

River City Beemers

June 2023



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: Pete's Restaurant & Brewhouse
6608 Folsom-Auburn Road
Folsom, 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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BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

2019 Officers and Directors

Officers:

President	Fred Jewell	916-230-0951
VP	Ray Nuguit	916-625-0799
Secretary	Maggy Mini	916-716-1471
Treasurer	Gordon Olson	916-642-2221

Directors:

Emeritus	Rick Blake	916-927-2690
2022-2023	Ray Trujillo	916-601-9141
2022 – 2023	Al Morrison	916-955-2381
2023 – 2024	Bob Rasters	925-606-6129
2022 – 2023	Bob Brown	530-263-2823
2023 – 2024	Ken Caruthers	916-712-1014
2023 – 2024	Marv Lewis	916-208-1110
2023 – 2024	Rick Kilton	541-331-9553
2022 – 2023	Mike Robles	916-718-1514
2023 – 2024	Karl Weiland	530-409-5409
2022-2023	Vacant	

Appointed Positions:

Membership	Heidi Weiland	530-306-0959
Newsletter	Jack Klauschie	916-765-7737
Webmaster	Ken Caruthers	916-712-1014
Women's Liaison	Jeanie Thurston	
		916-626-9121
Rafflemeister	Gordon Olson	
Ride Leader	Ken Caruthers	916-712-1014

RCB 2023 Calendar of Events

(See RCB Web Site / Forum for Details)

June 9-11	Lewiston Camping
June 8-11	MOA National Rally - Virginia
June 22-25	Chief Joseph Rally, John Day, OR Touratech Rally West, Plain, Wash.
July 1	Monthly Member Meeting - Club Ride
July 20-23	Top of the Rockies Rally
August 5	Monthly Mtg / Club Ride / Ride 'N Bowl
August 12	Ladies Lunch
August 18-20	Tahoe Chill – Camp Richardson
Sept. 2	Monthly Member Meeting - Club Ride
Sept. 1-4	Gypsy Tour
Sept. 8-10	Lost Creek Campground, Mt. Lassen
Sept. 15-17	Ride to Steens, Or.
October 6-8	Monthly Member Mtg / Manchester Beach
November 4	Monthly Member Meeting - Club Ride
November 18	Ladies Lunch
December 2	Monthly Mtg/Club Ride/ Holiday Party
December 9	Toy Run

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President's Corner June 2023

It sure looks like my karma with the weather continued last month with the poker run being postponed, but this Saturday it's looking as if we're finally getting the cooperation we need. If you signed up last month there's no need to sign up again for this Saturday, we've got you covered. If you haven't yet, please do so as soon as possible so we know how many to feed. I'll be doing the cooking, so you know it's got to be good.

I'm starting to get some texts and emails from members with their contest pictures of the locations, and I'm expecting a lot more now that the optimal time for riding is here. There are enough local sites to visit that you could gather a half dozen tickets in an afternoon if you don't feel like exploring the rest of California. One member has already found the sprawling metropolis of Jewell, CA, so I know others can too and earn 12 tickets for the privilege. If you have sent me an email and I haven't responded right away, please send it to my phone, along with your name and the location. A lot of emails ended up in my spam file last year.

I'm going to call this next section of my column "Things I Learned From Gary Stofer". If you never had the good fortune to know Gary, he was president of the club for something like 9 years, and was truly the glue that held the club together, and a (mostly) very even-tempered guy. I succeeded him in my first tenure as president as I got the feeling he was glad to be finally handing the reins over to someone else. Which brings me to the first thing I learned from him, and that is you don't campaign to be re-elected, you campaign to find someone to replace you. That being said, I would gladly step aside for anyone else wanting the position! The next thing was as president, you'll never please everyone, so don't try. Just do what you think most people would want to do, and if someone complains, maybe they could be president next! I did hear him say more than once "This job doesn't pay enough to take your crap" or something like that. Gary had a very strong opinion on replacing your weak sounding horn for a louder one, something with which I completely agree. The point being that if you have time to think, react, and reach for your horn button, you have time to avoid the situation. If you're using the horn in retaliation for some perceived wrong done to you, you should realize that you're in a position of extreme vulnerability on your bike, so discretion is definitely the better part of valor. Just let them go on their way.

