

# River City Beemers

## March/April 2024

*RCB Newsletter*

BMW MOA Club #210 & BMWRA Club #104

Catch

### Recurring Events:

#### **Member Meeting: 1st Saturday of Every Month**

Location: Susie's Country Oaks Cafe,  
1000 Melody Lane,  
Roseville, CA 95678

Breakfast or such whenever you arrive. Meeting starts more or less at 8:00 A.M. and runs until 9:00 A.M. or so, depending on what the Rafflemeister has in his goodie bag. Weather and other factors permitting there is a member ride after the meeting. Check the web site for details at [rcb.org](http://rcb.org).

#### **Wednesday Night Dinner Ride**

Location: Coffee Republic  
6610 Folsom-Auburn Road,  
Folsom, CA 95630

Riders meet at the Folsom Coffee Republic before heading out to a local dining establishment 30-45 minutes away. After dinner, the riders return home on their own. Locations are chosen the previous week by the participants. Yes, we ride in rain and during holiday periods. Each week's destination is usually posted in the forum on the previous Monday or Tuesday.

#### **Board of Directors Meeting**

Location: Pete's Restaurant & Brewhouse  
6608 Folsom-Auburn Road  
Folsom, CA

The RCB board of directors meets monthly to review past activities and plan future events. Consideration is given to member interest and cost, and the meeting is open to all. While the meeting begins at 7:00 P.M., most of the directors gather earlier to have dinner.



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### Officers and Directors

#### Officers:

President	Maggy Mini	916-716-1471
VP	Ray Nuguit	916-625-0799
Secretary	Jean Cordalis	916-719-7977
Treasurer	Karl Weiland	530- 409-5409

#### Directors:

Emeritus	Rick Blake	
Gordy Olson	916-642-2221	
Al Morrison	916-955-2381	
Bob Rasters	925-606-6129	
Bob Brown	530-263-2823	
Ken Caruthers	916-712-1014	
Marv Lewis	916-208-1110	
Rick Kilton	541-331-9553	
Greg Smith	916-539-9400	
Mark Naber	916-425-7657	
Fred Jewell	916-230-0951	

#### Appointed Positions:

Membership	Heidi Weiland	530-306-0959
Newsletter	Jack Klauschie	916-765-7737
Webmaster	Ken Caruthers	916-712-1014
Women's Liaison	Jeanie Thurston	916-626-9121
Rafflemeister	Gordon Olson	
Ride Leader	Ken Caruthers	916-712-1014

### RCB 2024 Calendar of Events

(See RCB Web Site / Forum for Details)

April 1	Start Mileage Contest
April 6	Monthly Member Meeting / Club Ride
April 26-28	Morro Bay Ride – See Forum for Details
May 4	Monthly Member Meeting & Poker Run
May 18	Ladies Ride & Lunch
May 24-27	49'er Rally – Mariposa
June 1	Monthly Member Meeting / Club Ride
June 13-15	MOA National Rally – Redmond, OR
June 20-23	Chief Joseph Rally, John Day, OR
July 6	Monthly Member Meeting - Club Ride
July 18-21	Top of the Rockies Rally
August 3	Monthly Mtg / Club Ride / Ride 'N Bowl
August 10	Ladies Ride & Lunch
August 16-18	Tahoe Chill – Camp Richardson
Sept. 7	Monthly Member Meeting - Club Ride
Aug. 30 -Sept.2	Gypsy Tour
Sept. 13-15	Lost Creek Campground, Mt. Lassen
Sept. 15	End of Mileage Contest
October 4-6	Monthly Member Mtg / Manchester Beach
October 19	Fall Colors Ride
November 2	Monthly Member Meeting - Club Ride
November 16	Ladies Ride & Lunch
December 7	Monthly Mtg/Club Ride/ Holiday Party
December 14	Toy Run – Children's Receiving Home

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## President's Corner March 2024

by Maggy Mini, RCB Prez

We welcome spring on Tuesday, March 19 at 11:06 pm with the arrival of the spring equinox and the time change on March 10 setting our clocks forward and robbing us of 1 hour of sleep, but giving us more light at the end of the day.

