

River City Beemers

October 2023

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 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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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:

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	Greg Smith	916-539-9400

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	916-642-2221
Ride Catain	Ken Caruthers	916-712-1014

RCB 2023 Calendar of Events

(See RCB Web Site / Forum for Details)

November 18 Ladies Lunch

December 2 Monthly Mtg/Club Ride/ Holiday Party

December 9 Toy Run

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President's Corner

October 2023

It's the first of October and I'm getting this month's column out a little later than I'd like. I generally pride myself on being on time for most things. However, the past 10 days or so have been a bit more difficult than usual. After multiple trips to the doctor and many, many x-rays, we now know my wife Becki has a broken fibula AND tibia due to a condition called Charcot foot. (Look it up if you're really interested), but it may cause me to miss attending our annual biggest event at Manchester Beach. She says go, but I'm not feeling right about leaving her alone. I won't know for sure for a few days yet, but rest assured, the Bloody Mary bar will still be there in the very capable hands of Lisa Cornelius and Jack Weiglein. This year, due to our Saturday night menu featuring Mexican food, there will be Margaritas available too. The raffle for the set of tires for those who participated in the Where's My Name contest will also be conducted by Gordy. A good time will be had by all, I'm sure.

Elections will be held in November for officers and directors, and I urge anyone interested in the fascinating world of club operations to let us know so we can get you on the ballot. I have been asking people to take the helm of this club away from me and have been met with thunderous silence. If no one steps up, then I will give it one (AND ONLY ONE) more year. I do enjoy being president, but I also do other things for the club, and I'd like to concentrate more on them.

I'm going to keep this column short this month, hopefully I'll see you all at Manchester Beach.

Days are getting shorter, let's get those rides in before the weather does its thing and puts us on 4 wheels.

by Fred Jewell RCB Prez

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Top of the Rockies Ride

By Jeff Ivey

(Moose Fat 2023)



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The Crew

Jason "The Kid" - 2012 BMW GS

Ryan "I'll hang with Marv" - 2016 BMW XR

Michelle "Tour Planner & Guide" - 2017 BMW GSA

Tracy "Squirrel" - 2016 BMW XR

Jeff "Dad" - 2022 BMW GSA

Mike "Mike doing Mike things" - 2021 BMW GSA

Marv "Our Hero" - 2002 BMW LT

The Plan

Top of the Rockies BMW MOA Rally

Great Basin, UT

Zion, UT

Bryce Canyon, UT

Capitol Reef, UT

Arches, UT

Mesa Verde, CO

Lake Powell/Page AZ (Antelope Canyon)

Grand Canyon North Rim, AZ

Las Vegas, NV

Death Valley, CA

Yosemite, CA (ok, we skipped Yosemite! Line was too long to get in)

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What is an adventure? Basically, whatever you want it to be, a trip, an event, a group of friends doing things together and making memories. This trip started off as a small group of friends wanting to go to a Rally. It evolved into a two-week, National Park visiting, heat battling quest to get from place to place and make those memories.

Day 1 – Sacramento to Fallon, NV – The group gathered in El Dorado Hills to set off on the journey, as usually happens there's a straggler here and there! Once we finally set off, the group got in line and got moving. We stopped for an early group photo along the way and the memories began! It was a little warm but basically a nice day, we ended up in South Lake Tahoe for the first lunch stop where Brian, Tracy's boyfriend bought the group lunch and said goodbye.

Once back underway we headed over the mountain and into the heat! I think I heard we got up to about 106 but everybody's thermometers on their bikes seemed to vary by a few degrees, no matter though, once you're over 100 it's hot!

A few of the things to work out with a group of seven is making sure to keep the group together, we keep an experienced rider out front with the GPS directions and a sweeper out back with the directions as well. For most of the trip it was me (Jeff) out front and Ryan in the back. We also had the added challenge of keeping Marv and the sidecar rig "with" the group, it's obviously just not as maneuverable as the bikes.

First night was an Airbnb which gave us a bit of a false sense of comfort, nice place, lots of room, clean, A/C and on and on! We settled in that evening for a movie and a good night's rest.

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Day 2 – Fallon NV to Ely NV. Fairly uneventful day just getting across Nevada, we did end up going into the Visitor Center at the Great Basin National Park, it was hot but not terrible, we started working out all the cooling vest procedures and gassing up etc. We also saw some shoes in a tree, that was strange! Ended up in Ely at the KOA, little did we know how nice that KOA was with grass and great cleaning facilities. I'll say that again, there was grass for the tents!



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Day 3 – Ely NV to Cedar Canyon campground in UT. Great riding with a few stops along the way, Palawan Gap, Dinosaur Tracks, Brian Head, Cedar Breaks National Monument etc. Little did we know this would be full on roughing it camping, basically a few patches of dirt in the woods. We were joined by a few million bugs and flies, they were relentless at our arrival time and the next couple hours. Upon arrival Ryan and Jason went into lumberjack mode and decided we needed the mother of all bonfires, they set about gathering wood and chopping trees with the axe! Half the group went into town and got themselves a proper meal while Ryan and Jason tried not to lose any digits.

