

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

JULY 2013

Club Information

President

Gordy Olson 916-642-2221

Vice President

Jack Klauschie 510-677-6395

Secretary

Tom Moe 916-742-4287

Treasurer

Dave Alexander 916-612-6616

Membership

Ray Nuguit 916-625-0799

Newsletter

Bob Lawrence 916-208-6641

Web Master

Ken Caruthers 916-712-1014

Directors through 2013

Mike Herte 916-726-7334

Terry Lee 916-355-2575

Dave Alexander 916-612-6616

Fred Jewell 916-683-3047

Directors through 2014

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 916-927-0000

Membership Meeting

First Sat of Month at 8:00am
Susie's Country Oaks Cafe
500-G Cirby Way
Roseville CA

Director's Meeting

Second Tue of Month at
Cabos Restaurant 7:00 pm
8570 Auburn-Folsom Road
Granite Bay, CA
916-797-1996

Breakfast - Be There!

Every Saturday 8 am
Susie's Country Oaks Cafe
500-G Cirby Way Roseville CA

Weds. Dinner Ride

Meet between 5-6:30 pm
Leaves every Wednesday
evening at 6:30 pm from The
Coffee Republic in Folsom

Thurs. Breakfast crew

Meet at 8am and ride by 9am
Brookfield's Restaurant
11135 Folsom Blvd
Rancho Cordova, CA 95670



Happy Fourth of July, all you German-machine-loving American patriots!! Prime riding season is here and that means the BMW MOA National Rally is upon us, special discounts at A&S for RCB members are available (details later in this column), and we will soon be smashing pins again in Yerington!!

June's club ride down to Tamales Bay for oysters was a huge success. Ken found us some great back roads and the oyster farmers were able to beat back the U.S. Department of the Interior for at least one more year (and one more ride). Next year our oyster ride may end up with canned tuna, depending on the outcome of ongoing negotiations between David the Oyster Farmer and Goliath the Government. Either way, there will still be great roads and great company.

Did I mention that special discounts at A&S for RCB members are available (details later in this column)?

A growing number of us are getting ready for the two-day trek up to Salem, Oregon for the 41st BMW MOA National Rally. A select group (led by both a current and former Club President) will be heading up I-5 to Red Bluff; heading west to Fortuna and the coast on Route 36 (Warning: Curves Next 136 Miles); then "kamping" at the Crescent City KOA. Next morning, it is up the Oregon coast on Route 101 and then over to Salem. More folks are welcome to join us. Each grouping of 4-6 riders will need to book a Kamping Kabin. Once we get to Salem, I am almost certain that at least one RCB'er's number will be called during the MOA SuperSweepstakes and we will

all be figuring out how to get that extra brand new bike (or two??) back down to Sac'to.

Did I mention that special discounts at A&S for RCB members are available (details later in this column)?

The custom bowling shirts have been ordered and will arrive shortly, so it can't be long before our annual trip to Yerington to demonstrate our collective incompetence on the bowling alleys. Kim tells me this is the 15th year we have shown those pins who's boss. One would think we would be better bowlers after all that time.....

Did I mention that special discounts at A&S for RCB members are available (details later in this column)? YIPPEE!! It is now "later in this column" so here are the promised details.....

THE NEW RIVER CITY BEEMERS' TIMELY RENEWAL DISCOUNT PROGRAM (Government acronym: TNRCBTRDP -- pronounced "TaNRcBuTRoDiP")

A&S has agreed to institute a discount program for those RCB members who renew their annual membership ON A TIMELY BASIS. If you renew your membership at any point during the month in which it is due, you will receive a 10% discount on parts, accessories, and apparel for the entire month following that renewal! For example, if my membership expires on September 12, 2013, and I renew any time during the month of September 2013, then I will receive 10% off on (almost) all of my purchases at our favorite local dealership for the entire month of October 2013. Naturally, there are a few restrictions, but they are not onerous. The discount cannot be applied to the purchase of a vehicle, to service labor charges, or to service parts when those parts are used for an insurance job (parts used in a regular customer-pay repair job are eligible for the discount). Since A&S already matches Internet prices on tires, this discount cannot be used on new rubber. Staintune Exhaust systems and Jesse Luggage are excluded, as are already discounted and clearance items.