Our first event of the year is the "Whale of a Tour" March 8-10 planned by Greg Peart. Hopefully they will have no rain.

Jack Klauschie is planning a track day at thunder Hill on April 15 for more info you can contact him at [jackklau@comcast.net](mailto:jackklau@comcast.net).

April 26-28 is the "Coastal Classic to Morro Bay" planned by Bob Rasters. 7 rooms are on hold till April 18. This is a fun event with a great tide to the coast, and yummy food.

Registration for the 49er Rally opened. Early bird registration of \$125 includes tent camping and your Saturday dinner thru April 30. May 1 the registration is \$150. RCB will be handling the Poker Run. Gordy will oversee the event and our ride Captain Ken will plan the routes, they have been overseeing the poker run for 5 +years. I've talked to Wynne Benti of NorCal who is charge of scheduling events at the rally and she is excited that RCB is handling the Poker Run ♦ ♣

A survey will be emailed to all members this month requesting what you want from the club. If you complete the survey your name will be placed into a drawing for a Susie's breakfast certificate. Hopefully you're getting in a ride between rain storms. Enjoy!

Safe riding!

Prez and First Gentleman

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## President's Corner April 2024

by Maggy Mini, RCB Prez

April is known as the best month to look up to the skies and watch meteor showers, the start of warmer weather and super blooms! But this year on April 8 there was a total solar eclipse. In California we only saw a partial eclipse which was not even noticed. I gazed into the sun with my Solar Eclipse glasses and was able to see the partial eclipse but after a couple of glances it wasn't too exciting. So, If you miss this eclipse the next one will be in 2044. Hmmm where will I be? Finally, it didn't rain on our April monthly ride. We had 13 riders and rode highway 49 to snow along Rawhide Road to CA-108. Enjoyed lunch at 50s Roadhouse in Knights Ferry. Good company, nice roads, and excellent weather.

This month we'll have a tech day "fixing a flat". If you plan to attend, please register on the event calendar. This is a hands-on event. You will need to bring your own fix flat kit and we will provide tires for you to practice on. Place: TBD by how many register.

April 26-28 is the "Coastal Classic to Morro Bay" planned by Bob Rasters. It looks like 10 will be attending. This is a fun event with a great ride to the coast, and yummy food.

The survey was emailed to all members in March, and we had 55 of our 151 members complete the survey. Their names were placed into a drawing for a Susie's breakfast certificate and the winner was Ralph Duff. Woohoo!

Following our May 4th club meeting is our Memorial poker run. Ken will be planning a route through the foothills ending at our host Mike Ledbetter's house, with lunch prepared by Fred. Fred will be fixing his 'World Famous Fajitas'. There is a registration fee of \$10 which includes lunch and the first poker hand. See the event calendar for more information. The weather is getting better so it's time to prep your motorcycle with new tires, maintenance, battery, new seat and some bling ★ .

Safe riding!

Prez and First Gentleman



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## 2024 Whale of a Tour Greg Peart

After 17 years of leading a ride event you can be sure that every different type of weather will be experienced at least once during all those years. After the rainy trip last season this one did not disappoint. Sunny and cool with light traffic was the game day for the 2024 Whale of a Tour launch from Eppies in West Sacramento. Riding and departing after breakfast were, new members Minxia & Kurt Hoffman, Ron Boeck & tour leader Greg Peart. Sally Boeck & Cyndee Peart drove over together by car and Lisa & Bruce Cornelius met us at the Sea Gull Inn.

This has been another very wet, cold winter. Spring is just not showing up much as of yet with little to no warm days. We had very few wildflowers and only a couple of Red Bud just starting to bloom. Almond trees and plums were out but not abundant on the trip over on Hwy. 128. Cal Trans did a great job of clearing the roads of any debris but the very wet water-soaked hillsides were seeping across the pavement at the most undesirable apex points of the road. Dry Creek General Store with its fancy new parking lot complete with special motorcycle parking is always a welcome and awesome lunch stop. Unfortunately for us the timing was just moments after a wine tour bus arrived with 25 people in line ahead of us. So back on with the helmets to our Cloverdale gas stop and then onto the backup plan of the Hamburger Ranch & BBQ near 128 to Mendocino on N. Cloverdale Blvd. at the north end of town. Always a hit for a great burger.