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Day 4 – Cedar Canyon to Escalante UT. Things got real on this day, Zion National Park, Bryce Canyon National Park, Escalante Grand Staircase, just spectacular sights to see. We had our first “incident” on this day. As happens during the busy season there’s lots of people in the parks, as the group was maneuvering around one of the bikes got dropped in a tight situation. It was just cosmetic damage and a turn signal left us at that point but thankfully no injuries. We ended up in Escalante and had a nice dinner across the street from the campground, the waiter was hilarious and said we’d have the best meal of the trip there, it was good. The promise for the next morning was a small place in town for breakfast but as luck would have it NOTHING was open in town, so we pushed on.

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Day 5 – Escalante to Moab UT. This was a park filled day for sure with some insane blasts between parks. First up was Capital Reef National Park, a real gem that at least for me was quite unexpected, I'd never heard of it, but the canyon was amazing. After that we stopped for lunch then had to race to Arches for our scheduled entry time BUT Mike decided to take off on his own and went the wrong way! After we sorted him out, we blasted through the desert at triple digit speeds (disclaimer, there's no evidence to prove this claim unless you check my GPS) to try and catch up with Tracy, Michelle and Marv who arrived at Arches first.

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Arches National Park was hot, hot, hot, triple digits and lots of people to dodge in this massive park. After a couple hours in the park, we headed over to the Moab KOA for a warm evening. The campground was crowded but nice and there was a laundry area right in front of us that we took advantage of. Funniest thing that happened was a bunch of young men arrived in the spot next to us, set up their tent and whined like little babies for a couple hours before packing and leaving about 11 PM to go stay in a hotel, bunch of sissies!



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Day 6 – Moab to Paonia CO for the Top of the Rockies Rally. Fairly uneventful ride with some great sights but it was once again quite hot. At a gas stop along the way some idiot in an RV rammed into a bollard at the gas pumps, as he backed out and tried to get away from the pump he headed straight towards Tracy who was filling up and the idiot

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didn't see her. Luckily, I saw it and was able to get him stopped, nearly started a fight but other than the RV everything was fine. We arrived at the Rally, got ourselves situated and settled in for the weekend. As an added surprise Mike broke out a massive tent and awning cover we had not seen yet! We were all like "where the hell has that been!".



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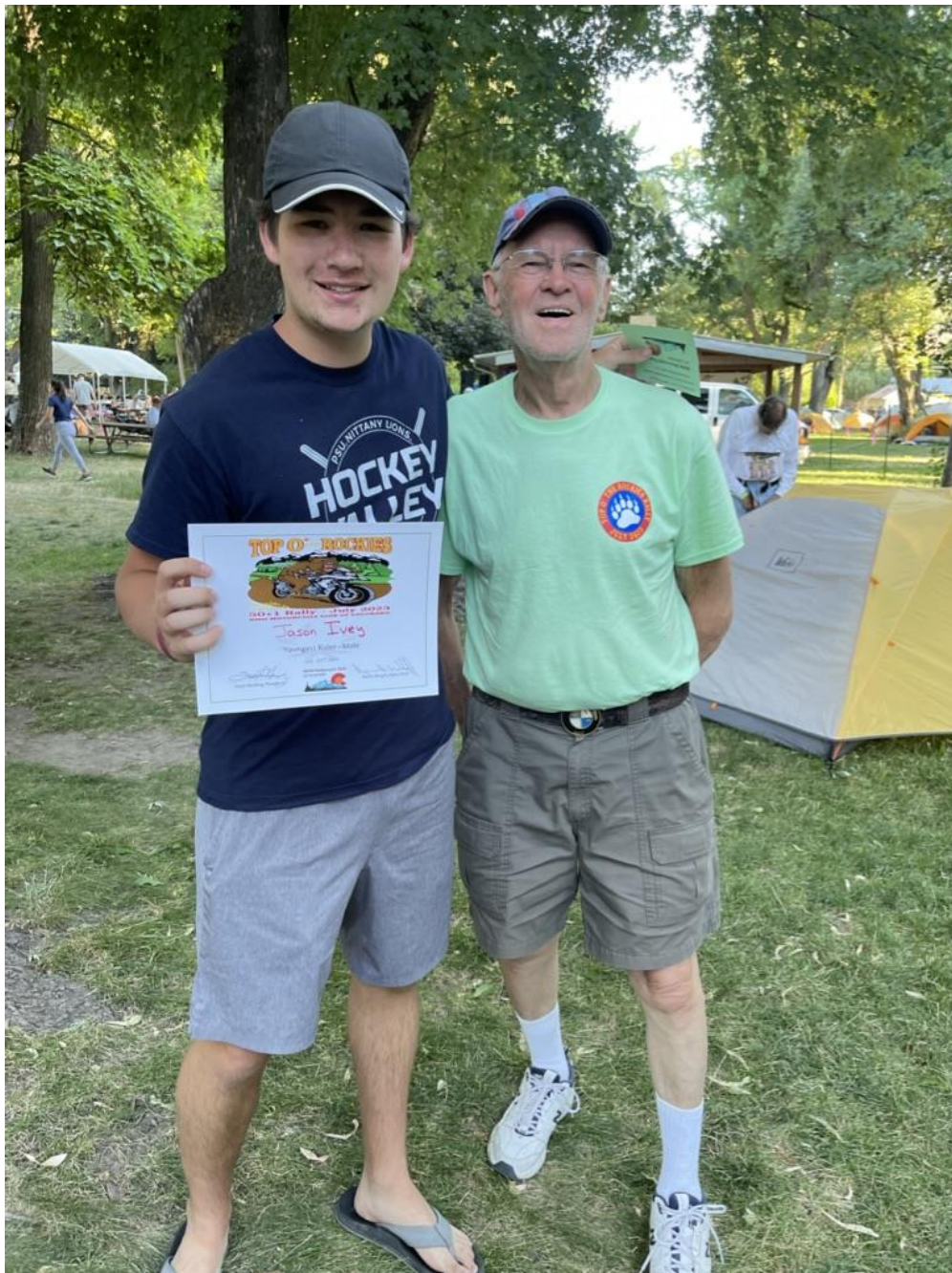
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Day 7 – Top of the Rockies Rally

