

River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

SEPT 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 916-712-1014

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 Kirby 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!

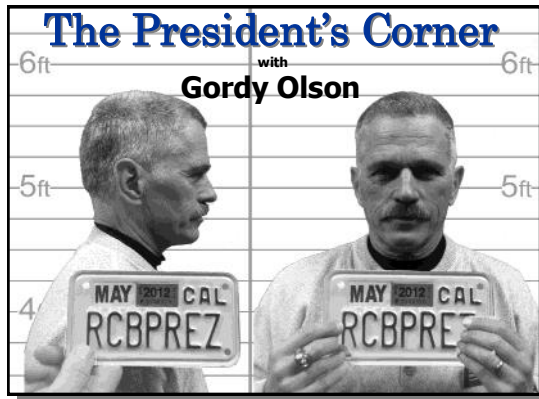
Every Saturday 8 am
Susie's Country Oaks Cafe
500-G Kirby Way Roseville CA

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



The summer riding season is coming to a close and that means only one thing – the fall riding season is almost upon us! We are very fortunate to live where there are four riding seasons and no “read bike magazines while the bike sits in the garage until the ice and snow melt” season!

This year's Tahoe Chill was a big success, thanks in no small measure to Jack, Lynell, Steve, and Jenny who provided restaurant quality food on Saturday night for the entire gang. They even covered the coffee service for me that morning when I overslept! We had perfect weather (albeit a bit chilly the first night) and a great day ride on Saturday through Genoa and Virginia City and then over Mt. Rose. For those of you who have not happened upon it, Six Mile Canyon Road is a fantastic way into Virginia City from the south (it's off US 50 a few miles east of the normal “Virginia City Junction” turn-off). The road ends up right in downtown Virginia City about fifty feet from the Bucket of Blood Saloon and is a twisty thing of beauty. I will be making reservations for next year's Chill as soon as Camp Richardson starts accepting them on November 1st, so block off August 15-17, 2014 on your calendars right now. I don't want any complaints about not getting enough advance notice!

The River City Beemers will once again be hosting the Poker Run at the Central California BMW Riders' 28th Annual Beemer Bash up in Quincy on September 7th. Ken and Fred have designed a devilish route on little-known roads east and north of Quincy. Let's see if we can get a good turnout of RCB'ers so I can award

the prize money to a familiar face!

The 2013 Fall Classic will be back at Manchester Beach this year from October 4-6. As usual, we will have our monthly meeting during the Classic (before dinner on Saturday night). There will be a bigger than usual raffle with all sorts of wonderful prizes. Who knows – there might even be a personalized Kermit Chair for some lucky rider.

Our annual election of officers and members of the Board of Directors is scheduled for November 2nd at our regular monthly meeting. Please consider nominating people to serve or even think about running yourself. The Club only functions if we have a sufficient number of folks willing to put in the time and effort to plan events and to handle the Club's business. We could certainly use some fresh blood on the Board with new ideas for making our Club even better. [Note: I called for “fresh blood” rather than “young blood”. I recognize that the latter is in exceedingly short supply among the RCB membership.] That said, I am proud of how young our members ride, despite their generally advanced years!

Finally, don't forget that if you renew your Club membership in the month that it is due to expire you qualify for an entire month of 10% off on almost everything at A&S!!

Ride hard, ride safely, take pictures and write stories for the newsletter, and run for office!!!!

Cheers,
Gordy
RCBPREZ



MONTHLY MEETING**TREASURERS REPORT**

By Dave Alexander

**River City Beemers
Profit & Loss
January through July 2013**

	Jan - Jul 13
Income	
RCB Club Member Income	
Budgeted Events	
Fernley Race Day	2,360.00
Iron Butt Ride	365.00
Total Budgeted Events	2,725.00
Member Payments	
Membership Dues	2,746.00
Total Member Payments	2,746.00
Raffle Income	3,409.00
Total RCB Club Member Income	8,880.00
RCB Club Outside Income	
Interest Income	2.90
Total RCB Club Outside Income	2.90
Total Income	8,882.90
Gross Profit	8,882.90
Expense	
QuickBooks Banking Fee	14.95
RCB Club Expenses	
Budgeted Events	
July Picnic	189.34
Fernley Race Day	4,360.00
Iron Butt Ride	342.00
Manchester Beach	75.00
Point Reyes	153.00
Poker Run	436.34
Tech Day	48.55
Total Budgeted Events	5,604.23
Raffle Expense	4,290.74
Total RCB Club Expenses	9,894.97
RCB Club Operations	
Insurance	15.00
Badge Purchases	138.20
Bank Fees	38.00
Office Supplies	59.99
Other uncategorized items	229.13
Paypal Fees	92.93
Postage and Envelopes	97.63
Total RCB Club Operations	670.88
Total Expense	10,580.80
Net Income	-1,697.90

2013 MARKLEEVILLE DEATH RIDE

The 2013 Death Ride has now successfully taken place and as always we can't wait until next year. Now for some of the end of event stats...