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So let's get going now that the time and weather are right. Go somewhere you haven't been to before. Ride a road you've never been on. Ride until you're lost and have to use your GP

By Fred Jewell RCB Prez

Morro Bay Weekend 2023

By Greg Smith



The Morro Bay Weekend 2023 created another memorable River City Beemers' event where members and friends were able to engage in comradery around their shared love

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of motorcycle riding on the Central Coast of California. The spring weather invigorated the senses as the roads were dry, the grass was green, and the sky was blue, except for the typical morning overcast on the coast. A big thank you goes to Terry Lee for organizing this annual event and to Ken Caruthers for his role as our Ride Leader.

After all his planning, life got in his way and Terry was unable to make the ride, so Ken graciously stepped in and lead us. The ride to Morro Bay was spectacular. Ken said he fine-tuned Terry's route, and from that I experienced back roads I never knew existed. We had an exceptionally fun time carving our way south on the twisties in the Coastal Range.

Upon our arrival in the late afternoon, we were greeted by a smiling Just Bob Rasters, who had arrived at about 11:00 AM from Livermore on his Harley Pan America.



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When we went into the motel office to register, we heard the fun had already begun. The clerk laughingly told us that when Just Bob checked in early; he inquired where everyone was. She then asked him if he had heard the news. He said he had not, and she replied, "The ride leader called and said the trip was cancelled." That was good humor to set the tone for the weekend.



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The first full day of our adventure found my three riding companions for the day, Just Bob, Judi and Tony Spadaro, and me going to Solvang to visit the Solvang Vintage Motorcycle Museum.



Once there we had the pleasure of crossing paths with Jack Klauschie and Steve Harris. In the museum there are over 100 motorcycles on display at any given time, with others being rotated in and out to keep the inventory fresh.

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While all the motors were interesting to see and learn about, here are three that I thought were of note.



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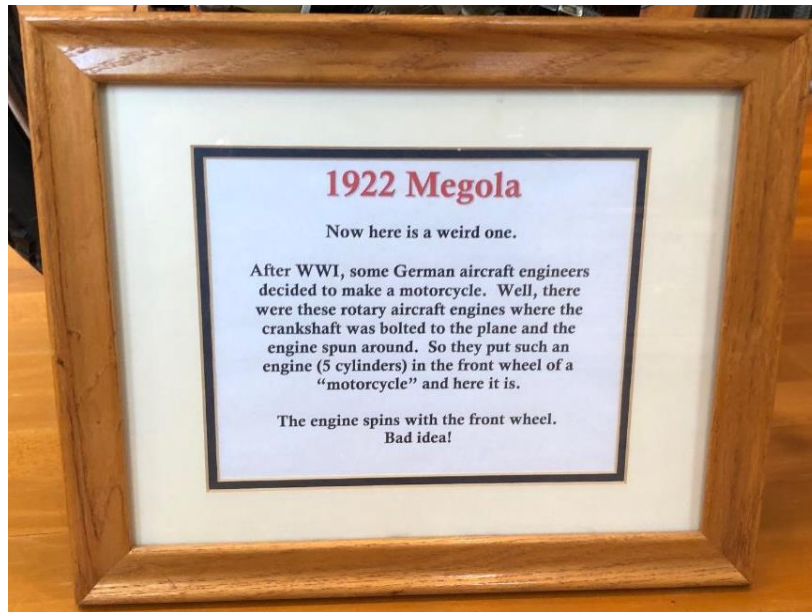
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1969 BMW R69S

BMW's sport bike of the 60's, unchallenged for quality and reliability. Top of the line, with 42 horsepower and famous Earles type fork for a nice smooth ride. This bike is unrestored and everything except the fuel lines and battery [batteries don't last 30 years] is original - even the tires. This bike was purchased by a young service man who was sent off to Vietnam. He was killed in action and the bike was left unused at the dealers for many years.



