

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

August 2007

River City Stuff

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Membership Meeting

Sat. Aug. 4th, 8:00am
Western Coffee Pot
Auburn near Greenback Ln
Citrus Heights

Director's Meeting

Tues Aug. 14, 7:00 pm
Western Coffee Pot
Auburn near Greenback Ln.
Citrus Heights

Breakfast - Be There!

Every Saturday 8 am
Western Coffee Pot
6233 Auburn Blvd
Citrus Heights

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 Gary Stofer



August already and after a mild July, we can expect things to heat up. But more about that later. This month's ramblings are about size—you know—good things come in small packages, bigger is not necessarily better, etc., etc. Can you tell I'm eagerly awaiting the arrival of the F800GS? A usually reliable source has revealed that we may see this bike very soon, perhaps as early as August or September. We can hope. But when thinking about size I also ponder some of the events that RCB puts together, like the Manchester Beach campout, the Lake Mendocino campout/GS ride, and the Indian Creek campout. Most of these events started out as small and simple affairs and grew over the years. Now the sheer volume of work involved in hosting one of the events makes it difficult to find anyone willing to take over as our current organizers retire. I suppose that comparing these events to the wildly successful Eureka/Samoa Cookhouse affair put together by Fred Jewell last month makes me wonder if the simpler events aren't more enjoyable. The Eureka event involved coming up with an idea, picking a location and date, and then promoting the event in our newsletter. Kind of like Kim Rydalch's Ride-n-Bowl at Yerington, which is another very successful event requiring a minimum amount of work. I'd like to see more of these kinds of events; maybe because I'm getting to where I don't like sleeping in a tent or just don't want to create a meal for 60 in the middle

of nowhere. Oh, by the way, we need someone to take over the Manchester Beach event for 2008. (Listening...listening...did I hear a pin drop?)

Now, about things heating up. July has been kind of slow except for the Eureka ride on the first weekend—unless you went to the MOA National or Paonia. We tried to schedule a local event at Brown's Campground but things just didn't come together. All of that's due to change, though.. The 1st weekend of August is our famed (and imitated) Ride-N-Bowl to Yerington, NV. Then there's the Doran Beach campout organized by Roy Ulfsrud happening August 24, 25 followed by NorCal BMW's Gypsy Tour starting August 31 in Roseville. I hope to see a lot of you on these rides. No Jeep at these events, I promise. And of course there's the RCB Board Meeting August 14 if you're suddenly eager to get more involved and to making things happen.

Did you participate in the RCB Rider Improvement Day at Thunderhill? If you did, make sure to pick up your free DVD of the event from A&S BMW. (The DVD is frequently playing in A&S's showroom) Jeff Hanrahan at A&S came up with this idea and Randy footed the bill--which was not an inconsequential amount of money. Just another way that A&S helps RCB remain a successful club. Be sure to thank them when you have a chance. Above all, make sure to:

Ride Safe

Ride Often

Got Mufflers?

Bud Phelps was a founding member of the River City Beemers many years ago. He passed away recently and Rick Blake sent this tribute for the newsletter.

“Bud” Phelps

1933 - 2007

Husband of Missie – his enthusiastic passenger.

Sergeant, Sacramento County Sheriff’s Department, Retired.

RCB Charter Member – and events worker.

Rider/Mechanic for same BMW for over 25 years.

Master of the “Bumper Stickers”

Gone – BUT NOT FORGOTTEN

Doran Beach Campout, Aug 24-26

There will be drinks, soda, beer, and coffee. Also a group ride starting from the Western Coffee Pot, departing at 9:00 AM sharp Aug. 18th...We are staying at the group site 'K' that is a Group Tent site. Directions; From HWY 101, in Santa Rosa, take Hwy 12

West through Sebastopol until it becomes Bodega Hwy. Follow Bodega Hwy until reaching Coast Hwy 1 Turn right onto Hwy 1 and before reaching the town of Bodega Bay turn left onto Doran Park Rd. into the park

The Experience of The Death Ride

By Bruce Hilger...ShopDoc

****I offered a ride to the lady in a blue outfit from SF who was clearly desperate to find her pack left on the roadside, hastily thrown, because of its weight, to give less restriction for her first pass climb. She was back now obvious anxiety about it. We chatted on the bike, retracing her route and easily found her pack. I wondered what difference there would have been for her to pedal back those few miles or me to take her, but my job was not to question as we separated, with a friendly good bye.

