



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.

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: Kathrin's Biergarten
4810 Granite Dr.
Rocklin, 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.



Tried but Didn't Get the Beer



2019 Officers and Directors

Officers:

President	Mike Robles	916-718-1514
VP	Gordon Olson	916-642-2221
Secretary	Rand Olson	916-599-0819
Treasurer	Scott Moseman	916-765-6970

Directors:

Emeritus	Rick Blake	916-927-2690
2019 – 2020	Ray Trujillo	916-601-9141
2019 – 2020	Al Morrison	916-955-2381
2019 – 2020	Laura Musgrave	916-334-5901
2019 – 2020	Bob Rasters	925-606-6129
2019 – 2020	Bob Brown	530-263-2823
2019 – 2020	Ken Caruthers	916-712-1014
2019 – 2020	Marv Lewis	916-208-1110
2019 – 2020	Rick Kilton	541-331-9553
2019 – 2020	Bob Highfill	925-200-6910
2019 – 2020	Karl Weiland	530-409-5409
2019 – 2020	Ray Nuguit	916-625-0799

Appointed Positions:

Membership	Rich Gay	916-792-7557
Newsletter	Jack Klauschie	916-765-7737
Webmaster	Ken Caruthers	916-712-1014
Women's Liaison	Jeanie Thurston	916-626-9121
Rafflemeister	Bob Rasters	925-606-6129
Ride Leader	Ken Caruthers	916-712-1014

RCB Calendar of Events

(See RCB Web Site / Forum for Details)

ALL RCB EVENTS ARE CANCELLED UNTIL FURTHER NOTICE TO COMPLY WITH THE COVID-19 SHELTER-IN-PLACE ORDERS

PLEASE CONSULT THE RCB FORUM FOR DETAILS ON UP-COMING EVENTS

June 19-21	Chief Joseph Rally, CANCELLED
June 25-28	MOA National Rally; CANCELLED
July 4	Monthly Member Meeting - Club Ride TBD
August 1	Monthly Member Meeting - Club Ride
August 14-16	Tahoe Chill – Camp Richardson
Sept. 5	Monthly Member Meeting - Club Ride
Sept. 4-7	Gypsy Tour
Sept. 11-13	Mt. Lassen / Lost Creek Group Campground, Mt. Lassen National Park
Sept. 25-27	Nevada Outback – Off Road
October 2-4	Monthly Member Meeting / Manchester Beach
November 7	Monthly Member Meeting - Club Ride
December 5	Monthly Member Meeting - Club Ride
December 5	Holiday Party

**President's Corner****June 2020**

Here it is June 5th already and we are still dealing with the pandemic. I am weary of it and I'd bet most folks are. Most of us see things are beginning to open up, but I think we need to be cautious about how we approach daily life post the covid lock down. Many club members including myself are in the at-risk demographic of this virus and until things are under control, we should adhere to the advice given by our officials whether individually, we agree with it or not. Restrictions are still in place for large gatherings and until those restrictions are lifted, as a club, I believe it is the responsibility of the club to honor those restrictions for the well-being of our members. I hope to see EVERYBODY at Manchester this year.

So, in the meantime, there is no reason we can't socially separate via our motorcycles. I have done a lot of that in small groups. Packed a lunch and headed to the hills for quite a few spirited rides. Most camping areas have been CLOSED! Those are beginning to open now, so even if we can't ride and congregate in masse we can do so in small squadrons! If you do, please take pics and write a story for publication in our newsletter. Take pics and put them in the gallery. Share your experience with us.

We will get through this. We are beginning to now. We will take what we get until we are free again to do what we do unencumbered by this virus. Hang in there RCB!

Ride safe, Ride often, and be well.

Mike

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BMW MOA Club #210 & BMWRA Club #104

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Physical Distancing



Fauchete Lake Tahoe National Forest, Capt Ron ADV ride near Bowman Lake off Hwy 20



Capt Ron on Hwy 88 over Silver Lake

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Richard Coyle – You Know Where



New Shoes

Last year I set aside June 18 through July 3 to ride to and from the MOA Rally in Great Falls. In a typical year I would be fighting work responsibilities to take the time off. As I wrote before, covid-19 has silver linings if you are open to them. For me it has resulted in a significant reduction of work activity because Courts have been closed since mid-March and we couldn't conduct verbal examinations under oath aka depositions due to shelter-in-place Orders. With covid I actually can take time off so I am.

Another hoped for benefit of covid is the absence of tourists in their SUV's, RV's and commercial buses in the National Parks. The hope is we can ride through National Parks without LA style traffic and hordes of people.

