

River City Beemers

June/July 2021

RCB Newsletter



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

Recurring Events:

Member Meeting: 1st Saturday of Every Month

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

Breakfast or such when you arrive. Meeting starts 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 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.



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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)

August 7	Member Meeting
August 13-15	Tahoe Chill
Sept. 3-6	Gypsy Tour See NorCal Club Web Site
Sept. 4	Member Meeting
Sept. 17-19	Mt. Lassen Campout Lost Creek Group Campground
October 1-3	Fall Classic Member Meeting KOA Manchester Beach
Nov. 6	Member Meeting
Dec. 4	Member Meeting

**PLEASE CONSULT THE RCB FORUM
FOR DETAILS ON UP-COMING EVENTS
AND SPONTANEOUS RIDES**

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President's Corner

June 2021

It's Friday June 4th 2021! It has been impossible to guess when our pandemic lock down would end and yet here we are. There is still a ways to go but I think we can agree that we are bathing in the light at the end of the tunnel! Finally! At least it feels that way to me and I hope you are feeling that way also.

Tomorrow will be our first club meeting in a looooooong time. It will be fun seeing all of our members again, together! We will have a chance to meet new members that I know we have and reacquaint ourselves with our club friends. We as humans are social creatures and we need this interaction as it has been a long time coming. I know our esteemed rafflemeister Gordy has some great prizes for our first post pandemic meeting. Should be a good one so, bring cash and win something cool. You new club members take special note as, it seems like new members win quite a bit in their first raffles. Not sure why but, it is true. Following our meeting, Capt. Ken will lead us on club ride n romp to Calistoga and have lunch at Buster's. Great roads and a fun ride. Fill your fuel tank and come ride with us!

Thanks to all who have responded to our request to know if you are attending the BMWMOA Intl. in Great Falls, Montana. We need it to compete for the most attending in a chartered club award. Once again, we will be sharing a large shelter tent with our friends at the Norcal club. Our camping site will be adjacent to that tent so we don't have to worry about too much sun as Montana sun can burn you up. Bring sunblock folks and we hope to see you in Great Falls. The Int'l is a great time and if you have never been to one and can, you should go, you won't regret it. The MOA does a great job with this event.

We will resume BOD meetings and do what we can to produce an events calendar as all our events have been cancelled and right now, the only thing in cement is Manchester Beach in October which, is our biggest event of the year. Camping is HUGE right now so, if you want a cabin or an RV site, I recommend you do it now. No one knew how long this thing (pandemic) would last and we should be optimistic that normalcy will continue to improve.

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On a little different note, it has been brought to my attention that we have many folks that need to renew their membership and I would like to request that you do so please. Dues and raffle revenue is the life blood of the club and I understand that the last year has been trying for all but now that we are becoming active again as a club please make sure your membership is up to date! Thanks to all!

I could go on but, I won't. I hope to see many of you tomorrow and together we can start to get the RCB train back on the track! See Ya!

Mike

President's Corner

July 2021

Happy 4th of July everyone. I hope everyone has a great holiday with family and friends. Grillin', chillin' and setting off safe and sane fireworks of which, I have a BIG box. I wish you all a great weekend!

About 25 of the RCB crew made it to the MOA Int'l in Great Falls, Montana and for being the first post pandemic get together I'd have to say it was pretty nice effort from all the volunteers that are the MOA. Thanks to them all as it was a good time. The musical entertainment at the event was the best of any of the Int'l's I have attended. Very good! The number of vendors was a bit light but, that was due to the pandemic I'm guessing. They had one tire vendor that was selling and installing tires and, those poor guys were bustin' butt from Thurs. to Sun. About 30 of us took the Rally Shuttle to downtown Great Falls for dinner. After we finished dinner we found out the shuttle broke down, which was no surprise as we were chuckling over how poorly the shuttle was running. The shuttle got the last laugh! Here's a tip. Don't wear flip flops when riding on a poorly maintained shuttle as they are not comfortable after a few miles of walking! We made it back with some RCBers actually climbing a cyclone fence to get back into the venue. My only regret there is, I got no pictures! I hear flip flops suck while climbing fences. I believe that and don't need to try it! RCB shared the cost of a 20x40 popup with the Norcal club and that worked out well in the intense Montana afternoon sun. All in all I think those that attended the Rally had a good time.