****The lithe young fellow had broken a spoke while doing 50+ mph down the steep Monitor Pass grade. I easily loaded him and his bike, and headed down to the junction where a maintenance tent could maybe fix his problem. He became uncomfortable with speed so I kept the motorcycle at 35 mph.

****A man from Minnesota had mechanical prob-

lems and needed a lift into home base at Turtle Rock but the problem ended his day of riding,...and the next morning he was to catch a return flight home.

****Just off the fifth pass summit was a roadside form, standing hunched, immobile, exhausted and shivering, barely able to now talk as I put my jacket round her. I explained the transport routine and felt a light hand resting, trusting, on my shoulder as we made a slow, quiet, motorcycle descent the twenty miles to the finish. Her goal was ever so close but yet so far. She remained in the vacuum of her pedaling effort to reach her goal. Was this good enough? Will she wonder what else she could have done in those twelve hours that would have made her reach the much-awaited goal? ****CJ was directed by the helicopter doctor/nurse to manage the surrounding crowd as the unconscious victim was loaded for the flight to the Wasatch-Reno Trauma Center.

The Tour of the California Alps, also called The Markleeville Death Ride, or simply The Death Ride is a 130 mile, 5 pass bicycle event, famous, respected and sought after for its level of difficulty, world wide, is dangerous, and is hard to get into because of it's limited enrollment of 2800 openings.



River City BMW Club has been asked back repeatedly since their first appearance some fifteen years ago because of the irreplaceable value of their Sag Units. Rider and bike fill many important services needed by the complex organization of this event. An all-volunteer force of local people, affectionately called the Skeleton Squad, effectively supports it.

Volunteers called the Skeleton Squad were an army of dedicated people designed to assist in connecting the thirteen parts of the 130-mile course. Rider and motorcycle were given numbers and called Sags, and were in three groups to be spread over the legs of the course. It was obvious each Sag Unit provided a sense of comfort and we had become a vital part in many different ways to all, cyclists, volunteers, organizers, in the event. Through 2-way radio communication our locations and activities were coordinated, dictated by central command at Turtle Rock with activities that would help the entire Tour.

The bicyclist was the mission. The consequences of being totally unaware of their actions and environment, of abandoning the distracting baggage of their everyday lives is a magnificent transformation to make this a supreme event. On the bicycle they are completely in the moment. Their common general goal is the transcendence of the self or ego in order to get in touch with a greater force. The people of the Tour seek to find and extend the limits of their

physical/emotional/spiritual selves in this trek through the natural beauty of the high Sierras. They spend months, training to meet the physical part of the designated goal of five passes. They pursue the most recent knowledge and latest equipment to best meet the extreme demands that stress body

and equipment. In the back of ones mind lurks the unknown midst the inherent but certain dangers of the Death Tour and one begins to appreciate its name. For many, they will have been to hell and back. A third will do less than five passes. The event is not a race but a happening where the goal is simply to be able to start, survive and finish. Many of the participants never complete the course; several are seriously injured, to be ministered to by Sags, friends, ambulance teams and helicopter medical service.

There were the 25 stops along the way that provides the much needed support in food and water, gives expert bicycle repair assistance and made the vital communication that runs and is the nerve center of this cell-phone absent area.

These participants are pioneers of cycling. They seek to extend their own limits of human strength and endurance. They push the envelope, caution replaced by endeavor with the focus of an Olympian that makes "the ride" the thing. Ultimately, in their enthusiasm, they commit themselves into the realm of unknown horizons. In the face of breakdown, and injury or exhaustion the person of stealth changes into one of acute need. The Sag thus appears, a savior, a calm ride home, a fixed tire or broken chain, but the quiet comfort, the solid machine is a ride back to familiarity that brings the Greek sailor to

safe haven. It was clearly easy to make eye contact with roadside people, and immediately received unsolicited salutes and shouts of appreciation and thanks. It appeared that everyone knew of us and related to the BMW motorcycle and rider as the valued helper. Was the recognition bread this quickly? Or had it evolved from the fifteen years since the support idea was conceived?