With only a couple of flagman slowdowns for tree trimming crews giving us a go most of the time we made one last route stop at Navarro Redwoods Store. We made great time for our arrival at Mendocino's Sea Gull Inn. We were greeted by Kim & Ian Roth, the inn's owners. The motor team was the first to arrive and check in was quick. The Sea Gull Inn has completed its newest upgrade and now has 10 rooms for rent. 5:30 PM was the cocktail party in the Peart's room and all 4 couples had fun sharing stories, catching up and making new friends prior to dinner. Our dinner was set for Luna Trattoria Italian food just a short walk away.

We were upstairs for a great dinner in the far back of the restaurant. This was a perfect quiet place for the 8 of us to have a pleasant dinner.

By the time dinner was over it was too late for Irish coffee's at the Mac Callum House Inn. 9 PM is late in Mendocino. Irish coffees after dinner became a special treat on this event and even somewhat of a tradition. Since the Mendocino Hotel has been closed for

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at least a year, it has been rather difficult to secure a place that can provide the treat especially when we have larger groups.

We woke up to rain Saturday morning, but it passed and was gone by the time we had all enjoyed the wonderful breakfast that Kim & Ian prepared and delivered to each room.





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Everyone was able to stroll about town afoot with the Boeck's, Peart's and Cornelius's all having lunch at the Pub. 5:30 PM soon rolled around again for more snacks, wine & conversation in the Peart's room. Dinner this night would be at Silver's at the Wharf in Noyo Harbor, Fort Bragg. We all fit in two cars and had a great dinner. Silver's bar closed just as we finished our dinner at 9 PM. You would think on a Saturday night the bar would be open later but when the people leave it seems the staff perform a flex work shift and just disappear. Again, no Irish coffee.

Sunday morning was cloudy with rain expected. Ron Boeck decided to make an early departure to miss the rain.

We gave our goodbyes to our great Inn Keepers, Kim & Ian Roth and at 9:45 AM the Hoffman's and I left paradise on our bikes for Clearlake on Hwy. 20.

The rain was very light and lasted only a few miles, not even getting our gloves damp. The road was wet. During the wintertime is Hwy. 20 between Fort Bragg and Willits ever dry with all the redwood trees?

Kurt & I made great time with just the two bikes heading around Clearlake. I have never seen such light traffic on Hwy. 20. We rolled the speed limit (I am sticking to that in print) all the way to Granzella's Restaurant in Williams in record time.

I want to thank our regulars who make this tour so much fun each year, Lisa & Bruce Cornelius and Sally & Ron Boeck. And a very special welcome to our new RCB members Minxia & Kurt Hoffman. You are a great couple and will fit right into our club.

To all of you please think about attending this tour next year. You don't have to sleep on the ground, and you will have a great time with all the Mendocino Coast has to offer.

The Whale of a Tour ride dates for next year will be March 7, 8, 9, 2025.



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## New Year Revelations

**Eric Trow**

Reprinted from Rider Magazine

[Editor: I needed reading material while on bio-breaks and gave Rider Magazine a try. So far, I enjoy the articles and relish having a magazine in hand. I suggest you give the magazine a try.]

Traditionally, this is the time of year for making New Year's resolutions - declarations of what we will accomplish in the fresh, shiny white clean slate of a new calendar year. Yes, these are the days when we convince ourselves we will do things differently this time around the sun, despite similar attempts made at the start of each preceding year. But this time we mean it. No, seriously.

Heading into 2024, while I want to lose some weight, get into shape, and read more - none of which I will likely stick with for more than 13 to 17 days after the big ball drops in Times Square - I'm opting to forego the resolutions this time and focus instead on New Year's revelations.