As I am preparing for this ride, I must decide whether to buy new shoes. I know y'all have been there. The tires look like they easily could go 3,500 miles or so with no problem, the projected miles to be ridden. On the other hand, they already have a little over 4,000 miles behind them. For me, tires are the one item I do not push because they are the link between a beer or hospital at the end of the day.

So, I order new tires from A&S. I call to make an appointment at A&S to have them mounted and am advised it will cost \$100 per wheel if I do not bring the wheels in after removing them myself. I was stunned. What's more, no explanation was given for doubling the costs from when I had the same thing done about 9 months ago. What I came to realize on my own would have made a big difference when getting this news if it would have been explained to me, but it wasn't.

After a couple days to reflect on this unanticipated expense, making the cost of new tires \$686.00, I believe the profit margin on tires cannot be great and likely will not compensate for two hours of service tech time to R&R the wheels. If A&S does tires on 2-3 bikes a day, A&S would lose a service tech each and every day with little compensation for the effort. One cannot stay in business long with this reality without either charging more to R&R wheels for new tires or making the employee costs (service tech compensation) up by charging more for other work.



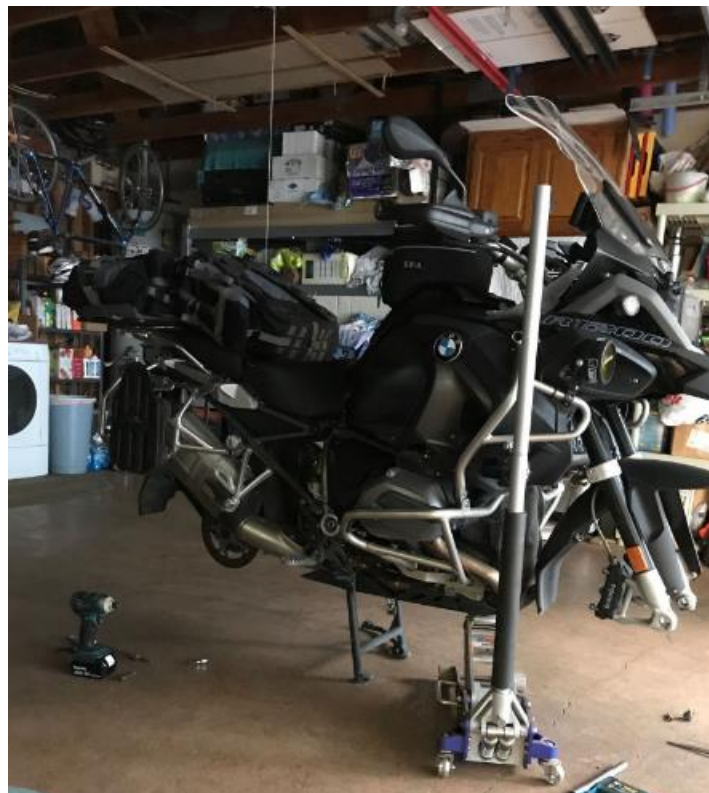
A&S has been very generous with the Club over the years and I want to support A&S in part for doing so. I nearly took this business elsewhere because the business rationale for raising the cost was not explained.

I have written this in part to brace members for this increased cost and to explain, at least from my perspective, why it makes sense.

That, however, does not mean I like it.

Part of my dilemma was and is the 1.5 to 2 hour drive I must make from my house to and from A&S. I was not willing to take one wheel in at a time due to travel time to A&S which is required when using the center stand. So, I asked the collective for advice.

Curt Williges sent me the photo below. The idea is brilliant, and I have learned since is used by others in the Club. This technique is worth \$100. Just be sure most of the weight of the bike is on the floor jack.



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Memories from Easier Times
RCB - May 2004

The President's Corner
 by Gary Stofer



It's already May and things are starting to get busy here at RCB. May 1 is our membership meeting, day ride, and Superbike weekend. Check elsewhere in this newsletter for an article on the day ride. You could do all of these things that Saturday.

There's a Coast campout the weekend of May 14/15/16. Jack Klaushie is the contact and reservations are suggested, particularly if you want to eat. There will be a parking fee unless you're one of the very first to arrive because that's just how the State Parks are. Check for an article elsewhere in the issue for the details of the event.



Sunday, May 23, Marv & Lois Lewis are leading a progressive Brunch Ride. I don't know how these things work but I bet if you contact them, they'll let you know the details. Or check elsewhere in the newsletter.