Amongst the struggling participants wove the constant hum of the Bavarian machine, background to the excitement and extreme exertion of the ride. Sag rider, alert, searching to identify the trouble, accepted, so he could point to a roadside cyclist, receive a returning head shake or nod, to respond with a thumbs up to indicate wordlessly between them, all is OK or nay something is wrong. And, move on or

pull over.

The day started with wakeup music blasting from loudspeakers at four am, was fifteen hours, and an eight o'clock dinner began to relax and quiet the tensions and excitement of the ten as they became Beemer riders again. Conversations recapped the day, putting our efforts into a meaningful perspective and a complete picture. Were we finished? Twenty-eight hundred cyclists had met the mountain, three had left part of themselves behind. They, the many, would be back in another year, presently nursing exhaustion, blisters and sores. Last year the 2006 event in our mind seemed indelible, so phenomenal it needed to be repeated. We realized we had come, also, as they, to climb the mountain.

Joe Rocket Sahara Vest product review:

Cooling Vest

By Bruno Valeri

What is an evaporative cooling vest and why wear one during hot weather motorcycle riding?

Good questions.

Anyone who rides a motorcycle in the hot summer months knows how challenging it can be to remain reasonably comfortable and to protect against overheating and dehydration. In these conditions, an evaporative cooling vest can be a strong ally in your fight against overheating.

How does it work?

The Joe Rocket Sahara cooling vest functions on the principle of evaporative cooling. That is, when a liquid evaporates from a surface, it takes heat along with it, cooling that surface.

When wearing the Joe Rocket Sahara vest, the vest will feel cool to the touch, even when standing around in the hot sun. But the higher the airflow, the greater the rate of evaporation and therefore the amount of body cooling.

Note: the following factors affect the rate of evaporation and therefore the effectiveness of the cooling vest: air temperature, the amount of humidity in the air, and the amount of airflow available. The hotter the temperature, the drier the air, the higher the rate of evaporation and the higher the body cooling effect. If relative humidity levels are high, you will need higher amounts of airflow for an evaporative cooling effect.

How to activate it:

If activating the Sahara vest from a completely dry state, just soak it in water for between 2 to 5 minutes. This could be in a bucket, a pail, a sink, or even a plastic bag (ie when on the road). It will quickly begin absorbing the water, a little like a blotter does.

The longer you soak it, the more water it absorbs and the longer it will cool. For a short ride, 2 or 3 minutes may be enough. For longer rides and hotter temperatures, you may wish to soak it for 5-8 minutes. The absorbent material within the cooling vest soaks up and swells with the water.

Of course water adds weight. But when riding a mo-

torcycle in hot temperatures, you will not notice this extra weight. What you will notice is the extended period of time that you will enjoy the body cooling.

The temperature of the water used in soaking does not matter much. Whether it is icy cold or luke-warm. As soon as evaporation begins, the vest will become cool to the touch.

To recharge the cooling vest from partially dry (ie while riding) just bunch it up and pass it under a tap of running water for 60 to 90 seconds. You'll then be good for another couple of hours of evaporative body cooling.

Description: Sahara Cooling Vest

Colors: yellow or silver grey

100% nylon shell

Evaporative cooling system uses polymers to absorb body heat and release it through external vest surface.

Can be worn separately or zip into Phoenix, Reactor, Cleo, Super Ego, Rio or Santa Fe Jacket

Any jacket worn in conjunction with Sahara vest must be adequately perforated or mesh

size: small to x-tra large

price: \$79us

Features

As opposed to the outside of the cooling vest, where the material quickly absorbs water (almost like a blotter) the inner liner is mostly non-absorbent.

Laying the vest flat on a table and pouring a couple of tablespoons of water over the inside liner has the water beading up. It then is slowly absorbed over a period of approximately 10 minutes. This helps explain why my t-shirt does not get wet when wearing the Sahara vest. In fact, I don't even find it necessary to wipe the inside liner dry after recharging the cooling vest with water.

Note: Some evaporative cooling vests will soak your clothes with water. The cooling principle remains the same though these vests may tend to make you feel somewhat clammy after a while.