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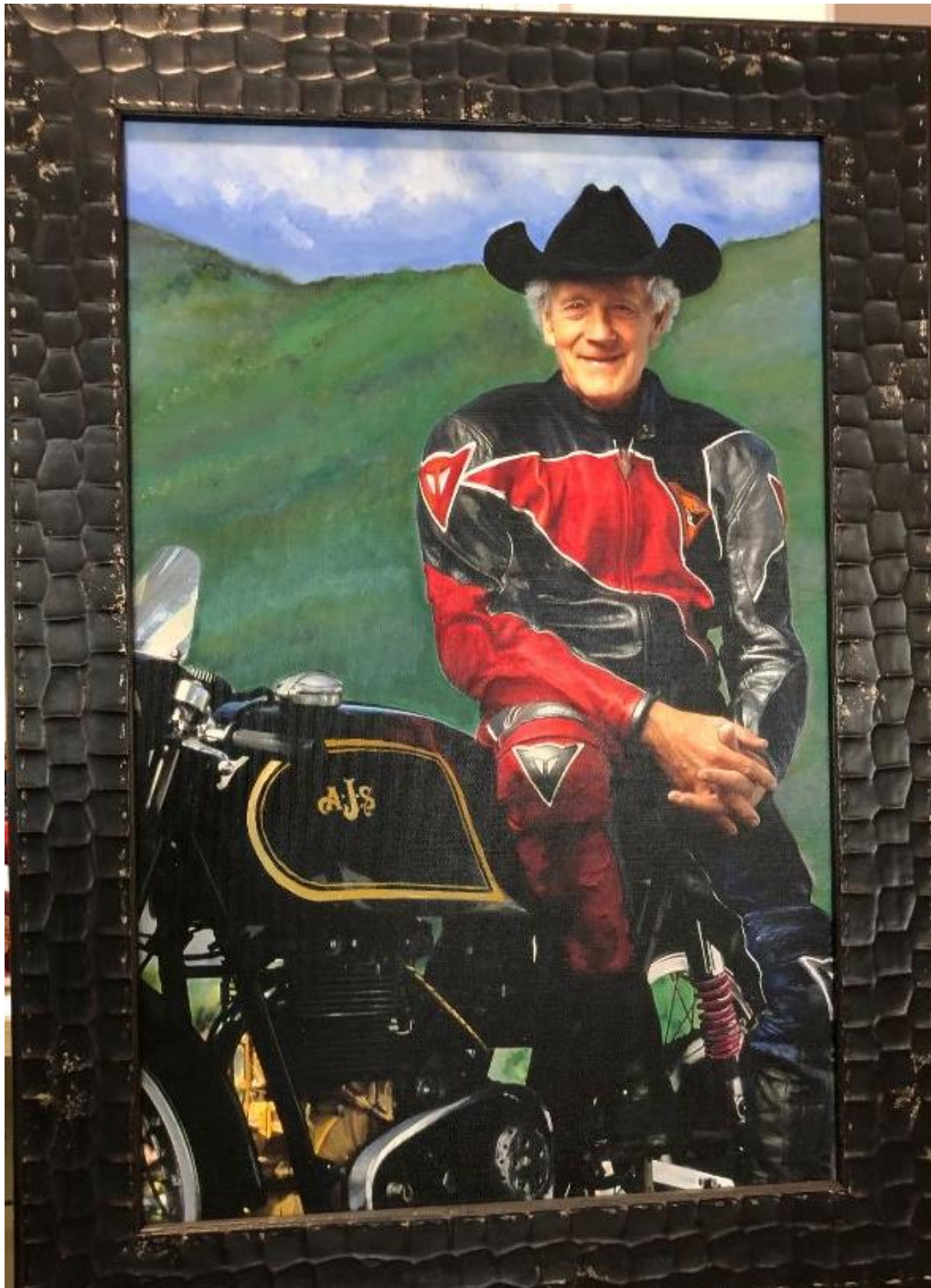
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All the motorcycles in the museum are owned by Virgil Elings, who was originally from Des Moines, Iowa.



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Today Virgil is 84. He earned a PhD in Physics from MIT in 1966 and spent the next twenty years teaching at the University of Santa Barbara. While on sabbatical he co-founded Digital Instruments with a former student in 1986, and he made a fortune when the company was acquired in 1998 for 220 million dollars. Today, Virgil spends much of his time at his ranch, with an occasional visit to his museum which he founded in 2000.