Each month, the Club's Membership Director

RCBPREZ

will give A&S a list of members who renewed in a timely fashion and A&S's computer system at the cash register will be waiting for you with the pre-programmed

10% discount tied to your account whenever you shop in the following month. There is nothing for you to do except renew on time and then save money the following month. We will figure out a way to cover those members who have already renewed on a timely basis this year (since January 1) and Lifetime Members (who have no need to renew on a "timely basis" anymore!) will get to select the month in which they receive their 10% discount.

Here's what I plan to do...I will renew on time and then buy myself that pair of \$300 Italian riding boots that I have been drooling over. The discount will more than cover my RCB membership renewal, so all the fun I get for the following year from rides, raffles, et al., will be on house money. It is almost like someone is paying me to be a member!

That's it for now. Hope we have enough riders up in Salem to be among the top participating Chartered Clubs.

Ride hard, ride safely, ride with friends, and renew on time!!

Cheers,
Gordy
RCBPREZ



JUNE'S RCB MONTHLY MEETING

Club Membership Numbers: 195

Membership Report: Ray Nuguit

Please welcome new Members:

FNAME	LNAME	CITY
Charles E.	Epstein	Folsom
John	Ryan	Cameron Park
Chuck	Pryor	Roseville
Paul	Lenny	Carmichael
David	Ramsay	Sacramento
Dan	Rodarte	Rocklin
Robin	Johnson	Folsom
Janet	Davidson	El Dorado

60 non-renewals over the last six months.

Treasurers Report: Dave Alexander reported the club account has \$14,093.92 as of May 31st.

Raffle prize winners:

Grand Prize raffle winners of the BMW MOA super sweepstakes golden tickets were Roger Sweitzer and Larry Campbell

CLUB EVENTS PAST

IRON BUTT 1000

THE TOUGH, THE ROUGH, THE SORE

By Kim Rydalch



The infamous Fred Jewell, Iron Butt extraordinaire and past RCB president, organized a California Saddle Sore 1000 on Saturday, June 8th. It just so happened to also coincide with the hottest day of 2013 with record breaking temperatures throughout parts of Northern California.



To become a member of the Iron Butt Association one must ride 1000 miles in 24 hours or less. To prove to the IBA that the ride was actually completed one must have a witness sign and date the start and finish of the ride and also keep all receipts from gas or food purchases during the ride. One must also have a time and date receipt that will begin the ride and a final receipt that will document the finish of the ride. By having Fred organize the ride with the blessing of the IBA our group of enthusiastic idiots only needed to have a receipt from Kettleman City and one from Eureka. Everything else was taken care of by Fred. All one had to do was ride the miles within 24 hours, have Fred document your mileage at the beginning and end of the ride and pay \$40 to the IBA for a certificate and pin. How hard could it be...?

Rather than bore you with a play by play of the event I wanted to tell you how well my moto clothing worked out in the extreme temperature variations during the 18.5 hours that it took me to complete the ride.



Of all the jackets that I own I like my grey with black ballistic material on the shoulders, elbows and knees one piece Aerostitch roadcrafter suit the best. I have a one piece and I also own a two piece roadcrafter, but I like the one piece the best because it can

be removed the fastest. The sizing is the same as a suit jacket, in other words I use a size 44 short in a sport jacket so I use a 44S in a one piece. It doesn't vent as well as my BMW rally jackets, but it vents well enough. I like it better when I'm touring or just riding to a club or director meeting. The one piece can be removed in less than 15 seconds and placed over the windshield and tank when I want to enter a restaurant. I just like the convenience of wearing my street clothes when off the bike and then in 15 seconds I can be properly dressed for riding. The temperature extremes during the CA 1000 were from 59F on the Golden Gate bridge to 116F at the Cloverdale gas stop and the one piece Aerostitch worked like a charm.