The 2013 event sold 3500 tickets, Day of event riders: 2783, Men riders: 2316, Women riders: 467, Riders that completed all 5 passes: 1960 (1704 men and 256 women), Youngest rider: 14.

One last thing...the event almost went the entire day without a helicopter rescue, which would have been a new record, but at 5:15pm somewhere on CA 88 (Carson Pass area) an accident occurred that needed a chopper. That rider was eventually released the next Tuesday from the hospital in good spirits. I wasn't told the exact injuries. Not only was it the latest helicopter extraction ever at the DR, but it was also the first time a helicopter was needed for the highway 88 area.



I've attached a photo of me and Kim. She's one of the ladies that come every year and stay at their cabin on highway 4 to cheer on the bicycle riders for at least 10 hours plus. I call Kim my cousin since we share the same name so I call the photo Kim & Kim.

We get lots of compliments from bicycle riders and the Death Ride staff so that means we are doing our job so keep up the good work!!!! If any RCB members would like to help out next year for the 2014 Death Ride event then give me a call at 209-402-7714. You can also email me at

kcrydalch@comcast.net and leave your phone number so I can call you back. I'll be happy to answer any of your questions. We are assigned two fantastic camping sites and we have Friday night dinner and Saturday breakfast and dinner provided for us. You won't be losing any weight on a Death Ride weekend!

The 12 riders that helped out this year only one rider was a first timer. Once the Death Ride experience gets in your blood it never leaves. Next year will be my 17th in a row! Check out <http://www.deathride.com/> for more information on the event.

Kim Rydalch
SAG Captain and can't wait for next year.

UNDERSTANDING THE RELATIONSHIP BETWEEN COMPRESSION RATIOS AND OCTANE

By Wes Fleming

Motorcycle manufacturers throw a lot of numbers at us, many of which are relatively meaningless in our day-to-day lives. We can memorize rake, trail, wheelbase and more; it's all important, but other than arguing about them on internet forums, they don't occupy much of our brain time in the saddle.

One of the numbers that has a lot of importance is the compression ratio of the engine. A ratio is an expression of two numbers as they compare to each other; if you have 200 pennies and 100 nickels, then your ratio of pennies to nickels is 2 to 1, expressed as 2:1. Using one of BMW's newest models, the F800GS, I'll break down how a bunch of numbers work together to determine the compression ratio.

We start with the bore (diameter of the cylinder – 82mm) and stroke (how far the piston travels – 75.6mm). By using the following formula, one of the data points these numbers can give us is the total displacement of the engine.

$$D = \frac{\pi}{4} \times b^2 \times s \times c$$

Where

D = displacement

b = bore

s = stroke

c = # of cylinders

Pi (3.14) divided by 4 is 0.785, and for the F800GS, bore squared is 6724, giving us:

$$0.785 \times 6724 \times 75.6 \times 2 = 798,085$$

As this is expressed based on millimeters (from the bore & stroke), converting the result to cubic centimeters gives us 798cc, which indeed is the displacement of the F800GS.

The more important number, however, is the compression ratio, which isn't quite as easy to calculate. We already know the volume of each cylinder when the piston is at bottom dead center (BDC); we also need the volume of the cylinder with the piston at top dead center (TDC), which manufacturers usually just measure directly by placing the piston at the top and filling the cylinder with water.

The compression ratio is derived from the difference between these two volumes (cylinder with piston at BDC and at TDC); this difference is expressed as V_c .

$$CR = \frac{(0.785 \times b^2 \times s) + V_c}{V_c}$$

We already know from figuring the displacement that $0.785 \times B^2 \times S = 399\text{cc}$. Because it's difficult to access a cylinder – and even if we could, no F800GS owner would likely want us pouring water into the cylinder – we can use BMW's stated compression ratio of 12:1 to solve for V_c and determine that the volume of the cylinder at TDC it is about 33. In one F800GS cylinder, then, the fuel/air mixture takes up 399cc of space at BDC, but only 1/12th the space – or 33cc – at TDC.