Instead of looking forward with rose-colored glasses, I'm looking back on this past year with smudged bifocals, taking a realistic view and contemplating things about myself that can be learned from the experience. I'm craning a stiff neck for a glance back over my shoulder to 2023, identifying what really mattered, what didn't, and what has changed. In embarking upon this reminiscence reconnaissance, I have paused long enough to realize a few truths about myself. Some have been a little disappointing, while other discoveries are downright energizing.

Here's one that surprised me. I've realized I now enjoy riding casually on backroads - something I'd never be caught doing in the past. I was once driven purely by the exhilaration of piloting a motorcycle down twisting backroads as swiftly as possible without endangering myself or others. And while I still enjoy "spirited" riding and the joys of flicking a motorcycle along canyon roads and racetracks, I'm surprised to discover I also now dig pattering along at 45 mph on a quiet farm road or tracing the graceful lines of a river or stream. It's the kind of riding my dad used to enjoy so much but would



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trigger a frustrated outburst in my helmet of, "C'mon Dad, let's go!" as I impatiently followed him on my own bike.

Another revelation? I'm recognizing that having a garage packed full of motorcycles is introducing more pain than pleasure. To use the garage for anything other than motorcycle parking requires shuffling multiple bikes out into the driveway to make room. It's not a great scenario on those rainy days when I choose to work on a project bike instead of going for a ride. My garage is so crowded that fetching a wrench or getting to an electrical outlet requires negotiating a precarious maze of tightly spaced wheels, fenders, saddlebags, luggage racks, handlebars, and mirrors, only to find that there are no electrical outlets available since all are occupied by battery chargers.

Friends and fellow gearheads tell me the solution is to build a bigger garage. While that would be nice, I know myself well enough to know I would only fill it (and the existing one) with more motorcycles. Bikes that I don't use regularly. Bikes that require more attention because they are not ridden very often. While I have true fondness for every one of them, I'm now compelled to thin the herd to the machines I'm most inclined to ride and enjoy regularly. (The jury is still out on whether the sidecar outfit is on that short list. Stay tuned.)

Along those lines, I hate to admit (I really do) that I don't enjoy wrenching on my old bikes as much as I used to. Maybe it's because I've had to do a lot of home restoration on our log cabin and the ramshackle house we inherited up north (my wife and I might be the only people in the world who own a cabin in the city and a two-story saltbox house in the forest). Maybe it's because I've been invited to help my son tinker with his old MG (the British sports car, not the Italian motorcycle). Perhaps it's simply because I have too many bikes that need too many fixes, making the thought of repairs more of a job than a hobby. But I think it's primarily because I now prefer riding over wrenching. Chasing problems is less exhilarating these days than chasing horizons (if riding at 45 mph can be called "chasing").

Maybe this next one is something that happens every winter and I only think about it this time of year, so I'm not sure if it's a revelation or a recurrence: I don't like being cold. While I once was motivated by the idea of heading out even when there was frost on the ground (and on the seat if I'd parked outside), I now have little desire to cope with cold



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temperatures at speed. I dislike aching fingers (I've never found ideal cold-weather gloves, and heated grips don't do a thing for the "weather side" of my hands). Fogged face shields and eyeglasses are a nuisance. Wind "leaks" revealed at highway speeds that let sharp spears of bitter cold air stab my neck require yet another stop to adjust clothing. Frankly, just putting everything on is often enough to dissuade me from taking the bike out on a crisp January day now. Either I need better gear and a better attitude or I'm just getting soft.

And that's another New Year's revelation. I'm finally admitting that I'm softer and less athletic than I have always visualized myself. I now sport my dad's spindly legs, and I sprout a gut after eating a single plate of pasta or a slice of bread (heaven forbid I consume both in one sitting).