I also wore some additional garments to make the ride as comfortable as possible. I always use a balaclava when I ride to keep the inside of my helmet clean and to reduce helmet itch. When it is extremely hot I will soak the balaclava in water so that when I'm riding the wind will evaporate the water and create a fantastic air conditioning effect that super cools

(IRON BUTT CONTINUED)

my head. The super cooling effect lasts about 30 minutes so I can either stop and re-soak the balaclava or wait until the next gas stop. During the CA 1000 I soaked the balaclava three times total.



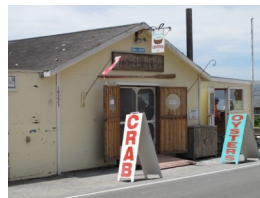
I used my evaporative vest one time from Cloverdale northward and then removed it when I arrived in Eureka. There was a three hour period beginning in Cloverdale where the temperature varied between 116F and 112F. The cooling vest made this segment of the ride bearable until the 65F cooling air of Eureka ended my misery. From Eureka onward I only used my long sleeve shirt, pants and the Aerostich one piece roadcrafter suit. The maximum temp in Redding at 8:30pm was 102F. The rest of ride back to Sacramento was in the dark and temps began falling quickly before stabilizing in the mid 70's at the finish. I highly recommend an Aerostich roadcrafter and plan on using it for most of my moto tours. I love the fast on and off convenience and how well it can handle the various temperature fluctuations that take place during a tour. Order your Aerostich catalog by calling 800-222-1994 or check out their web site at aerostich.com. Their staff will help you decide if a one piece or two piece roadcrafter or even a Darien outfit is best for you.

**POINT REYES CAMPOUT
OUR CLUB CAMPS**

Taken from the RCB forum, By Mr. BMRJACK my spell checker will never recover. Thanks Mike Harvey for the photos...

I wanted to be first, but let me settle for second behind the omnipresent & ubiquitous Prez Gordy in lauding Jackie and Bob McCarthy for their bang-up job hosting the Point Reyes Campout.

I with regret admit I had never really spent time getting to know these two-what a kick-especially my namesake. They put on one heck of a dinner and breakfast-I had no idea that would be supplied and supported by RCB. It made for so much more enjoyable an experience, being able to spend the entire weekend at the campsite, discussing issues affecting world stability, rather



than suiting up, & unsuiting, to go into town & eat at the local touristo "Ripjob Dino." But way more than their gracious hosting, Bob & Jackie are a rare and delightful revelation. I'm soon to be married 48 years, I so enjoyed "watching them work," knowing the dues one needs to pay to keep things afloat . Among their many bemusements, let me mention only the brand new tent they brought. This thing was big enough to house our entire board of directors. It came with instructions interpretable only by rocket scientists. Could you imagine

a better scenario fraught with the potential to commit marital hari kari? Nahah. They waded thru this hobodal miasma with newlywed patience. It just kinda made you warm and fuzzy all over.



Thanks Bob & Jackie!

The only downer of the entire weekend was having to play sweeper to make sure we got the Prez home.

CLUB EVENTS UPCOMING

**YERINGTON RIDE & BOWL 2013
DUST OFF YOUR BALLS**

It is hard to imagine, but this August 3rd, will be the 15th annual Yerington Ride n' Bowl!

If you have your official Ride N Bowl bowling shirt then bring it and show your pride! After the monthly meeting the club will ride to Genoa, NV for lunch at the deli across the street from Nevada's oldest bar. Then for those that want to continue will ride the last 65 miles to Yerington. Our bowling lanes have been reserved for us and the bowling activities will begin at 5pm and should last until 7 pm. Call the Yerington Inn at 775-463-5310 and ask for Kelly to make your room reservation and mention RCB for the best rate. There won't be any dinner coupons this year so feel free to order off the menu at the Casino restaurant or try that new restaurant in town that you always wanted to check out.

This is a great event so bring your significant other or favorite riding buddy and become an extreme bowler. No matter how hot it gets in August it's always cool while riding over the Sierra Nevada's en route to Yerington. Plus you can always make it home before noon on Sunday if you want to beat the valley heat.

See you there!