By now, you're probably screaming "but why should I care??" It's this complicated formula that determines what kind of gas you need to put in your bike and what kind of power it develops as a result.

The reason this matters is that the more highly compressed the fuel/air mix is in the combustion chamber, the more potential energy is available when it finally does burn. In this regard then, a higher compression ratio is indicative of a more powerful engine, though the overall power of the bike is tied into far more than just the compression ratio.

This is where the octane rating of gas comes in. While there's a lot of voodoo, myth and misunderstanding surrounding octane, one important aspect of octane is the gasoline's ability to resist spontaneous combustion under compression. Compression of a gas – or in the case of internal combustion, a liquid/gas mixture – creates heat, which can preempt the ignition sequence. The higher the octane, the more resistant to spontaneous combustion the gas is; of course, combining gasoline vapor with air in a hot engine cylinder changes things a little, but the underlying concept is what's important.

A high compression ratio and high octane go hand-in-hand in modern high performance engines. Gasoline's ability to resist spontaneous combustion under compression is critical to preventing pre-ignition, which we refer to as knocking or pinging. As you can probably imagine, the mixture in the combustion chamber exploding before the piston has reached TDC is harmful to the engine, possibly damaging the piston, rings, valves and cylinder.

Most modern vehicles are equipped with knock sensors, which detect this harmful pre-ignition. When they do, they tell the fuel injection computer to delay the ignition cycle until the knocking is gone. It's this process that allows the use of lower-than-required octane gasoline for a period of time, though nearly every motorcycle manufacturer recommends against extended use of lower octane gas.

Wes is the Editor of the "Between the Spokes" BTS Newsletter for the greater Washington DC area, The BTS newsletter can be seen on the BMWBMW.ORG webpage.

FUTURE CLUB EVENTS

RCB FALL CLASSIC 2013 MANCHESTER BEACH, CA

Organizer: Jeanie Thurston

RCB MANCHESTER BEACH CAMPOUT FRI-SUN, OCT 4-OCT 6, 2013

Once again, the River City Beemers are taking their October club meeting, their October club ride and as many members as possible on the road. This year, we're going back to our old favorite, Manchester Beach.



Overview

Historically, riders arrive Friday afternoon and take advantage of Saturday to explore both coastal and mountain roads, while others arrive Saturday and use the ride up and back to rediscover back roads around Sonoma and Mendocino county. RCB will supply coffee, continental breakfasts, Saturday and Sunday (thanks to the Stoffer's), Saturday dinner with a Bloody Mary Happy Hour (thanks Fred) and assorted beers with dinner. Still not convinced? The Raffle Meister has picked up some special prizes for the club meeting. Saturday evening we'll conduct our October Club meeting around the campfire, complete with presentations and raffles. (Don't go to Susie's that weekend – You'll be the only one there!) After the meeting, dinner will be served by Jeanie Thurston and her team of volunteers.

Poker Run

And to make things more fun, we will have a poker run. This is similar to the one we did several years ago. This year we will spell the word BEACH. The objective is to pick a route that will pass by towns (or state Parks) with the letters you need to spell BEACH. Buy something in town or take a photo with the town name and turn those into us on Saturday afternoon by 4:00 PM. For every letter, you get a card and the best poker hand will win. We will have a table set up Saturday between 3:00pm and 4:00pm.

Example: You could head out from Manchester Beach early Saturday and go:

- N WY1 to **E**lk
- N WY1 to **A**lbion
- East on Comptche- Ukia Rd to **C**omptche
- Flynn Creek to 128 to **H**endy Woods State Park
- 128 to **B**oonville
- Mountain View Road Back to Manchester

The price for the poker run is \$5 a hand and the winners will split the pot.

Have fun choosing a route and may the best hand win.

Costs

Your costs is \$10/person-night* camping, or, if that's not your style, either Kabins or RVs* (some with electricity) are available at a 10% RCB discount.

Saturday's banquet extravaganza is another \$10.

Last year we had 80+ (!) attendees for the biggest RCB event of the year. So send the kids to the Grandparents, the dogs to the neighbor, lock down the house and load up your bike for two or three days of Northern California excitement.