Youngest and not youngest riders at the Rally!



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Day 8 – Top of the Rockies Rally

Day 9 – Paonia CO to Durango CO. Once the riding got underway it was a fairly quiet ride with some great scenery as we headed into the taller mountains. The threat of rain loomed, and the temps finally dropped but we remained dry and made it to the Airbnb for the evening. It was nice to watch a movie, sleep in a bed and clean up a bit after being in the dirt for days! The following morning had a mother deer and two babies in the backyard as we got ready to push off.



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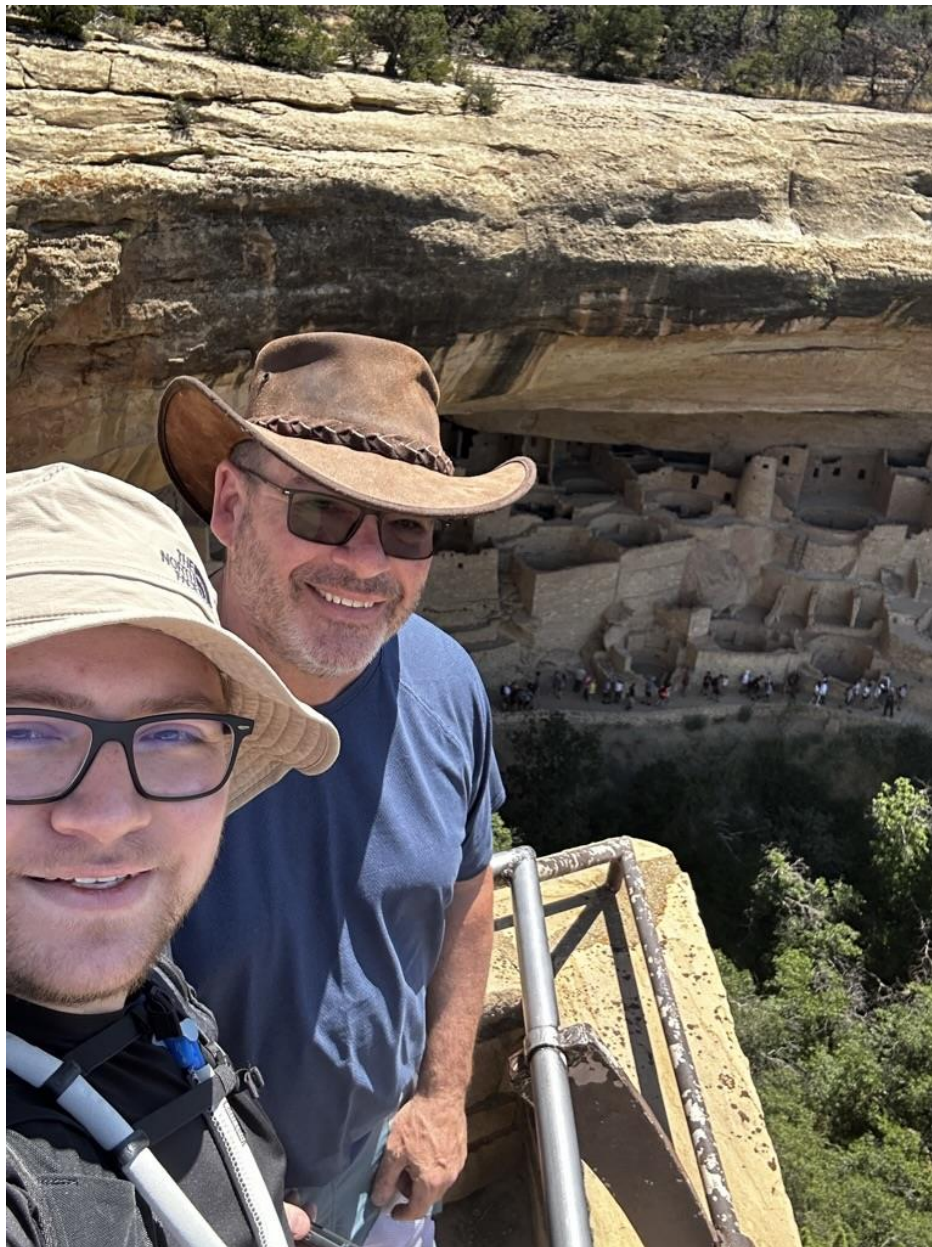


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Day 10 – Durango to Monument Valley UT. The day started off with breakfast in Durango where a bunch of “badass” old school chopper riders pulled in and all proceeded to get parking tickets then it was off for a visit to Mesa Verde National Park to see the ancient mountain dwellings and cave carvings. It was a hot day, very hot!