**JULY 6TH RCB CLUB RIDE
PICNIC IN THE PARK!**



Actually not really a park, but it will be at Gordy's friend Morgan's home, a 40 acre ranch in the area above Jackson known as Railroad Flat. The club will be providing a picnic lunch for the riders there, consisting of standard picnic fare of sandwiches, potato salad, cookies drinks, etc. Rand Olson and I will be there ahead of the riders to set up a "do it yourself" sandwich bar for you to enjoy. I would suggest that, if you can, bring along a chair as there are a few stumps but not much else to sit on. There is ample parking and plenty of shade to cool down in, and at 3600 feet up, the temps should be cooler than down in the valley. It's a wonderful place, I'm sure



**Fred Jewell &
Rand Olson**

Morgan will love to show it off to all of us, and the roads all around there are fantastic for riding. This should be a fun way to celebrate the Fourth as a club, and I'll bet Ken finds us some obscure but delightful roads to ride. Please look for a sign up list on the forum and enter your name(s) so that I can get an idea of how many are coming. Looking forward to it, see you there!

THE "DOCTOR" IS IN

Pre-Ride checklist:
from T-CLOCK to T-CLOCK-R??

Most of us do a pre-ride checklist (T-CLOCK - Tires, Controls, Lights, Oil, Chassis and Kickstand), probably some more frequently than others. I usually do a visual check to make sure nothing unusual is hanging, chain is fine, tires look inflated. I also do a periodic tire pressure check. We all do what is necessary for the bike to run in good order. However, we may be missing an important part of the bike the rider, also referred by some as the bike's weakest link. How many of us know our blood pressure or have even seen our primary care provider? I bet that most of us have our bikes PM (preventive maintenance) done more frequently than having PM done on ourselves. And most of us know what our bike's tire pressure should be better than we know what our blood pressure should be.

We riders are truly a tough bunch. We ride through extreme conditions such as >100 degree weather, < 30 degree cold, rain or snow even, or owning K75S'. We must not forget that the only reason we can ride is because we are physically able. If we want to prolong that riding life, we should also be in tiptop shape. While I do know that we are responsible for our own safety, when something happens, the safety of others, be it our fellow riders or innocent bystanders, may also be jeopardized. Crashing solo is sad; a crash involving others is even sadder. So we really cannot say that we are the only ones affected by our own action or inaction.

Just like tire pressure, our blood pressure should be maintained within a fairly modest range. Too low blood pressure (hypotension) may make you dizzy and pass out and too high a blood pressure (hypertension) may make you feel flushed or give you a headache. It would be nice if elevated blood pressure always make us feel bad so that we will know. More commonly, elevated blood pressure does not give any symptoms until it is far advanced. Also, because of our tough-person mentality, we may tend to ignore minor, or any symptoms, at all. Having an elevated blood pressure (hypertension) puts a burden on other organs making them wear down faster just like too much pressure on your tires causes them to wear down prematurely.

Blood pressure has 2 numbers. The first, or upper number (also known as systolic), is the force of the blood on the walls of the arteries when the heart is pushing the blood to the rest



Ernesto Rivera, MD
"The Doctor"

of the body. The second, or lower number (also known as diastolic) is the force of the blood on the walls of the arteries when the heart is relaxed or not pushing blood. The normal blood pressure is lower than 120/80 mmHg. Blood pressure between 120-139/80-89 mmHg is pre-hypertension (equivalent to yellow light/warning). Blood pressure 140/90 mmHg and above is elevated (Hypertension).

The heart pumps against a pressure head your blood pressure and, being a muscle, may have to work harder. Just like our arm muscles when we lift heavy weights, the heart muscle will become thick. When it thickens, it may herald a host of issues. A thicker tissue will require more blood and, if the supply is diminished, bad things can happen, like chest pain/angina or even worse: heart attack or heart failure. It may also affect your brain, leading to strokes either clogged or burst blood vessels in the brain; and the kidneys leading to kidney failure. An elevated blood pressure may be due to a number of factors some modifiable and some tough luck. Tough luck factors are age and hereditary no one to blame but yourself for getting older, your parents and ancestors. You cannot change them. Modifiable factors, things we can do something about, include being overweight, consuming an unhealthy diet such as one containing too much salt and fat, vices such as too much alcohol and smoking, and stress. I think we all know what to do with the modifiable factors exercise, cutting back on smoking, losing weight, moderation in alcohol consumption and reducing stress in our lives. I know one thing we all do well to relieve stress is to ride our bikes long and often. Hope we can all do it to our ripe old age. I see a lot of us have been successful.