On a bad note. One of our members had a bad experience with a Montana Mule deer. Mule deer are considerably larger than their west coast cousins. As I understand it our rider missed 2 before hitting number 3. The result was a minimum of a broken ankle and

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almost assuredly a totaled bike which was almost new. Thoughts go to our fellow club member for a quick recovery. Could have been a lot worse, injury wise. It could have been anyone of us and this is a good reminder to keep constant vigilance while riding through deer country.

Assuming that our recovery from the Corona remains on a positive plane we will continue to resurrect an events schedule for the remainder of the riding season. Watch the forum as we will be updating this next week.

See you all at the club meeting tomorrow and ride safe!

Mike

Riding The Delta

By Mark Naber

As a newer rider, I wanted something that allowed me to enjoy a ride without using any major highways. The route took me OVER or under those highways, but I stayed on smaller roads. Highway 160 was the biggest road I used. My route is easily modified – as an example, you could still avoid all major highways if you wanted to move over to West Sacramento and take Highway 84 southbound. There will be plenty of areas of agriculture along the route to enjoy.

The route was to go to Rio Vista by way of Walnut Grove, then over to Ryde to use both ferries in the area. I worked my way over to Highway 160 inbound to downtown Sacramento, then 19th Street to Freeport Boulevard which turns back into Highway 160 as you enter the town of Freeport.

You'll notice the temperature drop a few degrees as you get near this area as the route is near the rivers and sloughs. Many of the towns feature places to stop for food or drink.

The Delta (water under the bridges and the lifeline of agriculture) The Delta is comprised of over 700,000 acres of land on almost 60 islands. There are about 1,000 miles of rivers and sloughs surrounding the islands. The Sacramento River is one source of the water for the area. There are many parks in the area and marinas along the edge of the waters.

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Freeport The town of Freeport was originally designed in the 1860's as an alternative and less-costly port to Sacramento. While the port was never established, it still exists as a small town near the banks of the Sacramento River.

Hood (riding in the Hood) Hood is yet another small town along the river. It was named after the chief engineer of the Southern Pacific Railroad in 1910. As you leave Hood, you'll enter the agricultural area in full. There are many types of agriculture along the route. You'll see vineyards, trees, and food crops along the way with natural and planned breaks. In fact, you'll encounter some tall plants on both sides of the road ("Yeah, though I travel through the valley . . .") that appear to be there to separate different crops along each side of the road.



Courtland (going to Court-land) Courtland was named for the son of a landowner who opened a steamer landing in the community in 1870. It has hosted an annual Pear Fair since 1972 in late July, although it was cancelled in 2020 due to the pandemic. Whether

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it will be held in 2021 has yet to be decided. It is yet another instance of the agricultural roots of the area.

Locke (getting Locked-up) Originally called Lockeport, the town was built in 1912 when three Chinese businessmen contracted to have three buildings built. It became larger in late 1915 after a fire in Walnut Grove destroyed its Chinatown area. It is a small town with one road for those who wish to see this historical site.



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Walnut Grove (the land of towers) One of the original settlements along the Sacramento River, it was settled in 1850. It was named for the numerous walnut and oak groves in the area, and featured a steamboat landing where wood could be loaded for fuel. The town sits on both sides of the river. There are several places for food and drink in town. The bridge there is one of the earliest cantilever bridges in the area.

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The largest visual sight in the area is the TV broadcast towers (the original one, built in the early 1960's is approximately 1,550 feet tall. The other three are each around 2,000 feet tall).

It is at this point where the ride will move over to the west side of the river via the cantilever bridge. You then continue south. Approximately half of the way to Ryde you will see the old ferry "The Real McCoy" tied up along the west side of the river. This ferry was in service for many years, and was replaced in 2011 by "The Real McCoy II" – more later on the ferry.