From Mesa Verde we pushed on to the Four Corners



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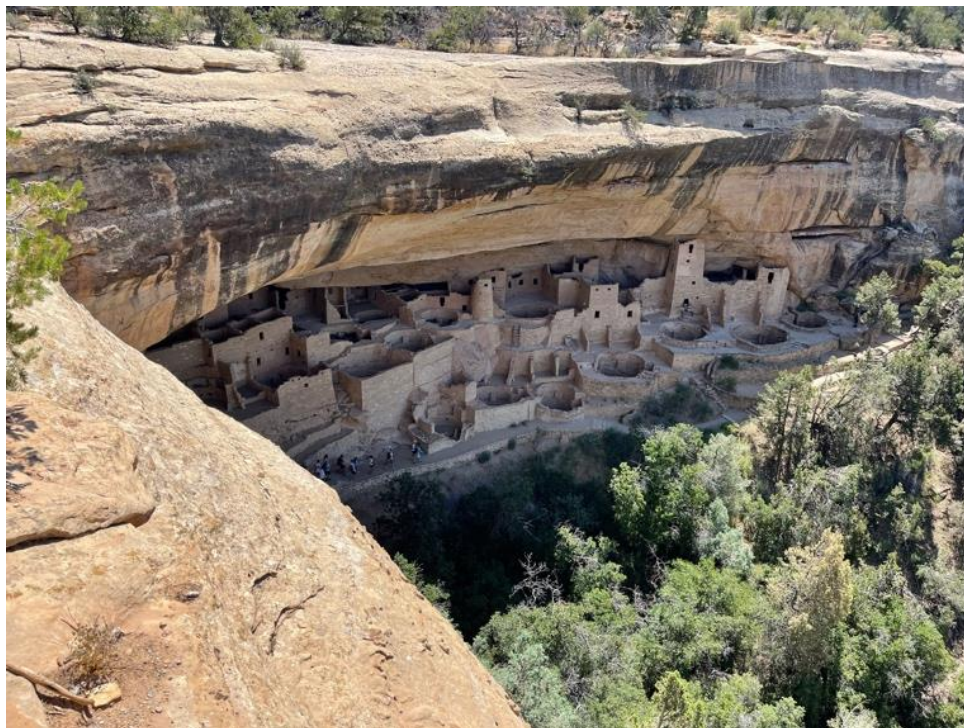
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Monument where it was absolutely blazing hot. Sounds crazy but it's hard to describe how much the heat takes energy out of the body. We drank some serious water, Gatorade etc. and just dealt with it.

We pushed into the Monument Valley area and ended up at a dirt KOA with an amazing view. The sunset was stunning and the sunrise the next day was equally spectacular!

After cleaning up and pulling out we continued back to the east and Page/Lake Powell AZ.



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Day 11 - Monument Valley - Page/Lake Powell AZ. We were able to pull into town early enough to get a nice Texas BBQ lunch and drop the bags off at the campsite next to Lake Powell.

We then headed back to Page to visit the Antelope Canyon Tour which turned out to be one of the highlights of the trip, an underground or below surface canyon carved by running water and flash floods, what's left is almost surreal forms we were able to walk through.

Kudos to Marv on this, it was a hell of a trek, and it was blazing hot, but he powered through it no problem, that guy is amazing! After the tour we headed back to the camp and went for a swim in Lake Powell, a refreshing cooldown in the blazing heat.



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Day 12 - Page/Lake Powell AZ to St. George UT. The day started with a blazing hot walk out to Horseshoe Bend for our first glimpse of the Grand Canyon, it did not disappoint. Upon leaving I put my wallet in what I thought was my front pocket, this became a nightmare a couple hours later! We pulled into a gas station on the way to the North Rim of the Grand Canyon and poof my wallet is GONE!! I cancel my cards, panic a bit then as we're getting ready to go, I feel the wallet in my back pouch on the riding jacket. This instantly had Jason laughing at me and calling his mother to make fun of me, LOL! From there we headed towards the North Rim of the Grand Canyon, the road was one of the best of the trip and the temps were great – those two things aligning made for a great ride into the park. Once we arrived, we started to explore the views of the North Rim and I can't even describe what we saw, just breathtaking stuff. We stayed longer than I expected but it was well worth it. We headed out and blasted towards St. George UT, the first part of the ride was nice then we can off the plateau and the temps started to rise! By the time we stopped for gas were back in the triple digits and even keeping the speeds up in the 80's didn't cool us down a bit. Then the surprise of surprises hit us when we came down the hill into Hurricane UT, we went from 100ish to over 110 degrees!! As soon as we hit that heat, we made the call to pivot from camping to hotel, we stopped and made the calls and headed towards the A/C.