I suggest we add another letter to the pre-ride checklist acronym letter "R" for Rider (T-CLOCK-R). So next time you check your tire pressure, also think about your blood pressure. One of them may need some deflation.

Let us all be safe out there.

***As my contribution to GordyCare, I will always bring a BP machine with me on my bike. Anyone is free to borrow it to check your blood pressure. You do not need to let me know the results. If your blood pressure is elevated in a relaxed stress-free environment such as ours, then it probably is truly elevated.



LANE SPLITTING GUIDELINES

Lane splitting in a safe and prudent manner is not illegal in the state of California. The term lane splitting, sometimes known as lane sharing, filtering or white-lining, refers to the process of a motorcyclist riding between lanes of stopped or slower

moving traffic or moving between lanes to the front of traffic stopped at a traffic light.

Motorcyclists, who are competent enough riders to lane split, should follow these general guidelines if choosing to lane split:

- Travel at a speed that is no more than 10 MPH faster than other traffic – danger increases at higher speed differentials.
- It is not advisable to lane split when traffic flow is at 30 mph or faster – danger increases as overall speed increases.
- Typically it is more desirable to split between the #1 and #2 lanes than between other lanes.
- Consider the total environment in which you are splitting, including the width of the lanes, size of surrounding vehicles, as well as roadway, weather, and lighting conditions.
- Be alert and anticipate possible movements by other road users.

The Four R's or "Be-Attitudes" of Lane Splitting:

Be Reasonable, be Responsible, be Respectful, be aware of all Roadway and traffic conditions.

Note: These general guidelines are not guaranteed to keep you safe. Lane splitting should not be performed by inexperienced riders. These guidelines assume a high level of riding competency and experience. Every rider has ultimate responsibility for his or her own decision making and safety. Riders must be conscious of reducing crash risk at all times.

Messages for Other Vehicle Drivers

Lane splitting by motorcycles is not illegal in California when done in a safe and prudent manner.

Motorists should not take it upon themselves to discourage motorcyclists from lane splitting.

Intentionally blocking or impeding a motorcyclist in a way that could cause harm to the rider is illegal (CVC 22400).

Opening a vehicle door to impede a motorcycle is illegal (CVC 22517).

Getting everyone home safe is a shared responsibility.

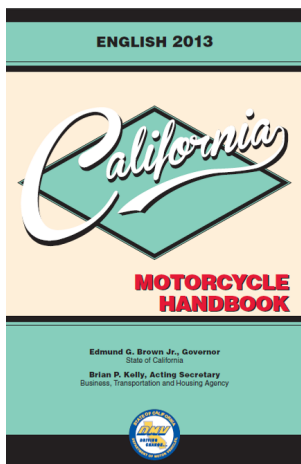
THE CALIFORNIA DRIVERS TEST

THE PULSE OF BUREAUCRACY

By Bruce Hilger



It happened so I was considering the bright side, my time to renew my Class C/M1 California driver's license was a chance to explore my driving and motorcycling world both from positions of the practical and the book. I ask myself incredulously, it seemed like I just did this last week, not five years? So since I am an old fashioned type of guy, rather than get the pertinent information on-line, I visited my favorite DMV Office. My consistent thought when I go I feel like I'm at the Greyhound Bus Depot. In a couple of minutes I had the Driver