Limitations:

Though the Joe Rocket Sahara vest will be less effective in very humid climates, it can be used as a passive heat sink by simply pre-chilling it. Just activate the vest by soaking it in water. Place it in a plastic bag and let it sit in a refrigerator for a spell. You will then have a cooling vest that will act as a passive heat sink, absorbing your body heat and cooling you by conduction. Though the body cooling effect will not last nearly as long as when the vest cools by evaporation, it is nevertheless a useful tactic when dealing with days where humidity levels are very high.

Note: You might want to resist the temptation of over chilling your vest. There is evidence that wearing something too cold next to the skin results in paradoxical body cooling. That is, your surface blood vessels initially constrict due to the shock cooling effect.

This temporarily decreases heat transfer from your body core to your periphery. When this occurs, you may feel cool on the outside, but your core body temperature will initially increase.

My impressions

The body cooling effect is noticeable.

Like a heated vest that concentrates heat on your body core, the cooling vest concentrates cooling on your body core. And, like a heated vest, a snug fit ensures a higher transfer. To allow this, the Sahara is constructed with 2 wide elastics going down the sides.

In keeping with the importance of having a snug fit, it may be better, especially when riding in very hot weather, to wear the Sahara vest unzipped from the jacket but zipped up like a regular vest. This will keep the vest in contact with your chest and back rather than being in contact with the jacket.

Though you are aware that you are wearing something cool and damp when wearing the Sahara vest,

you don't feel wet and your clothes don't get soaked. Wearing the Sahara vest in very hot weather makes the difference between unbearable heat and heat that is comfortably bearable. It can even im-

prove comfort while sitting in traffic.

2007 Calendar of Upcoming Events

Check often because events are always being added or changed.

July 7th, Sat. General membership meeting at the Western Coffee Pot, 8 am, 6233 Auburn Blvd (just north of Greenback), Citrus Hts 916-722-0811. There will be a day ride afterwards so have a full tank of gas before starting. All members and guests welcome.

July 10th, Tue Director's meeting at the Western Coffee Pot, 7:00 pm, 6233 Auburn Blvd (just north of Greenback), Citrus Hts 916-722-0811. All members welcome.

Watch the Calendar monthly for updates and more details of upcoming events

Aug 4-5 Rooms are sold out! It's a busy weekend and the entire Casino West is booked! Never fear you can still participate and bowl with us. Call the Copper Inn @ 1-775-463-2135 for a room. I've personally stayed there and they are great and about two blocks away. Victoria Rose @ 775-463-2164 is another choice that is close by. I don't know what the rates are so good luck. Ride and Bowl, Yerington Nevada, ride leaves from WCP at 9:00 AM or meet in Genoa, NV at the corner of NV206 and NV58, (across from the Mormon Station Historic Monument) for a deli lunch and then ride to Yerington. Gary Stofer will lead a ride from the Western Coffee Pot at 9am to Genoa. Lots of fun and interesting roads between Sacramento and Yerington for you to ride. The Saturday night bowling extravaganza begins at 5-7pm. Kim Rydalch, coordinator 209-521-8425.

Aug 24-26 Campout @ Doran beach, Roy Ulfsrud, see newsletter announcement.

Aug 31-Sep-3 NORCAL BMW Gypsy Tour, starts from the Placer County Fairgrounds, Roseville.

Sep 14-16 Central Cal BMW Beemer Bash, Quincy.

Oct 5-7 Manchester Beach Campout, KOA, Jack & Lynell Klaushie

Oct 14 RCB Five Passes Ride, Larry Morris / Ken Caruthers, details TBA.

Oct 15 MOA mileage contest ending documentation Mike Paetzold.

Oct 20 A&S Vintage Days

Nov 11 2006 Planning Meeting, location to be announced.

Dec 1 RCB Christmas Pot Luck @ A&S BMW, Dennis Allstead

Dec 8 RCB Toy Run to Children's Receiving leaves A&S @ 10:30 AM.

Member's Classified Ads

Classified ads are free to members, and usually will run for 3 months give or take a bit, unless you email back and tell us to pull it. Send the text of your email to Classified, and it will be included in the web site and also in the newsletter. Please format similar to ads below. Limit 75 words.