But not all of my revelations have been bad. I rediscovered how much I love taking two-wheeled trips with my wife. Our motorcycle tour through Italy in October pleasantly reminded me of what a wonderful way it is to travel, discover, share, and experience the world together. I'm not sure why we haven't done it more often. Perhaps the demands of work and routine get in the way. Maybe it's the garage full of bikes begging for mechanical attention. But I do know that I want to do more of it. And so does Amy, which is a good thing, since the concept doesn't work very well if she's not on board (both figuratively and literally).

The real revelation heading into this new year? As I contemplate where I am today, despite some shifts in priorities and a touch of a curmudgeonly attitude, I realize that I still love motorcycles and motorcycle travel as much as I ever have. Seeing a motorcycle still makes me dream of my next ride. Hearing a bike ride past the house makes me want to drop everything and grab a helmet. I still find myself perusing bike ads "just in case" there's something I'm supposed to see or have. It's a New Year's revelation that reminds me that there will be no resolution to my motorcycle problem anytime soon. I am only resolved to ride more.

[Editor: What are your revelations?]

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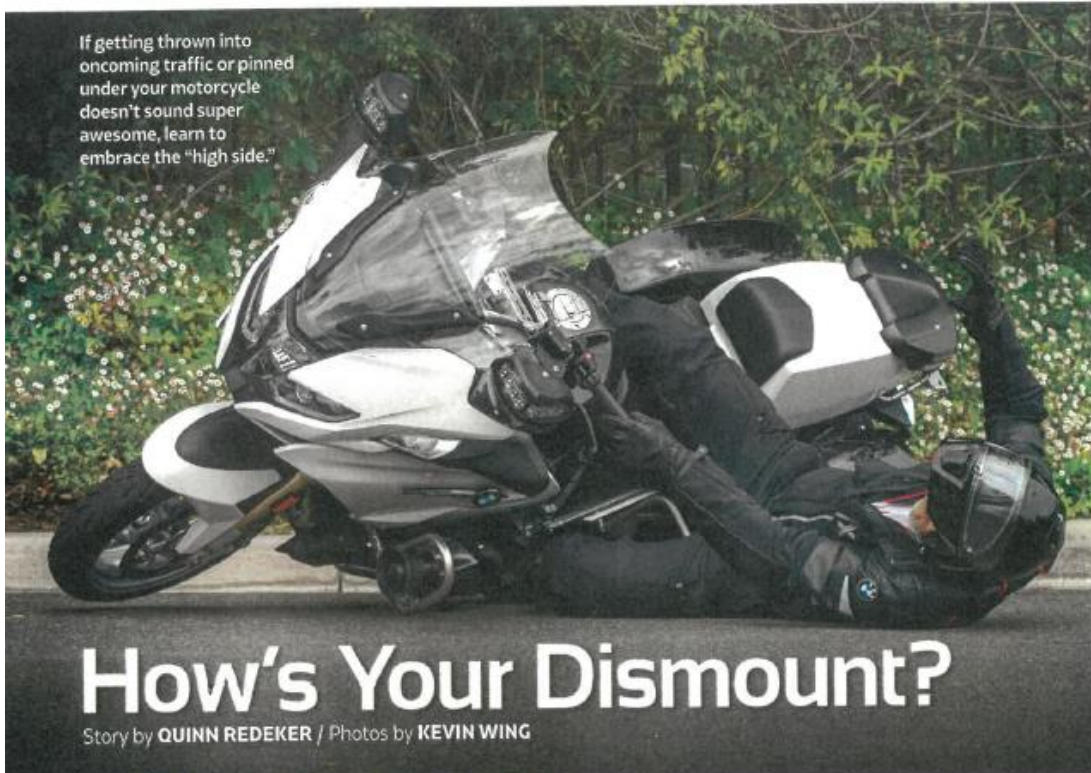


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## MOTOR SCHOOL WITH QUINN REDEKER

If getting thrown into oncoming traffic or pinned under your motorcycle doesn't sound super awesome, learn to embrace the "high side."



