Many Extras, High miles, but
complete Dlr. Maint. Hist. Looks, runs
great. All Syst. Cases. Must see, ride.
\$6K OBO. Extras: Operators manual,
complete tool kit 124K Service just completed
NEW TOURANCE EXPS 1. New Mag. Cortech
Tank Bag 2, LED Clear Running/Taillights
3. Clymer Repair Manual 4. Extra set
Tourance Tires 5. Low and Original Rider
Seats. 6. Pivot Pegs 7. Carbon trim pieces
8. Top case carpet. 9. All new hand,
engine protectors 10. Various trim pieces
and replaced parts. 11. BMW Gel Battery.
Curt Yeager (916) 605-6221,
yeager.l@comcast.net

2002 BMW R1150R, Black R1150R. 22k
miles. Excellent condition. No scratches,

dings, dents, whatever. Never down. Professionally
maintained by a BMW master mechanic. - BMW
system bags keyed to ignition - Givi topcase -
30 liters - BMW GS hand guards - BMW sport
screen and touring screen - high and low rider
seats - cylinder head protectors - heated grips -
Kisan signal minder installed - Fiam Freeway
Blaster horn installed - non-ABS - Mileage is
about 44 mpg. Handling is superb. Lots and lots
of torque. Fast bike gives the crotch rockets a
run for their money. Take this machine in the
canyons, to the Rock Store or the superslab .. a
really delightful roadster, very stable at speed.
CA registration through Aug 2013 paid
Machine is in LA near LAX. \$5995
Andy Wohl, (323) 304-5428
andywohl@gmail.com

'96 R850R, \$3000, 47k miles, Wilbers shocks,
Rick Mayer seat, new switches, moto front
lights, hard cases. Ron Anderson, (916) 983-7813
tros3@att.net

1983 R80ST, 128K, Gray, Rebuilt trans and heads, new timing chain and rod bearings at 100K. BMW crash bars, Jesse bags, Brown side stand, Spiegler front disk with 4 piston BMW caliper, 2 seats and small windshield. Very good condition, pictures on request. \$5500.

Bob Wakeman, (530) 622-1967
clcman@sbcglobal.net

Aerostich 42 S Roadcrafter jacket Gray on Gray- very good condition- I was going to keep this (a friend gave it to me since he no longer rides) but alas, it is too small for me. Asking \$245. New from Aerostich you will pay \$527 plus tax and shipping. Such a deal! Jeremy Hollis (916) 718-9553, jhollis@winfirst.com

R1200R, Beautiful, woman-owned 2007 BMW R 1200 R 16000 miles, dealer maintained with records, BMW factory luggage included. BMW Windshield, low seat, heated grips, electric start system, 6-speed transmission. Front brake dual disc, rear brake disc, ABS. 4.6 fuel tank. Transferable service contract. Clean title. Registration thru 10/2013. Serious inquiries only, no trades, \$8,900. David Pihl (530) 677-7460, dpihl@sbcglobal.net

K1300 GT 2010, A Perfect low mile bike 8950 miles, bike has all options with exception of traction control. City connection tank bag, bar backs, custom exhaust and painted to match top case. Just serviced at A&S, new front brakes. No dings or dents or scratches, new Metzler Z8 300 miles ago. Great bike and deal. 15,500.00 OBO, Rico Morotti (916) 240-2400, rico@ricoswindow.com

BMW ALLAROUND motorcycle boots
BMW Allaround gore-tex motorcycle boots. metric size 44 US size 10 1/2 to 11. I wear a 10 1/2 & I found them a little tight . Worn only a few times. Our friendly local BMW dealer has them for \$249. I'd like \$100 for mine.
Larry Campbell, (707) 446-1859
Laurence.campbell@sbcglobal.net

Corbin Seat For R1200RT
Nearly new Corbin saddle. Fits 2005-2012 BMW R1200RT. This seat was custom made using Carbon Fiber Leather and looks awesome. Check out the specs <http://www.corbin.com/bmw/>

bmwr12rt5low.shtml Has been carefully maintained, no rips tears or scuffs. No back rests included but can be added.
Chuck Costa, (916) 765-1950
chuck@calcosta.com

2000 BMW 1100RT parts. A lot of parts still available like motor and trans (needs clutch) together or separate 108k miles on bike, also alternator, starter, coil and more. Various body pieces including all 3 bags need paint and to be keyed. If have questions email is best. Thanx for looking.
Daniel Goodenough
Gasmandanimal@gmail.com