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We were fortunate in that he happened to be at the museum, meeting and greeting folks on the day of our visit. From an earlier interview he said, "Early in my life, motorcycles were a source of freedom. Now I collect them because I enjoy the diversity of engineering. To me, they're sort of a bank account I can enjoy."

To learn more details about Virgil from an article in Motorcycle.com use this link:

<https://www.motorcycle.com/features/virgil-elings-eclectic-dialectic-collector.html>

To learn more about the museum use this link:

<https://www.motosolvang.com/about/>

After enjoying our time in the motorcycle museum, we decided to get some unique Danish food, specifically ebelskivers, which are a Danish pancake that is cooked into a sphere, about the size of a golf ball, using a special pan. As a bonus for the afternoon, while walking to the food, we happened upon a car show with about 75 Datsun/Fairlady 1500, 1600, and 2000 roadsters from around the 60's. That was a special treat for me as over the years I have had a Datsun 1600, three 240Zs, and a 350Z.

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Once we saw all the cars, we continued our walk and selected a restaurant a block from the show, where we relaxed and savored our ebelskivers with coffee. Being of Danish descent, I could not leave Solvang without some of my peoples' pastries. I could not help myself, my DNA was calling, more like screaming. We perused a couple of bakeries and found the right one to satisfy our needs and then, it being later in the afternoon, we flew low back to the barn just in time for the start of an impromptu social in the parking lot.



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Guess who drove to our fun RCB event in their cars?



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Adding smiles to the social, we continued with mirth and merriment.



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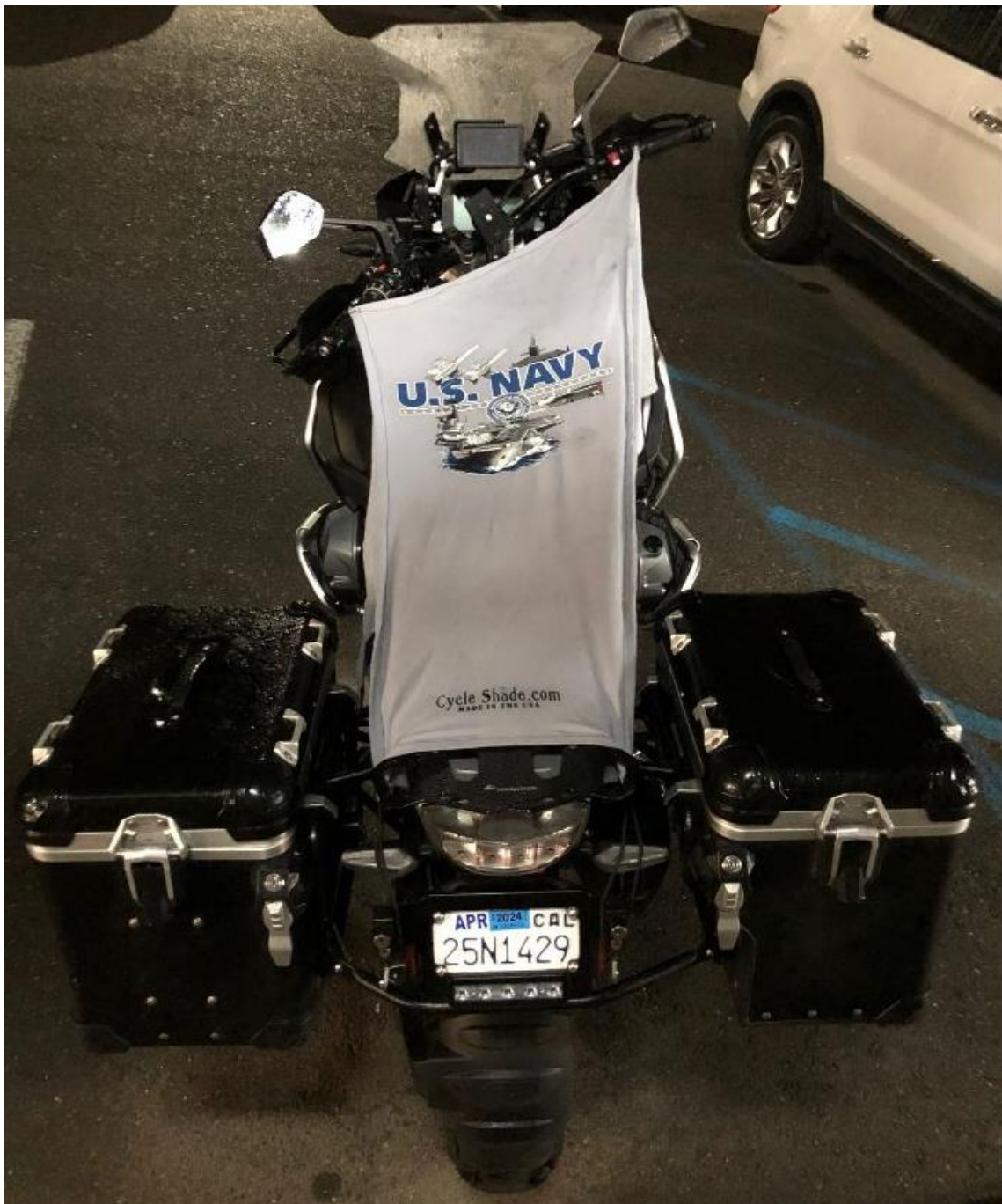
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As the evening wound down with the anticipation of a damp night, Mike Ledbetter (I think), former Navy and Air Force, used a sail to cover his bike, while yours truly, former Air Force, sought a hanger.