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Ryde (yes, it is spelled correctly) This is an even yet smaller town. It is also the place to turn on Highway 220 towards the first ferry – the J-Mack. You will ride about 2.5 miles to the levee wall – for newer riders, be aware that you will be climbing a steep road and then making an immediate right turn at the top (while checking left for any traffic!). The ferry landing is about 0.5 miles north.

A note here about the ferries – while they are normally scheduled to operate around the clock, there are times that they can be down for maintenance or staffing. It is best to check ahead via the CalTRANS roads web site or calling the number for the status.

J-MACK Ferry (going across the water – 1st time) The J-MACK is a cable ferry – there is a cable running under the water that the ferry uses to transit in both directions. You can see the cable come to the surface of the water as the ferry pulls itself along. The crossing is about 2 minutes long. Be prepared to stop your engine, put down your kickstand, and stay with your motorcycle unless given permission to dismount if you need something from your bags.

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After the crossing is complete, you'll be turning left for the most direct route to the next ferry. You can turn right if you want to go around the island (or exit it from the island to the north via the Miner Slough Bridge (the route I used once with "The Real McCoy" was down and I hadn't checked before – this gives you a route to return to Sacramento via some of the other small towns like Clarksburg. There is also straight ahead if you want to go across the middle of the island, then turn south for the 2nd ferry. That route will turn south and will give you a view of the Sacramento Deep Water Ship Channel that lets ships get to the port in West Sacramento.

The route south follows the edge of the island about six miles to "The Real McCoy II" ferry. THE REAL McCOY II Ferry (going across the water – 2nd time) As noted earlier, the original ferry is tied up along the west bank of the Sacramento River before you get to Ryde. It was in use for 63 years, then replaced in 2011 when the new ferry was constructed. This ferry is fully self-contained as it has a 360-degree propulsion system.

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This ferry is considered to be an extension of Highway 84. It transits the 800 foot crossing 3 times per hour unless down for maintenance or staffing.



When exiting the ferry, you will again turn south towards Rio Vista. Rio Vista airport (one that has been moved – and tilting at windmills) The original airport in Rio Vista was south east of the current one. The old one was limited in growth due to housing and geography. In what was a different decision than most communities, a new airport was built about 2 miles away and went into service in 1993. There are views of some the local windmills from this area, and is a good stopping point if you need to use facilities.

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If you know where to look from overhead maps, you can still see remnants of the original airport's runway and taxiways.

The turn back towards home (what goes out comes back in) Going back to Highway 84 and going south again, you will come into Rio Vista. There are several quick places for food and gas as you get to Highway 12. If you turn east, you will go over the Sacramento River on the Rio Vista Bridge. There is a farmer's market at the corner of Highways 12 & 160. You'll turn north on Highway 160 to start the way home. There are several marinas and camping areas along this route. You'll still be on new roads until you get to Walnut Grove. Highway 160 will continue on the west side of the river just after you pass Isleton. I chose the east side, called Isleton Road, to continue. You can turn on Twin Cities Road north of Locke to go past the TV towers towards (and maybe over) I-5. I stayed on the road along the river until Hood-Franklin Road (it is next to the restaurants you passed in Hood earlier). This will take you towards Franklin, then into Elk Grove.

This route is easily travelled by novices and experienced riders alike. The most technical things to watch for are the steel mats on several of the bridges and the earlier

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mentioned climb up the side of the levee going to the J-MACK ferry. It can be done in a few hours, and can be a very relaxing outing if you want to sight-see.

RIDE TO GREAT FALLS

After getting new tires and two plus weeks of long days at work to guard against any problems (hence two months of newsletters in one) we departed Sacramento for the MOA Rally June 17. The original plan was to meander our way to John Day for the rally there. Given it was cancelled we headed to the Manchester Beach KOA for some welcome relief from the heat.

Yolanda says Hi and is looking forward to seeing us in October.

From Manchester Beach we headed to Trinity KOA via Hwy 1, 101, 36 and 3. We were ready for a few beers after that day. New tires fully scrubbed in.