Handbook 2013 and the Motorcycle Handbook 2012. To deal with the crowd I made an online appointment for noon which allowed me to bypass the 15 person line for the 2 person line to get my number, F037. The monitor shows "A's," "B's," "C's," and "F's," and I can't figure what the groupings are before I voice from nowhere call me for Window #7. Here the lady is nice. I sign the form that says I've been OK and don't want to donate my parts or donate politically. We then do the vision test. When I tell her I have an artificial left eye, it doesn't resonate and so I cover it and read the eye chart. She then wants me to shift to the other side but then she gets it when I repeat, that the left eye is not real but plastic. At this point she has to go talk with her Superior, and comes back with a form and I write how the eye accident happened and I sign the form. I then pay \$32 and she sends me with papers to The Photo and Test lady. Lady #2 finishes both, but is shaking her head over the Accident Form (I have never done this before.). So she goes to the Supervisor and comes back with,.. Another form. Being a physician I recognize an Extensive Eye Examination Form, more so than I have ever had for my annual exams and I know this form would schedule me a \$500.00 office visit. So I ask to talk with Lady #3, the Supervisor. I know I don't want to tell her anything. She runs the show here, so I make like I'm confused. Any other way I would probably piss her off, and then Bruce's license quest is dead in the water. So I ask Lady #3 how I was able to get through all my DMV appointments since I was 16 years old and they knew about my artificial eye. I know she is a data person, not a thinking person, and she only relates to patterns and responses. In addition she is end-of-the-line command with no one else, beyond her to deal with me. So I have no one else to resort to and as my question strikes her the immediate response is to study the computer behind the counter. This monitor is her source to the outside, real world. I'm suddenly standing all alone. With her concentration the world becomes a pinpoint of fog. The computer becomes the pulse and breath of Lady#3 for several long minutes. I see no sweat or angst on her face, not even reflections of the silent monitor in her glasses. I wonder, is it really doing anything? This is a seasoned government official who knows in a given situation how to create an answer; because only supervisors are do this. (Relax God; she'll need to go to the bathroom some time.) Lower levels fill in the blanks, and shuffle papers. Suddenly she gives a start, then throws my two forms in a waste basket and declares to the computer that my eye condition was in their history all the time. I am excused hearing that I am done and will get a new license in the mail. I am mindful and don't want to break this mood. More would be dangerous. My sentence is clear, so as I leave I quietly purr to Lady#2, thanking her for a good job. Having ridden long and regularly I am comfortable with my version of what it means to ride on the roads of our state. This doesn't mean it is the only way. That is particularly important when I am listening to the CHP Officer who has pulled me and my motorcycle over. The same goes for the DMV Test. There are easy, data questions, but the down and dirty are the practical road-questions. When I see on-coming car flashing a left signal in the intersection they want me to slow and move a bit over; my senses and experience say to do a

hard brake because zero mph never hurt anyone. What I found from the test is that if one follows the DMV Driver Handbook the questions mimic what the book says. The following are factoids of interest gleaned during my reading. If you have any questions please read, as I did, first. Also, I know that I passed the written test, but that does not mean there is only one right answer. I only collect and write this to maybe help someone, sometime down the road.

- Keep foot off brake in heavy fog where people may think of "following" you when you are stopped.
- Speeds for visible distance—30 mph=100 ft, 35 mph=210 ft, 55 mph=400 ft
- Large trucks take longer to stop, so keep more distance in front of them.
- Motorcycles can stop faster than cars.
- Practice stopping with both brakes, develops habit and skill
- Pump brakes when stopping or slowing down
- Do not wear head set or ear plugs in both ears with cars
- One drink of alcohol will dissipate one hour before riding
- Blood alcohol—adults=0.08%, teens=0.01%, commercial vehicles=0.04%
- Evading a police officer, the fine is jail and \$2-10,000
- Motorcycle license is Class M1
- Most accidents and injuries come from slow speeds and close to home
- Most accidents and injuries occur with new riders
- Motorcycle needs more frequent attention than cars.
- Know your motorcycle: Right bike, know the controls, check the mechanics regularly
- Motorcycles small size can be used to advantage (dividing the lane into three parts):
 - Increase your ability to see and be seen
 - * Center part most visible in some situations
 - * Left part visibility in others (know the difference)
 - Avoid others blind spots, know the blind spots
 - Protect your part from others
 - * Center part or left part protects lane position
 - Communicate your intentions
 - * Change part positions
 - * Move left part for passing or turn
 - Provide an escape route
 - * Move right when car behind is not stopping
 - SEE—search, evaluate, execute
- Parking on the road side—wheel against curb, 45 degree angle of bike to curb
- Mirrors have blind spots, so turn head
- Practice braking and swerving for collision avoidance.
- The center part of the lane can be hazardous from oils when it just starts to rain.
- Caution at edge of the road for dirt and gravel
- Wobble:
 - Grip handle bars firmly, but don't fight the wobble
 - Close throttle slowly
 - Shift weight forward
 - Pull over ASAP to evaluate
- Group riding:
 - Put beginners up front.