* Note: Kabins and RVs require reservations. Call (800) 562-4188 to make yours.

Check the RCB website for information on how to sign up and pay in advance. As an incentive, discounts of \$5.00 are offered for those who register before September 27th.

Manchester Beach KOA Camping Resort is located at:
44300 Kinney Road
Manchester, CA 95459
<http://koa.com/campgrounds/manchester-beach/>



NEW BIKE OWNERS

THERE'S NOTHING LIKE IT

Lynn & Jay proud parents of Lynn's new 2013 R1200GS, They look so happy... Congratulations you two, purchased at A&S BMW



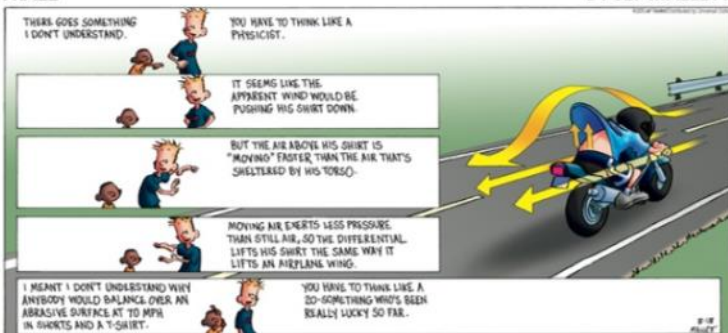
TEST YOUR MOTO KNOWLEDGE

- When was the first Motorcycle invented
 - 1870
 - 1885
 - 1905
 - 1915
- How many motorcycles are there world wide?
 - 9 for every 1000 people
 - 33 for every 1000 people
 - 72 for every 10000 people
 - 184 for every 10000 people
- How many types of motorcycles are there?
 - One
 - Three
 - Four
 - Six
- What is the worlds largest Motorcycle?
 - The Harley Davidson Special Edition
 - The Roadog
 - The Chopper
 - The Wheeler
- what's the main difference between regular Motorcycles and scooters?
 - a scooter has a smaller engine
 - A scooter has a smaller body
 - A scooter has a foot platform
 - Scooters are all fully automatic
- Which one of the following is not an American-brand motorcycle?
 - Harley Davidson
 - ATK Motorcycles
 - Ducati
 - Ridley
- Which country has the most motorcycles?
 - The United States
 - China
 - India
 - Italy