### How's Your Dismount?

Story by QUINN REDEKER / Photos by KEVIN WING



**IN MY CAREER**, my police motor slammed the pavement exactly five times when deploying the kickstand and dismounting the bike. And yes, it was on par with that dream we've all had where you show up at school with no pants and all the kids laugh at you. Exceedingly embarrassing for sure, but thankfully I'm still alive and riding because every single time I dropped my bike, I was following the Golden Rule: "Always and forever mount and dismount your motor from the high side."

That's right, folks. It turns out there's a correct side of the motorcycle to get on and off from, and it isn't the side most of you use. Sounds ridiculous, right?

Now, I know you've successfully accomplished the task of resting your motorcycle on its kickstand thousands of

**Motor officers use the high side every time they get on and off because it works.**

times. Heck, you're almost psychic when it comes to surface appraisal and road camber when you boot that stand out. In fact, you're probably cursing me in your head, arguing that which side you mount or dismount from ultimately depends on where you park your bike or which hand is



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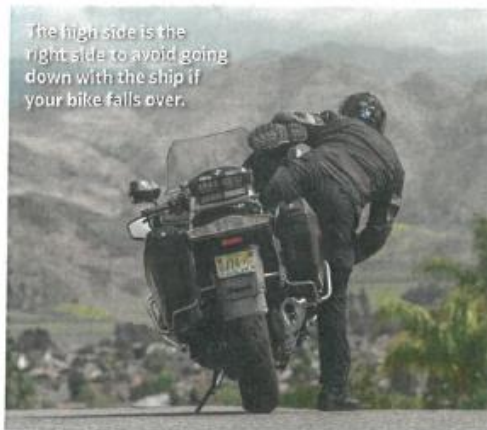
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holding your Milk Duds. But in motor school, I learned the best way to get on and off a motorcycle: from the "high side."

Perhaps it's obvious, but in case I lost you, allow me to explain. For the most part, kickstands are deployed from the left side of the motorcycle. If you put your motorcycle on its kickstand, the bike will settle, or lean, to the left. Therefore, if you were to stand directly behind the bike, the "high" side is the right side of the bike, or the side where your throttle and front brake lever are located. Since the bike is leaned over on the stand, the seat is higher on the right side. Make sense?

Keep in mind that all vehicles in the United States travel on the right side of the road, with opposing traffic on the left. Now, let's imagine you are riding along and need to get that super tight blue sweatshirt that you love to show off out of your saddlebag. You pull to the side of the road, kick your stand down, and start getting off the bike. But on this particularly cruel day, your bike begins to roll off its kickstand, resulting in the bike falling to the left – or "low" side – and toward traffic.

Adding chaos to the scenario, it turns out your right leg is the one with a wonky ACL and two meniscus surgeries, so you decided to plant your left foot on the ground and started your dismount on the left (low) side of your bike as it began to fall. Regrettably, your bike starts falling directly onto your one good leg, potentially knocking you into oncoming traffic as it wraps you up and takes you down with it. Not great.

Now let's put on our mirrored rainbow glasses and imagine you dismounted from the "high" side as your motorcycle started to fall off the kickstand. Not only will you look fabulous, but your right leg will remain planted so your left leg can gracefully swing over the seat like a gazelle's, safely clearing you from the bike as it ponders what parts and pieces to destroy as it slams to the pavement. Embarrassing and costly? Absolutely, but pretty low risk to you physically.

The good news is this technique pays dividends not just when parked on the road but also in parking lots, your driveway, or anywhere else you throw that kickstand down. I can't promise that your buddies won't find some other reason

to make fun of you, but like I've said a thousand times, you bring that crap on yourself.

So, from now on, follow my little parking ritual: Shut off the bike, put it in 1st gear, deploy the kickstand, turn the handlebar full-lock left, gently ease the bike over onto the kickstand, and step off the high side of the bike. If you need a little assistance with your dismount, grab the front brake and use the handlebar for leverage. And while the process is simple enough, give it a few dry runs in the garage first. Practice makes perfect, though I can't promise you won't get weird looks from your friends.

### BONUS MOTOR SCHOOL TIPS

As the late, great Billy Mays used to say, "But wait, there's more!" Here are a couple more tips to help you out there on the street.