Misc: Progressive rate fork springs for 1970 to 1984 R model BMW motorcycles. New 69.95 plus shipping at Bobs BMW - barely used 50.00. Tom Moe 916-919-6770 (6/12)

1973 R60/5, 42K miles, runs great, well maintained. Small dent in top of tank. Includes R90-type fairing.

\$2,500 OBO. Email Dave at dswoodwrights@pacbell.net. For pictures, go to www.kodakgallery.com/I.jsp?c=8q1j96t3.a3j0ymrb&x=0&y=l8j4em (6/5)

Tour Master Cortech Lite Jacket, Mens small, includes: shoulder, elbow and back armor Good condition \$50 Call Mark 916-834-7190 or email rtbmr@yahoo.com Pictures at http://home.comcast.net/%7E055kscott/For%20sale%203.htm (5/30)

BMW tank map pocket for R1200C tank mounting strap and map insert pocket. Not a tank bag, just a map pocket. BMW part 71 60 2 342 271 & 71 60 2 342 274. Free to RCB Home. Call Tom 916-919-6770 or tom.moe@sbcglobal.net (5/29)

Misc: Custom 3 small bike or 1 larger "BMW RT size" trailer. Middle ramp is customized with wheel clamp and wide channel. great condition. \$600; 1985 Honda XL350R dualsport 7000+ miles, \$2395 obo. Call Alan 916-203-4032, 916-421-4032 e-mail alanretired@sbcglobal.net (4/20)

1974 R90/6 Approx. 37k miles. Dual disc front brakes with stainless brake lines. San Jose fork brace & upper triple clamp. R90S fairing with clock & voltmeter & taller Gustaffson tinted windshield. Recent new valves, guides & rings. Wheels recently relaced with stainless spokes. Hard bags & tank bag included. LED tail light. Odyssey battery. Later model swing arm with cushioned drive shaft (smoother shifting) e-mail pictures avail. \$3700. Call Larry 707-446-1859 or email delinesoup@aol.com (4/16)

Misc: Eureka Assault 3 season 2 person tent plus footprint. Has 2 doors & 2 vestibules \$60. Sierra Designs 3 Season 2 Person back packing tent. Packs reasonably small & goes up fast \$40. Womans black Hein Gericke leather jacket with snap out liner. Size 42 VGC \$75. Mens Marsee leather bib overalls Size 32 with a 29" inseam (Were worn by my wife) VGC \$75. Womans black leather BMW motorcycling boots VGC Metric size 39 about US size 9, \$50. Call Larry 707-446-1859 or email delinesoup@aol.com (4/16)

R1200GS custom seat: From Rich's, like Cost over \$600 asking \$450. Pictures on request. Call Duc or Michele : 916-635-9840 or email: duc.ngo@comcast.net (3/25).

Wanted: I bought a 1975 R90/6 that came with a Luftmeister fairing and Krauser luggage. I would like to sell or trade the aftermarket stuff for original equipment. (headlight, turn signals, etc). Call Mark work: 916-255-4378, home: 530-644-6942 (3/25)

2004 Road King Harley-Davidson FLHR: Carburetors (not injected), 3,000mi, black, tour-pack, w/ backrest (detachable), screaming eagle pipes, extra chrome. Standard features include Hard bags, windshield, floorboards, etc. Asking \$14,900. Extended warranty, to 2011 is available for \$950 extra. Bike is like new. Call Don 916-983-0628, or E-Mail: bogey-beech@sbcglobal.net (2/27)

Womens XS BMW Riding Gear: This Cordura Jacket and Pants set is like new. Will Sacrifice for \$495 or best offer. Please call for more info. Tod 916-296-1507 or Evelia 916-834-5816 (02/23)

2005 R1200GS: \$15,000 firm. Ohlins shocks front and rear, Jesse bags, Remus full exhaust system, bar backs, gps mount, 12K mile service done, shop manual on CD. Yellow and grey. Call Mike 916-408-7754. (02/09)

Helmet: Arai Signet GT White, Large used 1-2 times MSRP \$428, will sell for \$150. Picture on request. Call Mark 916-444-5696 or msetzer@setzerforest.com (02/09)

Misc: Shoei RF 900 full face helmet, Black, XXS. Hardly used, like new. \$100 OBO. email Bob at bob2cycho@aol.com (01/08)



River City Beemers, Inc.
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