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Day 13 – St. George UT to Las Vegas. At this point the heat is just stupid hot, we left at 9AM and it was 98 degrees and soon it climbed much higher. Short riding day with a stop at the Vally of Fire State Park, let's just say the name was fitting, it was 110 the entire time. Not the most thrilling park but nice to see, we did catch three male rams folding around a female, my guess is she wasn't going to get away from them.



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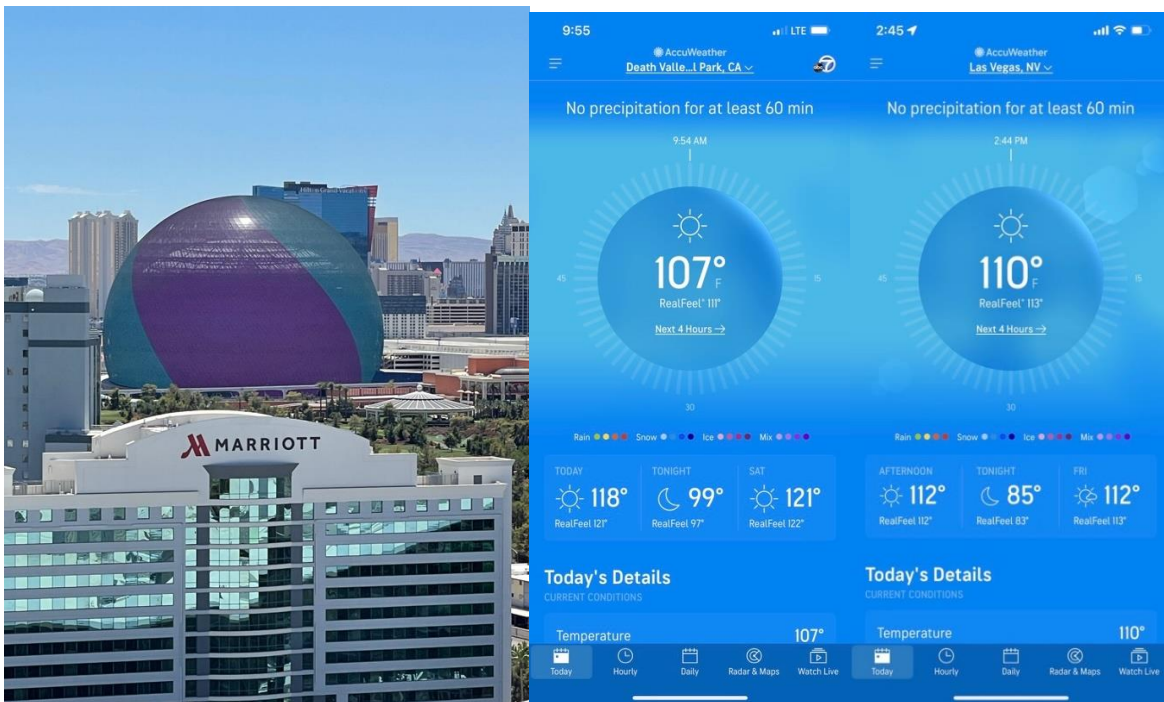
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From the park we headed into Las Vegas for another hotel night and to see the new sphere thing.

Day 14 – Las Vegas to Bishop CA (through Death Valley). This was always the day we were sort of dreading, going through Death Valley in July, who thought that was going to be a good idea?? Anyway, in order to beat the heat, we decided to kick stands up at 4AM and after I missed an exit and went through a neighborhood, we shouldn't have we were off. We ended up reaching Death Valley around 6AM and absolutely blasted through it, didn't even stop for pictures. It ended up being nothing after all we'd been through, think it was less than 105 at its worst but it didn't last long and I was hauling ass!



The sphere was really cool and after days of debate on how we'd get over to see it, walk, cab, Uber we ended up just going to the roof of the hotel and there it was. This picture doesn't do it justice, it was bizarrely amazing at night with all the goofy videos.

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In the end because we'd left so early, we arrived in Bishop around 9:30AM. We decided just to blast home and make it a 600-mile day, by far our longest of the ride.

So, in the end we were hot and tired, but all made it home! What an amazing group of people and an amazing adventure!

The End!