From Trinity it was Hwy 3 to Fort Jones. In Fort Jones we took Scott River Road which runs along the Scott River canyon. Like the Forks of the Salmon in places. I never have ridden this before and it was a great find. Scott River Road dead ends at Hwy 96 which we rode east to I- 5 and I-5 north to Ashland for lunch. Great food at La Casa del Pueblo in Ashland. From Ashland we headed east on Hwy 66 to Klamath Falls. Good beer and dinner at the Klamath Basin Brewing Co.

From Klamath Falls we headed east toward Lakeview on Hwy 140. There was a wildfire mostly to the south of our route and smokey in places – I vaguely recall the Cutoff Fire. This was an unwelcome reminder of how dry the land is and how awful the smoke was last year from all the fires.

From Lakeview we headed north on 395 toward Burns. In Hines (the town just before Burns) we took a route into the forest with a variety of names -National Forest Rd 47 / Hines Logging Road / Burns Izee Rd. / Izee Office Ranch Road (68) to Izee Rd (63). Fun two lane with about 5-10 miles of well-maintained dirt road. This dead ends at 395 at the top of the canyon going to John Day.

Below is our impromptu gathering with others guests at the motel in John Day before walking down the street for dinner.

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From John Day we headed mostly east on Hwy 26 and then 7 to Sumpter which must have been a placer gold mining area given it boasts a sizeable dredge.



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We continued on Bull Run to Baker Rd. winding our way round eventually to Enterprise, Oregon for the night.

From Enterprise we headed toward the Hells Canyon overlook. The ride there was twisty and fun.



The photos do not capture the view. I recommend this detour when in the area.

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We headed back to Enterprise and then north toward Moscow, Idaho tagging “The Rattlesnake” in the southeast corner of Washington on the way. The route we were on must not be well traveled given there was 3-6 inch grass growing up from cracks in the road between Enterprise and Lewiston.

From Moscow it was on toward Lolo Pass via country roads that turned out to be equal parts asphalt, new chip seal and dirt that was being watered as we went through. A good reminder to check local road construction and conditions if you are not willing to ride tens of miles in those conditions. Then Lolo Pass to Lochsa Lodge for the night. What a great spot. Thanks, Greg, for the suggestion.



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From Lochsa Lodge it was an easy ride through Missoula to Great Falls.

MOA Rally



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RCB digs and substitute for a campfire aka “circle of BS and tall tales” partly shown between the orange and blue tents.



Part of the tent city below

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Stage.



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I was born in Omaha and the Missouri River was the boundary between Iowa and Nebraska. I have no actual knowledge of its width in Omaha, but a mile wide may be close. The Missouri flows through Great Falls. Despite being born near the Missouri I did not know its headwaters are from Montana and likely Canada until this trip.

Below is a photo of the Missouri River in Great Falls looking north west.



Below is a photo looking north east.

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Like most of the west the railroads were a huge influence on settlements, development, and generation of wealth. The building shown above and below is a reminder and monument to the influence and power of the railroads.

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I did some quick research. This is the Chicago, Milwaukee and St. Paul Passenger Depot. It was built in 1915 by the Chicago, Milwaukee, St. Paul and Pacific Railroad aka The Milwaukee Road. The Milwaukee Road was the last transcontinental railroad that entered Montana in 1907–1908 as a part of its "Pacific Extension".

The depot is a two-story brick building that includes a 135-foot tower. The first floor held the waiting rooms, station agent's office and baggage rooms. Railroad offices were located on the second floor. It was designed by architect J.A. Lindstrand, who also designed the Milwaukee Depot in Missoula, Montana.

The depot continued to serve the local community until the mid-1960s. The Milwaukee Road then ceased passenger service. After the railroad's bankruptcy, the building sat vacant until it was converted into a retail mall in the 1970s. The mall closed in the early 1980s. In 1988, the building was converted into an office building.