**Curb appeal:** If you find yourself in a situation where you need to ride your big heavy bike off a curb, accelerate off rather than tiptoe and duck walk the front wheel off the drop where the lower fairing, oil pan, or pipes could get smashed. I'm not suggesting you channel your inner Daniel J. Canary, the man who invented the wheelie, but ride off like you would accelerate from a typical stop: in a straight line with smooth, assertive throttle (as shown in the photo below).

And yes, I know firsthand what a great tip this is because I once watched a fellow motor officer gingerly roll his new BMW R 1250 RT-P off a tall curb at a DUI checkpoint. After hearing a gut-wrenching pile-driver concussion, I watched as hot oil spewed out onto the pavement. Oof.

**Brake time:** If your bike has been sitting unriden for a while, be sure to work your brake levers and pump up the calipers before you take off. When I first heard this suggestion from an old motor cop, I laughed out loud. But then he walked me over to my bike, gently pushed on my front brake calipers with his boot, and asked me to grab the front brake lever. With a cocky gleam in my eye, I pulled the lever, only to have it bottom out at the throttle grip – the brakes didn't work at all. Turns out the fluid in your brake calipers can be forced back into the master cylinder if bumped or pushed hard enough, causing the brakes to need some pumping up before they work again.

Find Quinn at [PoliceMotorTraining.com](http://PoliceMotorTraining.com). Send feedback to [rider@ridermagazine.com](mailto:rider@ridermagazine.com). 📧



It's not if but when you'll be faced with navigating a tall curb. Heed my advice and avoid immeasurable personal (and costly) anguish.

Reprinted from Rider Magazine



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## Beemer Bingo 2024 Mileage Contest

by Fred Jewell

Starting April 1, this year's contest consists of visiting sites on the bingo card and getting a picture of your bike at the sign for each site. Everyone gets the exact same 6 x 6 bingo card, and each bingo will have a certain number of raffle tickets assigned to it, a minimum of one and a maximum of twelve. There are only 81 tickets available in total, so a single ticket has more value this year.

All the locations are within the state of California except two, which are in Nevada. There are free spaces on each line (except one diagonal) so you can get most bingos with only five sites visited on each.

As you send your pictures to me, either by email ([frebeck94@gmail.com](mailto:frebeck94@gmail.com)) or my phone (916 230 0951), I will check off the spot on your bingo card and alert you when you have scored a bingo. Continue collecting sites and scoring bingos until September 15.

The raffle will be held once again at our Manchester Beach event in October, and you must be present to win the set of tires mounted on your motorcycle.

The bingo card will be unveiled on the RCB website on March 31, and physical bingo cards will be distributed at the April club meeting for those who don't know how to hit the print button on their computer.

Good luck and good riding!

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## Editor's Plea

Please take photos and write notes.

Better yet write an article or ride report.

If you read an interesting article send me a copy.

Please send them to me at [jackklau@comcast.net](mailto:jackklau@comcast.net) and I will add them to the newsletter to share with members.

**Please Check the Forum often to stay updated on club functions and events.**



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1125 Orlando Ave  
Roseville, CA 95661  
(916) 726-7734  
[www.ascycles.com](http://www.ascycles.com)

## **Ozzie's BMW Motorcycles**

2438 Cohasset Rd.  
Chico, CA 95926  
(530) 345-4462

## **Cycle Specialties, Inc.**

1201 North Carpenter Rd.  
Modesto, CA 95351  
(209) 524-2955

## **CALMOTO**

952 North Canyons Parkway  
Livermore, CA 94551  
925.583.3300

## **BMW Motorcycle of Santa Rosa**

800 American Way  
Santa Rosa, CA 95492  
(707) 838-9100

## **BMW Motorcycles of San Francisco**

790 Bryant St.  
San Francisco, CA 94107  
(415) 503-9988

## **San Jose BMW**

1990 W. San Carlos St.  
San Jose, CA 95128  
(408) 295-0205