At The Beginning
Courtesy of CJ Gilzean

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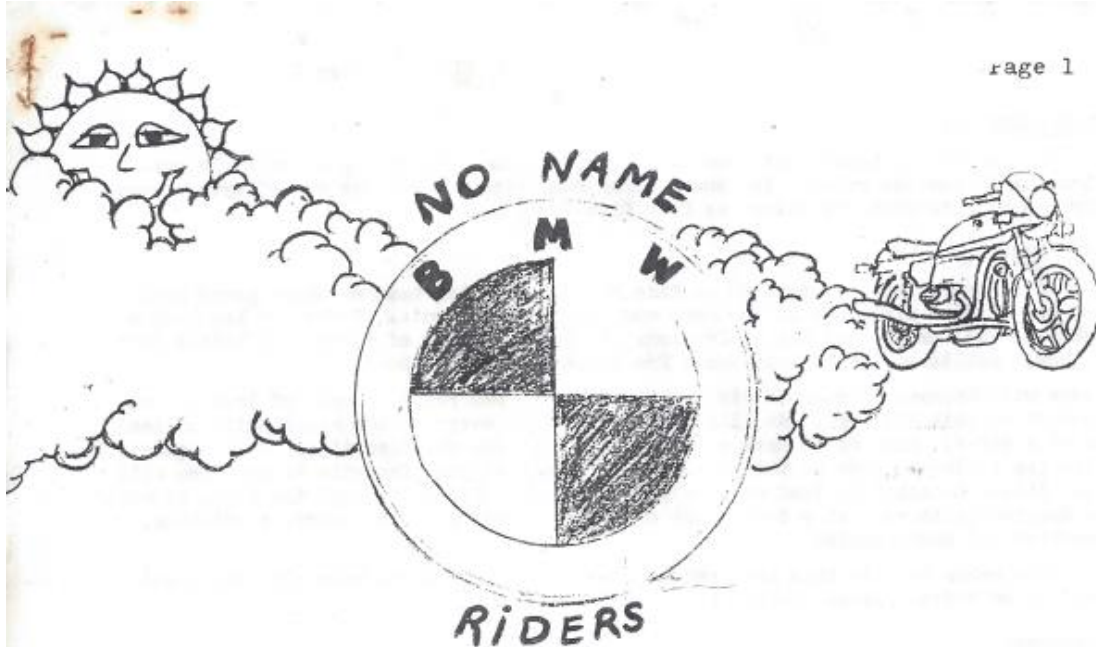
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BMW MOA Club #21D & BMWRA Club #104

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DECEMBER 1982

To those who couldn't make our October 31st meeting, and rides on November 7th and 21st, and to prospective members, we bring you up-to-date on what has happened so far.

On October 31, 1982, thirty-two BMW riders got together at Carmichael Park to discuss the formation of a local BMW Riders Club. Jim Gundros and Earl Mattingly presented their ideas on the type of club they thought would be suitable to most. You in turn gave us good ideas and suggestions, enough so that we think we know the kind of club you want.

PURPOSE OF CLUB

Promote friendship among BMW Riders.

Enjoy the company of other members on rides, other activities, and social functions.

Provide and share information about BMW Motorcycles and related subjects.

OBJECTIVES

Stay loose; don't organize too tightly. Have a minimum of rules. No parliamentary procedure at meetings; keep everything informal and on a friendly basis.

Publish a newsletter to collect and communicate any information of benefit to the members.

Club Directors should strive to lead and orient the Club to the desires of the majority of members, even if radical changes are proposed to these objectives.

Club Directors should call business meetings only when necessary for the benefit of the Club. Meetings should never be the focal point of the Club. Expressed in another manner, the Club should not exist for the purpose of having meetings.

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CLUB DIRECTORS

Jim and I had hoped that some of you would assume leadership so we could participate in passive roles. You unanimously suggested we continue our efforts, therefore we will consider ourselves as Club Directors.

RIDE MASTER

Jim Babcock was recommended as Ride Master. Jim has been on every paved road and most of the dirt ones in Northern and Central California. Traveling has been a hobby as well as part of his profession. He is the author of "There's A Little Spot I Know," published in the Sacramento Bee Travel Section on Sundays.

There will be many times when Jim can't make it to our rides because of travels in connection with his work. And like Jim says, "Give everyone the opportunity to lead us on a ride". Most of us have several roads that are our favorites. On the questionnaire enclosed, give us the routing and mileage of your favorite trips. You will most likely be asked to lead us on a trip sometime. Midway through the ride, it would be desirable to stop at a town, park or similar place for rest rooms, stretching, munchies and conversation.

Jim needs help in this area and if you are so inclined to help plan trips and lead us on rides, please contact him.

TREASURER

Carl Freitag has offered to help us with the Newsletter and to handle the finances. When Carl retired he did some interesting travel abroad and took a lot of pictures. He does handyman work during the week. Funds collected from the Newsletter questionnaire and from sponsors will be turned over to Carl to deposit in a commercial Checking Account. He will disburse these for printing and mailing costs of this and subsequent Newsletters. The signature card will have the name of a Club Director in addition to that of Carl. Each check must be signed by a Director. An accounting of funds and transactions will be read periodically at a meeting.

TERM OF POSITIONS

You recommended a term of three months. The changeover permits the work to be shared among the members and not left to the same individuals. However, an incumbent may choose to be a candidate for a subsequent term.

CLUB NAME

Don't take the logo on the first page seriously. This is a temporary term until you choose a name for the club and permits us to establish a bank account. We will tabulate the names given us on the questionnaire and if there is a clear choice, then we have an official name for the Club. If not, a show of hands could decide on a name chosen from those submitted. It is important that you attend the December 12th meeting.

Consideration: Club membership is not limited to geographical boundaries. We expect to draw members from Nevada as well as Northern and Central California.