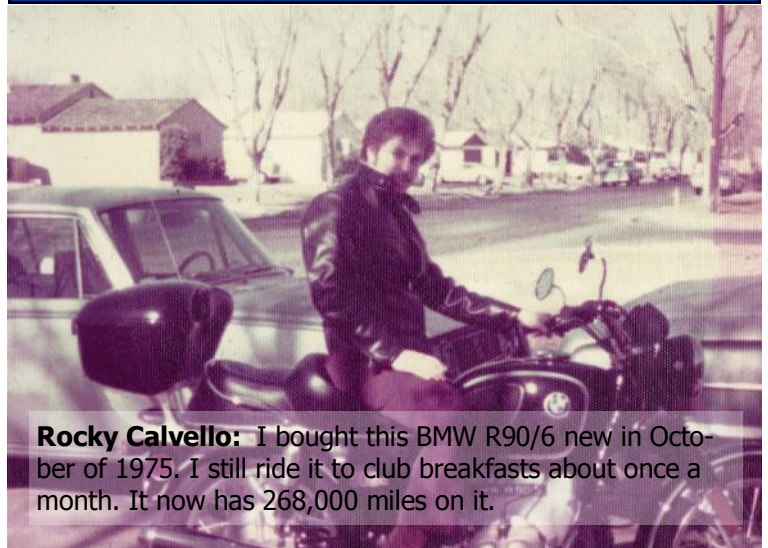
Answers: 1b,2b,3d,4b,5c,6c,7c

Frazz by Jef Mallett

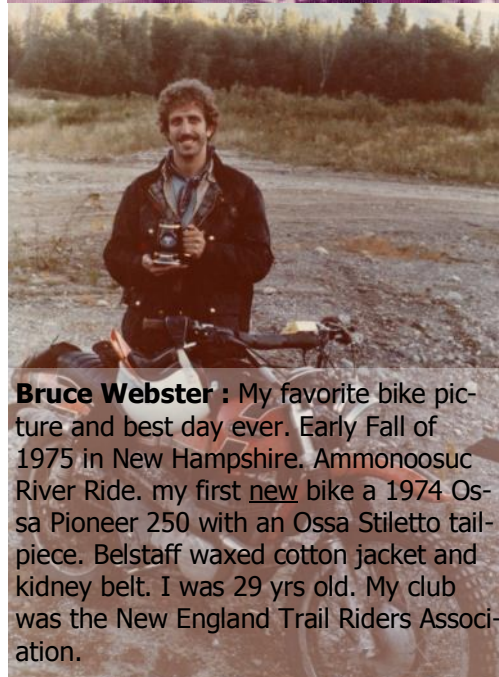
BY JEF MALLET



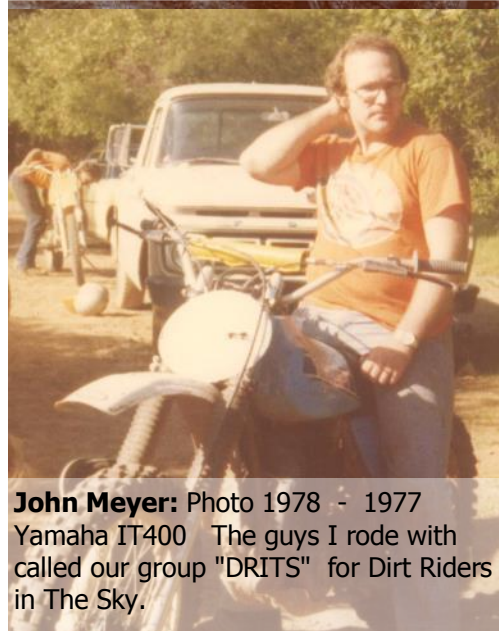
A YOUTHFUL VIEW



Rocky Calvello: I bought this BMW R90/6 new in October of 1975. I still ride it to club breakfasts about once a month. It now has 268,000 miles on it.



Bruce Webster : My favorite bike picture and best day ever. Early Fall of 1975 in New Hampshire. Ammonoosuc River Ride. my first new bike a 1974 Ossa Pioneer 250 with an Ossa Stiletto tailpiece. Belstaff waxed cotton jacket and kidney belt. I was 29 yrs old. My club was the New England Trail Riders Association.



John Meyer: Photo 1978 - 1977 Yamaha IT400 The guys I rode with called our group "DRITS" for Dirt Riders in The Sky.

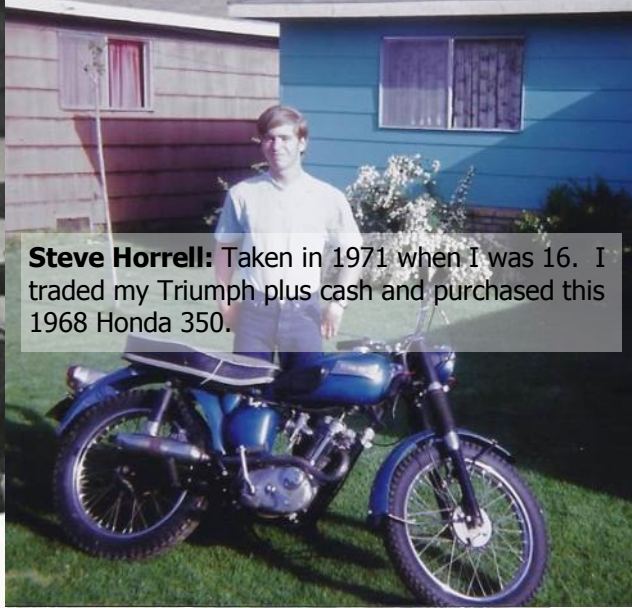
I know you have all been on the edge of your motorcycle seats waiting for this newsletter issue to release so you can find out who was gullible enough to send in pictures of themselves looking so youthful on new bikes that are now in a museum. Stand tall my fellow club participants. You have been honored with a special newsletter plack located on the last page.

To the rest of the RCB crew, If you liked this column send in your photos with info. I'll do it again.