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When our impromptu party ran its course, the motors were secured in the brightly lit parking lot, and we went to sleep to recoup for the return home the next day. A fun time was had by all.



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Southwest Oregon Shortcut By Greg Gibson

Looking at a map of SW Oregon, you will see where Highways 101 and 199 diverge at Crescent City. 101 continues north up the coast, while 199 goes northeast and meets up with I-5 in Grant's Pass.

If you go inland here, the next main connector back to the coast isn't until Roseburg, which will take you back to Coos Bay on the ocean. Or vice versa; going south once you pick either inland or coastal route at Coos Bay, the next point to connect would be Crescent City.

However, if you are ever in the Grant's Pass or Gold Beach area, there is a great little paved Forest Service Road which basically follows the Rogue River over the Coastal Range. It is called Bear Camp Rd, or FS 23 and is accessed on the west side off of Agness/Jerry's Flat Rd or on the east side off of Galice Creek Rd near the town of Merlin, a few miles NW of Grant's Pass.



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Bear Camp Rd is generally only open June 1 through November 5. I hadn't been through there in about 20 years and on a recent trip to OR, I was able to (literally) squeeze through a few days early.

The road itself is 42 miles of single lane asphalt in really good condition overall. No potholes and smooth pavement except for the occasional heave and a few short sections of smooth dirt (very short).