CLUB MEMBERSHIP

This newsletter is being mailed to 145 BMW Owners so far. Your names were provided to us from Joe Sarkes's Motorcycles and J & J Precision Cycle Works service records. Some contacts were from the BMWMOA Anonymous Book, while other were given to us by BMW riders that know you. Some of you were stopped on the street, service stations, cycle shops, restaurants and were asked if you were interested in a club. If you encounter a BMW rider that is interested, get his name and phone number to us.

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This first Newsletter will have a Questionnaire to be filled out and returned with a contribution of \$5.00 to become a member and be placed on the Membership Roster. Membership includes your spouse. This money will be used to pay for the printing and mailing of Newsletters. A Club Roster will be printed and Membership Cards issued to show you are a member of this Club. The card will get you a discount of 10% at J & J Precision Cycle works. we will try for discounts at other firms and keep you posted.

A list of member's names, addresses, and phone numbers will be included with a future Newsletter. Hopefully, this will help us get to know each other sooner, and will acquaint you with other members living in your area. If you prefer not to have your name on this list, please indicate same on the questionnaire.

MEETINGS

Meetings will be held at a coffee shop in conjunction with breakfast or coffee prior to a scheduled ride. These meetings will be short informal discussions, should you or the directors wish to discuss anything. They would be used mostly to get opinions, ideas, and feedback. The meeting will terminate when it is time to ride. The more important matters that concern Club policy would be contained in the next Newsletter to obtain all members' opinions.

RIDES

During the winter, group rides are scheduled on the 2nd and 4th Sundays starting in December. Departure time will be at 10:00 A.M., so come early and enjoy a leisurely breakfast and have time for conversation before we ride. Please gas up previously. Bring your map to get the route from the Ridemaster. He will choose spots along the route to pause for regrouping. This enables each rider to set their own pace. Until further notice, we will meet at SAMBO'S on Arden at Morse, west of Watt Avenue.

DUES

We hope to have a Club with a no-dues policy. However, we will be assessed a few bucks periodically to defray the cost of printing and mailing the Newsletter. We will solicit advertising sponsors to help defray most of the cost. Our sponsors that are into BMW's will be Honorary Members.

THE NEWSLETTER

One person can put out a Newsletter with minimal information, but would it be worth the expense? I would like to see a newsletter that contains really worthwhile information, and be so interesting that you anticipate each issue. So please - contribute input on any subject that you think would help others in the Club. These subjects may include, but are not limited to:

Service tips	Items wanted & 4-Sale	Good & Bad accessories
Touring tips	safety tips	activities of other Clubs
A good joke	wearing apparel	we may be interested in -
Good camping recipes	(Motorcycle)	Rallies, Poker Runs, Etc.
Maintenance tips	Good & bad experiences	Bloopers

TELEPHONE COMMITTEE

When the Roster has been established, we will have a telephone committee for the purpose of providing a method of fast communications from Club Directors to members. There may be occasions when interesting non-scheduled events come up or when scheduled events must be changed or canceled and we need to get the information to you quickly. Club Directors will contact the telephone committee, which in turn contact you. Each person on the committee will be responsible for a certain number of persons from a list assigned within a non-toll call area. All toll calls will be made by one person to facilitate simple reimbursement. Of course, we will use the Newsletter to the max for our communication.

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TIPS AND A BLOOPER

Jim Gundros likes purchasing Hypoid Gear Lubricant in a quart jug. Using a measuring container (cc) a baby bottle is good, he puts 200 cc in the differential, 150 cc in the shaft drive and the balance in the tranny. It comes out just right with no left-overs.

Pete Wilbert likes using a synthetic additive gas treatment in his R100/7. It is called AMSOIL PI, and comes in a 16 oz. container. Use 1 oz. of PI to 7 gallons of gasoline. Pete has been using this product for over a year. He says it controls spark detonation (ping) so well that he buys the cheapest leaded regular gas available. AMSOIL is available at most auto supply stores.

Pete also uses the AMSOIL synthetic hypoid lube 80-90 weight in the differential, shaft drive and tranny. He noticed a big improvement in the smoothness of the drive train and shifting, especially in cold weather.

On the November 7th ride, Rick Blake showed us his battery box modification. He cut and welded pieces to enlarge it to hold the Sears Garden and Utility Battery, reverse terminal type. This battery has a high amperage rating and costs less than \$50.00. This may be a worthwhile tip for those who operate radios, CB's and other accessories. An excellent quality box for the Sears battery is available from Walus Engineering.

He also eliminated the rubber bands that hold the side panel covers on each side of the battery bike frame. They were replaced with a coiled spring he enclosed in a plastic tube. The spring looks like an old-time screen door spring.

BLOOPER

When quoted a price of \$100.00 plus for a factory replacement battery, I scouted around for something less expensive. I found a 25 ampere rating Taiwan made battery for \$49.00. Feeling good about this big saving, I commenced removing the old battery. I could not get it out the logical way from the top. I didn't know about breaking the frame. Maybe removing the engine upper covers would provide access. It did, and while working the new battery over the engine to the battery case, both terminals touched metal and began welding to the metal. I grabbed the new battery and yanked hard to break it loose. The battery came loose all right; flew across the garage and broke in pieces when it landed with electrolyte flowing in all directions. How do you tell a merchant that you just dropped and broke the new battery without appearing like a klutz? I sheepishly purchased another \$49.00 battery for my R75/7 and cried in my beer later. MORAL: Tape terminals before removing and installing batteries in close quarters. If anyone has a good procedure for battery removal, let us know what works well for you.