For more railroad history go here. [Montana Museum of Railroad History \(mmrh.org\)](http://mmrh.org)

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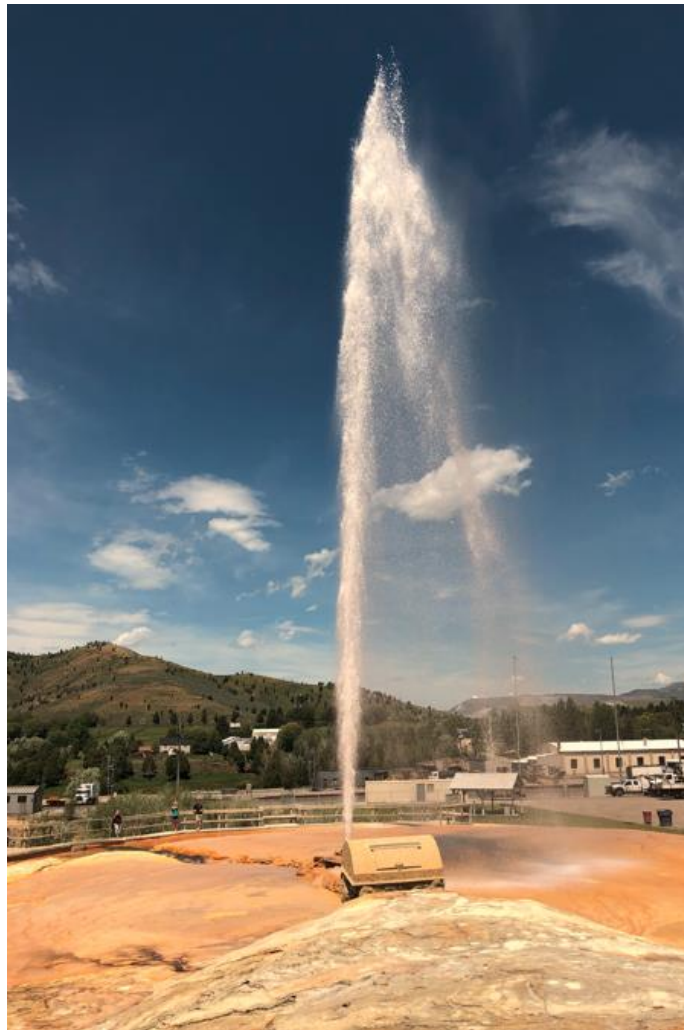


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MOA Rally Challenge

In the May and April Newsletters I put in photos of two places you might see going to or home from the MOA Rally. They are on the front page of this Newsletter. If you know where they are, send me an e-mail. All who get them right will be acknowledged in the next Newsletter for braggin' rights.



Where is this? The hint was not in Yellowstone.

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Near what town is this located?

Below are a few more.

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Where is this bridge? What river does it span?
(Gordy and Al may know this.)

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Do you know the names of the lake and dam?

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What does this show?

(This is a test of your reading comprehension.)

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This one should be easy. Where is this?

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An Editor's Request

MANY THANKS TO THOSE WHO HAVE CONTRIBUTED MATERIAL FOR NEWSLETTERS!!

Please take a few minutes to 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? Tell us about it.

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

Now don't be bashful.

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.

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



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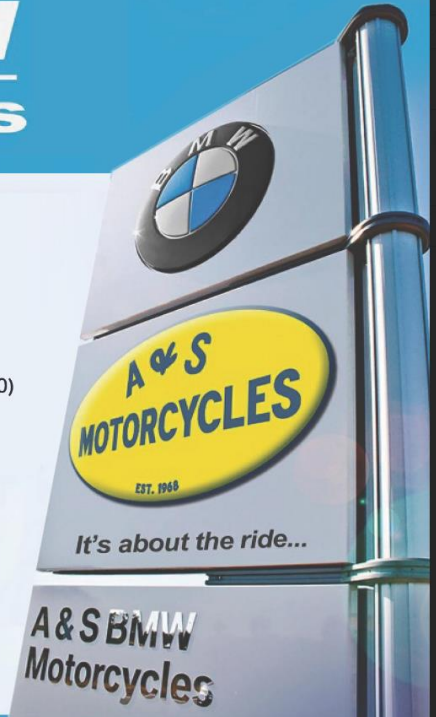
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