- Last rider sets the pace
- Change from staggered formation to single file for curves, ramps and turning.
- Be particularly aware of alcohol, fatigue effects, night riding
- Update motorcycle training and safety



Shopdoc (Bruce Hilger)

RIDE OR DINE, DINE AND RIDE

Fuel-up with the Best Eggs Benedict in the Sierra Foot-hills plus enjoy nearby rides after breakfast.

By Douglas Arens

Morning rides on the weekend are often my favorite ride of the week. The RCB defacto homeport for monthly breakfast meetings is Susie's (the friendliness, speed, and good down-to-earth good food is impressive.) I have also discovered three other places with fantastic Eggs Benedict that are also strategically positioned near some good morning rides. The weather is cool in the mornings and it is fun to experience the sunrise while carving some twisties or exploring new routes on my BMW R1200GS. You can meet your group, have breakfast, and you will already be at your ride destination as soon as breakfast is over. The traffic on main roads is normally light at this time and then you can explore side roads and remote backroads with GPS assist. These areas are a boon for both road-bikes and dual-sport.

1. The Purple Place: 363 Green Valley Road, El Dorado Hills Their "Bacon Eggs Benedict" is top notch and worth the trip. This is a favorite stop for locals. Motorcycle friendly with plenty of parking. Nice outside seating area. Rides nearby: Salmon Falls Road, Latrobe, Highway 49, Marshall Road, Georgetown Road, Mosquito Road (watch out for cows!,) Forest Hill Road, Soda Springs Road with water-crossings, Wentworth Springs Road.

2. TJ's Roadhouse, 520 S. Auburn Street, Colfax Take exit 125 on I80 and follow Placer Hills Road to Colfax. Sit at the bar and watch everything happen. Chef Jon comes out of the kitchen and chats with folks about fishing and motorcycles. Motorcycle friendly with good parking. Plenty of food for a long ride. Also try the breakfast sandwich. Rides nearby: Yankee Jim, Iowa Hill, Foresthill Road to Soda Springs Road, Highway 174, You Bet, Red Dog (dead ends at a washout,) Chalk Bluff to Hwy 20 (still need to explore this one,) Rattlesnake Road, Dog Bar, Greenhorn, and Lower Greenhorn with water-crossings.

3. Katrina's Cafe, 456 Grass Valley Highway, Auburn Get there before they open at 7am. This quaint little place gets busy early. This is a favorite stop for the ladies, and also those of us that sometimes like smaller portions of Eggs-Benedict. Katrina's Hollandaise sauce tastes like liquid sunshine! Get some. Rides nearby: Hwy20, Hwy49, Wolf Road, Lime Kiln Road, Lone Star, Bell Road, Joeger Road, Baxter Grade, Wise, Gold Coast, Ridge Road, Hwy 193, Sierra College, Twelve Bridges.

The August newsletter will feature some of the best looking men and women with their first motorcycles. This newsletter event will depend on RCB member participation as usual... So dig through the manhaven, mancave or attic and unbox one of the earliest photos, fondest photos or coolest of you and your bike, scan it with the file format NAME.JPG or NAME.TIF and send it to me at:

robertlawrence@surewest.net

Try and give me the date your photo was taken, the bike model, (your bikes nick name if you gave it one) and approximately how old you were. The column will appear with pictures only!, answers will be in the September newsletter.

This will be a hoot...

A&S BMW Motorcycles

1125 Orlando Ave Roseville CA 95661
(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

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