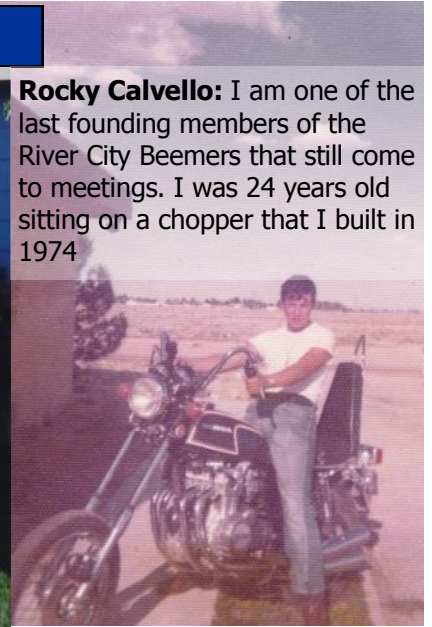
A YOUTHFUL VIEW



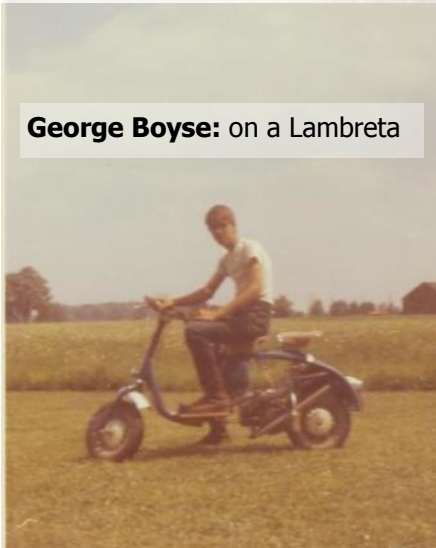
Jeremy Hollis: 16 years old, Honda model S90. Only bike I have ever bought new. The next bike I bought after a year or so was an R 50. I've ridden beemers ever since.



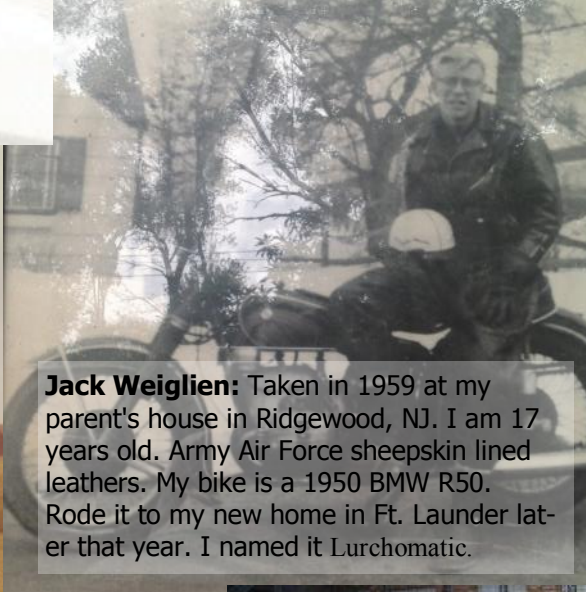
Steve Horrell: Taken in 1971 when I was 16. I traded my Triumph plus cash and purchased this 1968 Honda 350.



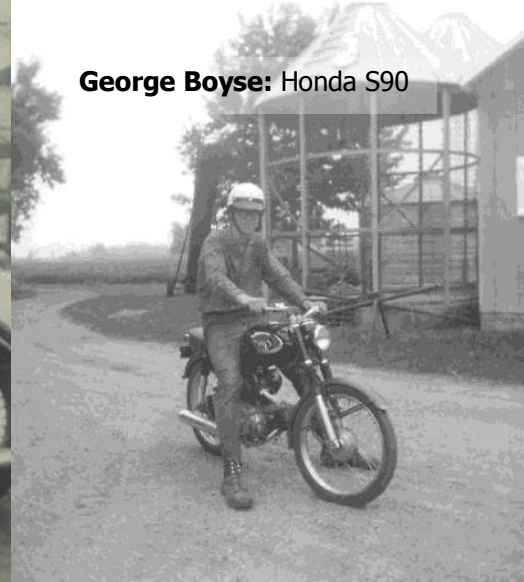
Rocky Calvello: I am one of the last founding members of the River City Beemers that still come to meetings. I was 24 years old sitting on a chopper that I built in 1974