Then the Month ends up with Northern California BMW Rider's 49'er Rally at Auburn. We have a lot of new members and I encourage all of you to attend this event, particularly if you've never been to a BMW Rally. There will be a fair number of vendors presenting BMW specific original equipment and after market accessories. You'll have a chance to try motorcycle camping close to home, which is nice in case you discover you have all the wrong equipment. Even if you don't camp at Auburn, it'll give you a chance to look around and see what equipment other riders use and how they manage to pack it all on a motorcycle. Think of it as a practice run for this summer's trips and rallies. And believe it or not, I've been told that last year you could sit in the

Beer Garden, have a conversation in a somewhat normal voice, and listen to the music. That's quite a breakthrough in Rally planning. No guarantees, though.

Thinking of going to the Chief Joseph Rally in June? I'm planning on leaving very early June 17 and riding straight through, instead of taking the usual 2 day route through Eureka and Crater Lake. That makes about a 550 mile day. This will give me all day Friday to snoop around the John Day Fossil Beds National Monument. Why do you suppose as I get older I find fossils interesting? Anyway, I welcome anyone who would like to ride along. But I'm going to be moving right along at a fair clip, usually in the vicinity of the speed limit.

Don't forget to sign up for the Thunderhill Rider Improvement Day. Fee goes up \$20 to \$195 after May 1. This event is nearly sold out. Don't miss your chance to get in on the best deal around for a Track

Riding School. Your entry fee includes camping at the track Saturday night complete with pizza, drinks, and a track walk. And of course, a full day of instruction/riding Sunday including a light breakfast and great lunch. What a deal!

Thank you to all who decided to participate in the MOA mileage contest. I just mailed 30 entry forms and I know of at least 6 others who are mailing in their own forms. I believe that we only had 3 participants last year, so that is quite an improvement. Our participation alone should put the California entries up to about 90, still a little short of Wisconsin's 128 last year. But maybe some of the other California clubs decided to take up the challenge, too. If you haven't mailed yours in yet, it's not too late. Deadline is May 15. A member asked why we enter these mileage contests. I really didn't have an answer other than it give me another reason to:

Ride Safe, Ride Often, Got Mufflers?



Product Review

By Tom Moe

Aluma MC1F Trailer Review

While I would rather ride than transport my BMW motorcycle my wife and I are now Montana snowbirds migrating close to 1,000 miles each fall and spring. We loaded up the RT for the trip last fall in the back of the pickup as we were also pulling a U-Haul trailer. Migrating back this spring we came to realize we would need the bed of the pickup for stuff and we also decided we would prefer to migrate back and forth with a SUV in the future so I began a search for a trailer to haul the bike on.

A big constraint for us is a relatively small garage and no outdoor storage space at our winter home in Lincoln so we needed to either find winter storage or get a fold up trailer that would fit in the garage.

At first, I searched for Kendon fold up trailers as I had seen one a few years ago in the showroom at A & S. While they no longer are a dealer there was another dealer in the area, so I went and looked at Kendon trailers and was seriously considering a Kendon. One thing I did not like about the Kendon was the exposure of the motorcycle on the trailer, not much floor to speak of and no front structure (rock guard).

I was searching motorcycle trailers on Craigslist and the Aluma MC1F popped up at a dealer in Reno. I looked it over, found the manufacturers website www.alumaklm.com and looked it over carefully. It was similar in size, weight and functionality. It also has a solid floor and a real good rock guard at the front.

I found a review on UTube of a guy using his. He pulled it with a Prius to go get a buddy's Harley and I was sold on the trailer after that video.

I ran up to Reno and picked it up and returned to Lincoln. It pulled very easily behind my half ton GMC. When I got it backed into the garage, I easily removed the rock guard to reduce the stand-up profile, easily folded up the tail and stood it up against the wall. At 5' 10" 180# and 71 it was a bit of a strain to stand it up. I recommend two old guys or I also figured I could put an eye hook in the wall and use either a block-and-tackle or come-along to assist with standing it up. I found lying it back down not to challenging but two guys would better than one.



Folded up the standing profile could be as small as 6' wide, 20" deep and 6' tall with the rock guard and wheels and tires removed, all easy to do.

The trailer includes a good removable wheel chock for the front wheel and a good ramp. The ramp is stored under the tail section of the trailer. I found it easy to load the RT. If one prefers to keep your feet on the ground something like car ramps can be placed on each side of the ramp for footing. I did that unloading the bike. Once the bike was securely on the trailer, I was able to back the trailer into the garage, unhook the trailer and easily move the trailer around the garage by hand. The tongue jack is a quality fold up jack with a wheel.