NOTE: Be cautioned that certain tips may or may not have merit. These tips are experiences from individuals that work for them. They are not Dealer, Shop or Club endorsed and presented here as potential aids to better maintenance and motoring.

WHAT'S HAPPENING WITH SIMILAR CLUBS

Since a lot of us are members of other motorcycle organizations, we considered publishing information here about their activities which may be of interest:

2nd ANNUAL SIERRA-CASCADE Winter Rally--Black Forest Lodge, 10 miles west of Chester on Hiway 36, January 8 and 9, 1983. CAMPING IN THE SNOW Contact Ozzies in Chico 916-345-4462, The Sidecar Shoppe, Sacramento, 361-3990--Jim Sutocky, Folsom, 916-985-2187.

These are BMW Riders with sidecars. However, 2 wheel BMW's participate also. It's described as a weekend of fun in the snow. Motel or lodge accommodations available.

River City Beemers

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RCB Newsletter



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at WWW.RCB.ORG

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ITEMS WANTED AND FOR SALE

For Sale: Bates Ride-Off stand (like new). Bell Helmets--open face with visors, matching BMW dark red, 1 extra large, 1 small, good condition. Shoei helmet, full face, white, extra large, needs liner work. Also misc. other helmets. BMW luggage rack, with back rest for 1977 R100/RS and RT. Mirrors, larger than stock, chrome stems and back. Windshield for Luftmeister Fairing, plus more. Call Don Beech 916-366-0650

For Sale: 1964 R60/2 with 1974 Valorex sidecar, Windjammer fairing, Shoei bags, Denfield luggage rack, air horns, good tires, \$2,500.00 Firm. Also have another rig for \$4,000.00. Call Abe Low, 916-386-0930 or 381-6454

For Sale: 1959 BMW R50/2 completely restored. Many of the parts used in restoration were new. Many accessories. Must see to appreciate. Less than 1,200 miles on restoration. Asking \$5,000.00. Call Rick, 916-481-1867

For Sale: 1976 BMW R75/6. Windjammer, luggage rack, excellent condition, low mileage. May be seen at J & J. 916-488-0593.

For Sale: 1965 BMW R60/2. Good running condition, solo and dual seats, \$1,200.00. Mark 916-367-3122

For Sale: Steib Sidecar S-501. \$2,300.00. URAL sidecar, \$1,200.00, both in excellent condition. 916-361-3990, evenings.

For Sale: HODAKA Ace 90. Clean, runs well, complete and street legal. Has extra trail sprocket. Have bumper mount carriers to fit motor home or pickup. \$190.00
Carl Freitag 484-5951

WANTED: To borrow a ^{BMWRA} Blue Book for a short time. Will care for and return. Call Earl Mattingly, 916-723-3791

MISCELLANY

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If you have trouble understanding any of this, call Earl. You just can't expect a Maintenance Mechanic to be a journalist too! By the way, if anyone has literary talent (or not) and would like to crack at the Newsletter, please call. We will work with you and provide input. Others are available to do the typing, printing and mailing. We need someone who can write and communicate effectively. You will be able and encouraged to gather information and write articles.

The questionnaire is designed to give us an indication of your interests; to provide feedback to set rides and schedules; identify the members and more importantly, help provide informative articles to be shared with the other members. The questionnaire is also your application for membership. Please return it promptly. Also, come to the coffee/breakfasts on the 2nd and 4th Sundays, even if you can't ride that day, and get to know each other. Give us your ideas, opinions and criticism. Remember, several heads are better than one or two.

SEE YOU AT SAMBO'S

Jim Gundros

Earl Mattingly

River City Beemers

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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.



Log on @ rcb.org.

Create a member account with username and

password to access the Forum.

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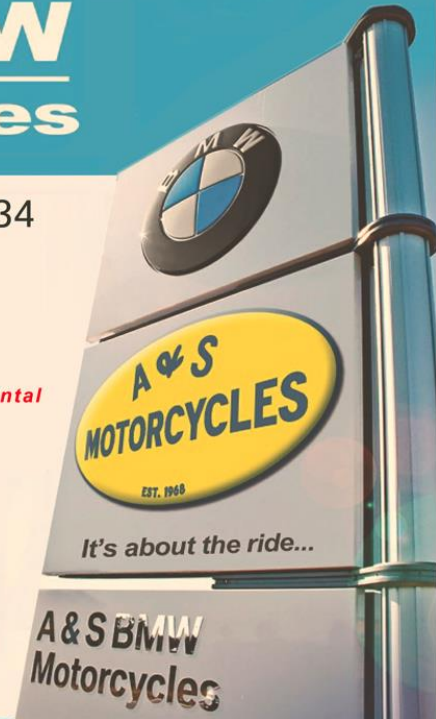
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