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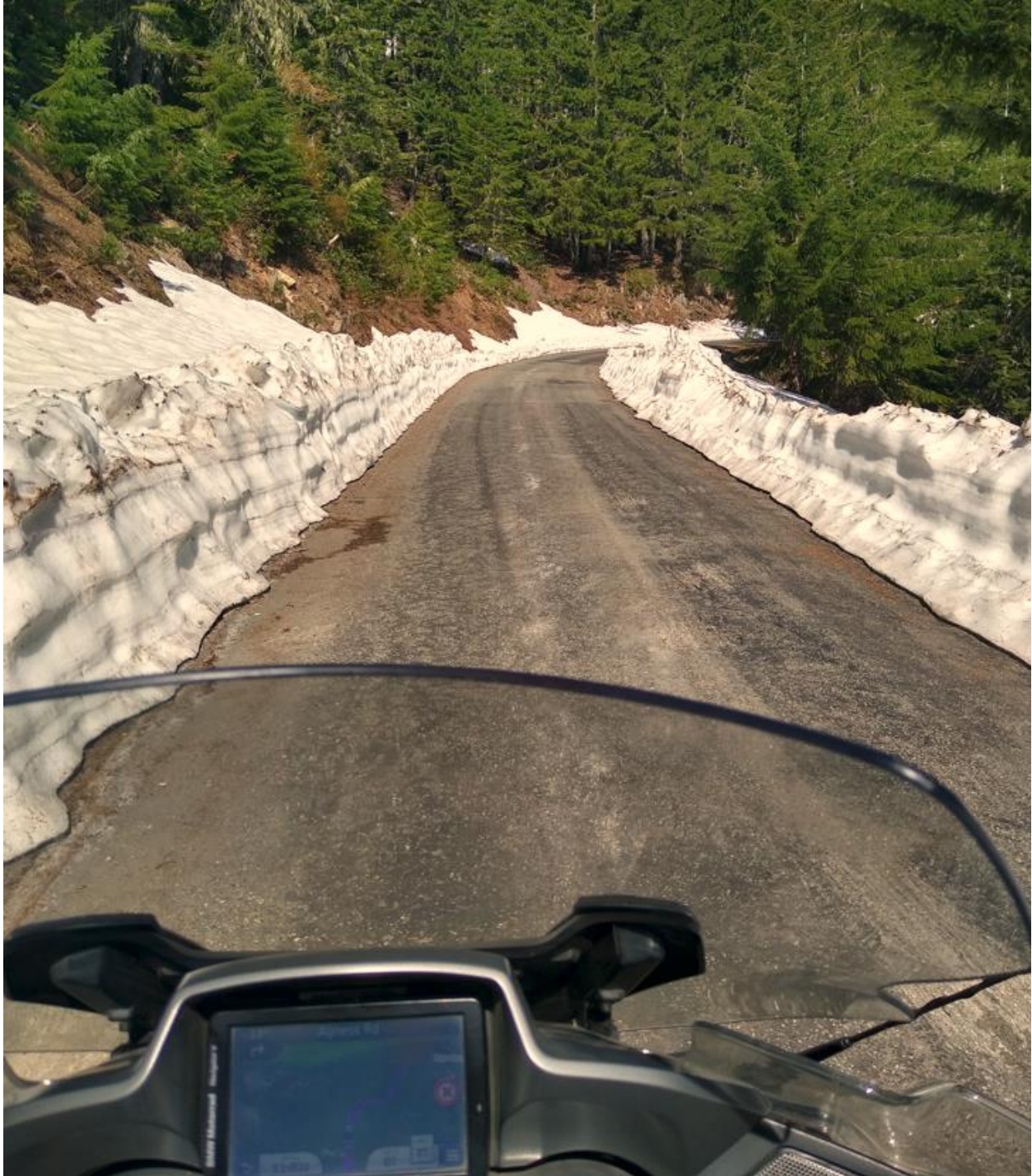
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Bear Creek Summit

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Agnes – West End

The connectors to Gold Beach and Grant's Pass are nice two lane. It's about 70 miles end to end and takes about 2-1/2 hours. Lots of curves and switchbacks, also steep drop offs on one side or the other occasionally. Take your time and enjoy the views, which are stunning (I didn't take any pictures because I knew the phone wouldn't do it justice). Stay wide and slow in blind corners; you won't meet much traffic but seemingly will always be in the least convenient spot when you do.

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This little backroad is several hundred miles from the usual RCB stomping grounds, but put it on your to-ride list if you're in the area.

The Port Hole Cafe on the Gold Beach Harbor is also worth a stop if you like fresh seafood.

Excerpt From the MOA ON Magazine By Nick Ienatsch

(Editor: Below is a shortened version of an article in a recent MOA On magazine I feel is worth reading especially as we get deep into our 2023 riding season.)

A Marine Corps general, now retired, compared the Champ school approach to what the Marine Corps learned in aviation training. Years ago, the Marine Corps realized the only way to produce safe pilots was to produce technically excellent pilots. Safety followed skill and no number of words could replace proper techniques, approaches and decisions based on how the airplane was designed to be flown. Make great pilots to make safe pilots.

Riding safety comes by increasing rider skills.

The Acceleration Mantra aggressive riders repeat very early in our classes is: I accelerate because I plan to brake. We get this plan to brake firmly established by practicing straight-line braking and even more importantly, trail braking. The definition of trail braking is trailing brake pressure into the corner or trailing off the brakes as you add lean angle. I include the definition because several Marines in this class were told trail braking was using the rear brake. Yes, we trail brake with the rear brake, too, but trail braking is trading off brake pressure as you add lean angle; it's mandatory if you want to ride well.