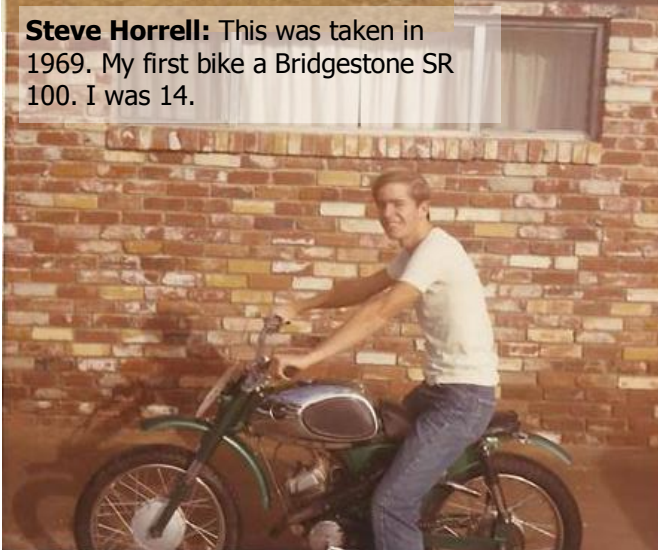
George Boyse: on a Lambreta



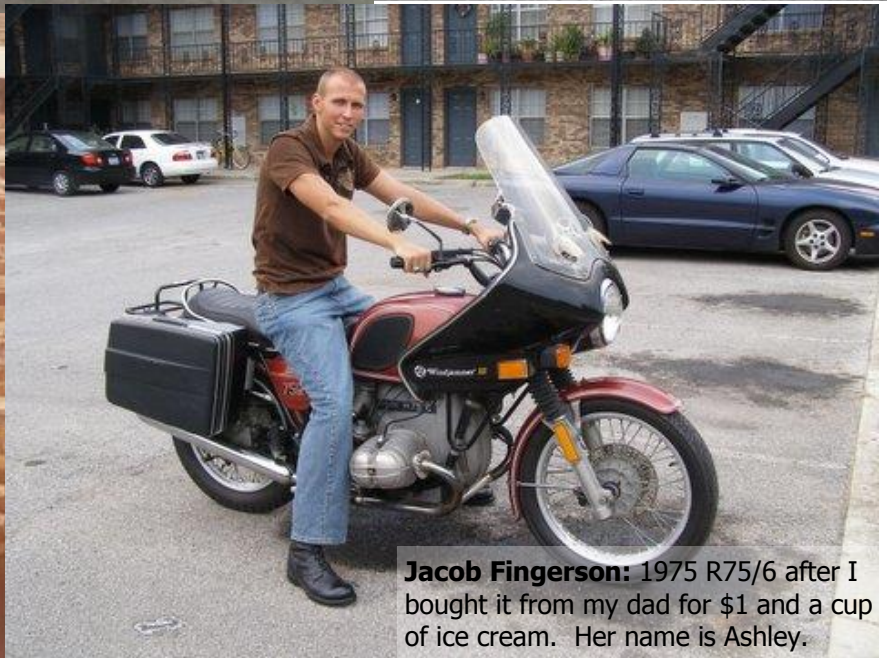
Jack Weiglien: Taken in 1959 at my parent's house in Ridgewood, NJ. I am 17 years old. Army Air Force sheepskin lined leathers. My bike is a 1950 BMW R50. Rode it to my new home in Ft. Lauderdale later that year. I named it Lurchomatic.



George Boyse: Honda S90



Steve Horrell: This was taken in 1969. My first bike a Bridgestone SR 100. I was 14.



Jacob Fingerson: 1975 R75/6 after I bought it from my dad for \$1 and a cup of ice cream. Her name is Ashley.



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

LIFE IS TRULY A RIDE. WE'RE ALL STRAPPED IN AND NO ONE CAN STOP IT. WHEN THE DOCTOR SLAPS YOUR BEHIND, HE'S RIPPING YOUR TICKET AND AWAY YOU GO. AS THE YEARS GO BY, SOMETIMES YOU WILL PUT YOUR ARMS UP AND SCREAM; SOMETIMES YOU WILL JUST HANG ONTO THAT BAR IN FRONT OF YOU. BUT THE RIDE IS THE THING. I THINK THE MOST YOU CAN HOPE FOR AT THE END OF LIFE IS THAT YOUR HAIR IS MESSED UP, YOU'RE OUT OF BREATH AND YOU DIDN'T THROW UP.

Dedicated to the brave souls who participate

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

Windsor, CA
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