One shortcoming, the front tie downs are not as far forward as they should be for a BMW and don't pull the bike forward tightly to the wheel chock. The front rock guard position pushes the tie downs back and the trailer may have been designed more for cruisers like Harleys. An easy fix is to place tie-downs from the center stand mounting frame to the forward tie points and cinch the bike forward pushing the front wheel solidly against the chock. It is not a big deal. I just needed a couple of extra straps.

Once hooked up and underway we did find that the light duty ratcheting straps from the front forks to the tie downs loosened and I had to get the 800# ratcheting tie down straps to keep things tight. I actually bent one of the ratcheting mechanisms on the 500# models. Once tight the trailer and bike made the long trip over some rough roads very nicely. I do think that the solid floor and rock guard are great design and will help prevent rock damage to the motorcycle, especially on gravel roads and chip seal projects. The big and substantial fenders also do a great deal to protect the motorcycle. I thought the Kendon fenders too small and unlikely to shield the bike from damage.

The trailer can also be used for things like an ATV or ride on lawn mower. The distance between the fenders is 54". The deck size is advertised as 51" X 106". The included ramp is not wide enough for four-wheel vehicles, car ramps or a pair of ATV ramps could be used. A pair of 4' or 5' ATV ramps would work very well for loading four wheeled vehicles.

The Aluma cost me less than a Kendon single would have and in my view is a better trailer for the intended purpose. However, Kendons have a great reputation and should also be considered.



Another option I looked at was the Stinger from Discount Ramps. Stinger trailers are not a bad option either, less cost and foldable as well. But in my case, the folded size and shape of the stinger took up more floor space in the garage. And no rock guard and very little protection for the bike.

Aluma does not sell from their website. You will have to find a dealer if you want one. Big Tex Dealers sell Aluma and generally are available in the Sacramento area. My trailer cost \$2,529.00 out the door, no sales tax since I was licensing in MT. The Kendon I was looking at was \$3,299.00 plus fees and the Stinger single is listed at \$1,999.00.

All in all, I am really pleased with the Aluma MC1F for its intended purpose.



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A COVID-19 Request

As you are sitting at home to comply with the COVID-19 Orders, take a few minutes or a few hours and dig out some pictures of you at your riding best, worst or when you were young, foolish and invincible. Have a memorable ride, or epiphany while riding?

Send me photos and a short story to go with the photos for the Newsletter.

Answer the Call.

Now don't be bashful.

Your pictures and story will help us all get through this viral mess.

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 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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DISCOUNT FOR RCB MEMBERS AT CLEARWATER LIGHTS!!

RCB members can get the brand new "Billie" tail and brake light package from Clearwater Lights for only \$125. The package normally sells for \$149. So buy a set and then use your \$24 savings to cover next year's RCB dues! The discount is available for April, May, and June only.


The PREZ himself has already availed himself of this opportunity and is happy to show off his new lights to anyone who wants to follow his bike around. The "Billie's" are specially designed for the newer BMW's (GT's, RT's, and GS's) with the "Wonder Wheel" multifunction switch. If you have already gotten a "Can Opener 3" with your Clearwater auxiliary lights then you are all set. If you still have one of the earlier Can Openers (or don't have one at all) you will need to upgrade to the Can Opener 3.

To get your discount, just tell Glen that you're an RCB'er and that "Gordy sent ya!!!!".




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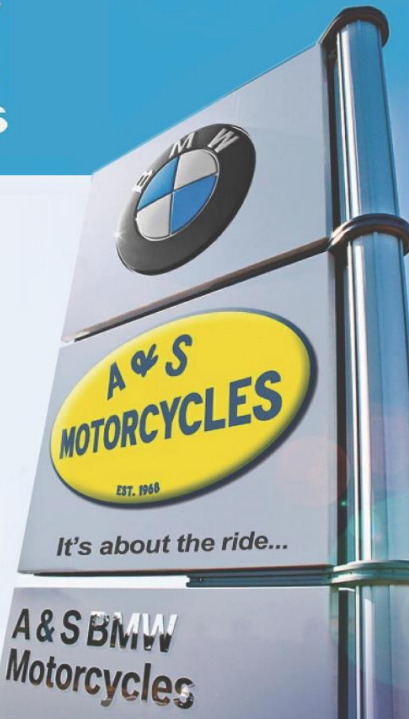
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