Women's Olympia Airglide II Pants Size 10, Silver (grey), excellent condition. Missing liner. \$40. obo. Will deliver at RCB breakfast. Dave Swift (530) 320-4478, beemerdave@att.net

2003 K1200RS Capri Blue Original owner w/ clear title in hand, Garage Kept, Miles @ 22,883, Dealer Installed PIAA and Rear Brake lights, Sargent Seat, etc. Price: \$8500/OBO
gfriss@yahoo.com or 209-256-0268 Located in the MotherLode. George Friss (209) 256-0268, gfriss@yahoo.com

Near New FUEL Tank for 2005 GS
Near New Fuel tank, removed from a near New 2005 R1200GS, was replaced with a GSA 33L tank by the dealership. Mint Condition. No photo is needed; take my word. Stan Paolini, (530) 409-4901
paolini_stan@yahoo.com

1973 R75/5 parts
About 30 years ago I had my 1973 R75/5 stolen and wrecked. I have essentially the entire bike in parts, and would now like to find someone who has a use for it. No charge to a good home.
Jeff Jennings, jenningsj1955@aol.com

1981 R100RS rennsport, Beautiful white machine, 2 saddles, 2 bags, more...
Bob Henderson, (925) 376-4164
Kurrewa@aol.com

1999 BMW F650 w/Givi luggage - \$3,250. Well, I hate to do it, because I love this bike, but between the tax man calling, and the fact that I'm not riding it enough to justify keeping it, it's time for someone else to enjoy this awesome bike.

1999 BMW F650 Classic / Funduro. 11,763 miles. It features: A Bags Connection tank bag with SW-Motech quick detach mount Givi E21 side cases Givi V46 Top Case Rick Meyer Custom Saddle Engine guards (unsure of brand) Grip warmers The bike is in perfect condition - needs nothing. Ready to be ridden cross country and back. This bike has been very well taken care of during it's life. It's in pristine condition - especially considering it's a 13 year old bike. My loss is your gain. It's located in the Sacramento, CA, USA area. PM me if for more info or if you would like to take a look at it. \$3,250 OBO. Mike Long
longmd@gmail.com

1150 GS Mandarin, 6500 miles, recent top to bottom service at A&S; many extras, accessories and riding apparel.
Jerry Cooper, (530) 878-2858
jcoopster160@gmail.com



2012 Calendar of Upcoming Events

Check often because events are always being added or changed.

- Nov 3rd, 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.
- Nov 13th, 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!
- Nov 18 Sun 2013 Planning meeting 5 pm, Round Table Pizza, 9500 Greenback Lane, Folsom.
- Dec 1 Sat RCB Toy run after the club meeting. Details in the newsletter.
- Dec 8 Sat 2012 Christmas Party at A&S Powersports, 6:30 pm

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USA**

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A&S BMW Motorcycles - 1125 Orlando Ave., Roseville CA 95661





River City Beemers, Inc.
PO Box 2356
Fair Oaks, CA 95628
www.rcb.org



Plan on attending Yerington 2013 for some great riding and bowling.

November 2012

A & S BMW Motorcycles

1125 Orlando Ave.
Roseville, CA 95661
(800) 689-9893
www.ascycles.com
Tues-Fri 9-6, Sat 9-5

Welcome to New Members

Charlotte Barry, Folsom
Scott Manhart, Roseville
Paul and Elvira Leiser, Citrus Heights
Kevin Dixon, Elk Grove
Steve Frost, Cool
Robert Seely, Walnut Creek
Patrick Smith, Sacramento

A&S BMW Motorcycles, Roseville, CA
(916) 726-7334, www.ascycles.com
BMW MC of San Francisco, San Francisco, CA
(415) 503-9988, www.bmwmotorcycle.com
BMW of Fresno, Fresno, CA
(559) 292-2269, www.bmwoffresno.com
BMW of Tri-Valley, Livermore, CA
(925) 583-3300, www.trivalleybmw.com
California BMW, Mountain View, CA
(650) 966-1183, www.calmoto.com
Cycle Specialties BMW, Modesto, CA
(209) 524-2955, www.cyclespecialties.com
Ozzie's BMW Center, Chico, CA
(530) 345-4462, www.ozziesbmwcenter.com
San Jose BMW, San Jose, CA
(408) 295-0205, www.sjbmw.com
Santa Rosa BMW, Windsor, CA
(707) 838-9100, www.santarosabmw.com