"Ride well" means you put your bike exactly where you want it at the speeds you choose. Our straight-line braking practice revolves around spring and tire loading and unloading, the responsibility of the rider or on-board engineer: Springs and tires will take astounding loads but neither do well with abrupt loads, so we work on the engineer who is inputting loads to the springs and tries to drastically improve braking.

For how and what to practice, try this link:

www.cycleworld.com/2016/03/22/ienatsch-tuesday-master-your-motorcycle-brakes-13-step-practice-guide-for-braking/

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Expert riders never close the throttle without their fingers on the brake lever. Never. They put their fingers on the lever and squeeze the brakes to shed speed for the upcoming corner, intersection or hazard. If they accelerated harder this weekend than last weekend, they would brake more because the corner will not miraculously open its radius for them, they must adjust their speed for the corner. We must adjust our speed for the corner. We must adjust our speed for the corner. Got it?

One huge misconception in our industry is that we ride faster with less brake which is 100% wrong-provably and painfully wrong. Our bikes are designed to steer into the corner with a little bit of brakes on, yet many riders who try to ride fast simply roll the throttle shut for the corner. That is literally "out of control" and we address this during the first moments of every Champ school program.

We all know brakes shed speed, but (almost) as importantly, brakes control our steering geometry and front-tire contact patch. How and when we use our brakes, especially the front brake, is vital to how the bike handles, especially at corner entry. Rushed corner entries lead to riders leaving their lane, mainly because their speed control, geometry control and front-tire contact patch control were not in place.

Expert riders trail-brake and expert riders design our bikes, so if we are not replicating their techniques at our own pace, the bike doesn't work as designed. That becomes a bigger deal the quicker you ride. "More Speed, More Brakes" is another mantra our Marine Corps graduates can repeat to you if asked. All things being equal, we will use more brakes on a Honda CBR1000RR than on a Yamaha R3. Riders might know this instinctively, but this knowledge must be at the tippy top of our consciousness. Riding quicker this weekend? Use more brakes to control that speed. Plan to have your right hand roll off the throttle to the brakes to set your corner-entry speed precisely and repeatedly, rather than only close the throttle and hope it works out. Soon, it won't.

The Myth: Speed Kills If speed was to blame for single-bike backroad crashes, all my friends would be dead. My wife would be dead, I'd be dead. We like speed, we buy vehicles to enjoy a little speed. The safety issue is not the speed, but the inability to control that speed. I accelerate because I plan to brake. More speed-more brakes. Important mantras, sure, but also industry-growing, championship winning plans.

Sometimes the written word is ambiguous so let me try this: The lack of braking, especially trail-braking, is the root safety issue for riders failing to negotiate corners on both street and track. Our industry needs to see a lot more brake light. Rider safety will only improve when we increase rider skill based on the awareness of how the bike is designed to be ridden by the experts who designed it.

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"WHERE'S MY NAME?" CONTEST 2023

By Fred Jewell, RCB Prez

Instead of a mileage contest this year, I've come up with a different kind of contest. Visit specified sites to collect raffle tickets for a drawing to be held at the next Manchester Beach shindig. All locations are in California, and I used members' names to come up with sites to visit to earn raffle tickets.

*Contest begins on April 1, 2023, and ends at midnight on September 15, 2023.

*Only RCB members in good standing are eligible to participate and win.

*Contest winner will be determined by drawing at the October meeting at Manchester Beach KOA -YOU MUST BE PRESENT TO WIN!

*Contest consists of visiting the sites on the list to collect the corresponding # of raffle tickets for the site.

Each site can only be visited once, and must be visited on your motorcycle. As you visit each site, take a picture of the designated location (as stated on the list) with your motorcycle in it. Note: there are some locations that cannot be reached on your motorcycle, in those cases, a picture of the location will suffice.

*Each site has a # of tickets available, anywhere from a minimum of one to as many as twelve.

*The contest winner will be awarded a set of motorcycle tires of his/her choice installed on the winner's motorcycle.

Send the picture to my email or my cell phone. Email is frebeck94@gmail.com, cell # is 916 230 0951. Please remember to tell me who you are and what your picture is.

Good luck to everyone!

Fred Jewell, RCB President (again)

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Editor's Request

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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