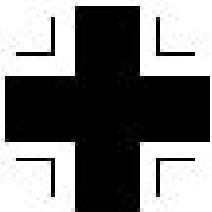


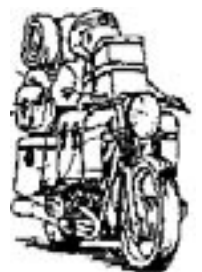
The Gateway Gazette

Vol. 2003 Number 5

Christmas 2003



Gateway Riders BMW Club
www.gatewayriders.com
Legendary Riders of the Midwest



The Editor Speaks!



Fatherhood, Hacks, and Turn Signals.

I guess I can no longer be in denial about having a baby, as the Baby is here now, and it seems like she plans to stick around for awhile.

Thanks for all of the e-mails, cards and gifts we have received for Leena. I have been very busy and haven't responded to many emails, but Akiko has been very diligent about sending thank you cards. If we missed anyone I apologize, it wasn't on purpose.

I don't think she will be ready for a motorcycle trip this year, but next year anything could happen. So I should start planning now on how to convince Akiko that we need a Hack in the family, and what kind of a Hack I need.

Which is a good thing as I will spend hour's & hour's during the cold winter months doing research and planning on whether to buy it, build it, boxer, brick, two seater, one seat, hard top, soft top, etc.,....

I think a K1200GT (When the new K-bikes arrive next year, everyone should be dumping the GT's at rock bottom prices, right?) and an EZS RX-5 car (www.ezs-usa.com) would make a great combo.

I really need to get busy on that proposal.

I'm not done yet! Continued on Page 18

Editor: Art Wheeler
phone: (636) 391-4874
email: wnodrog@hotmail.com



Leena Akiko Wheeler sporting her first motorcycle T-shirt

Cover: Unknown rider at the 2002 Falling Leaf Rally

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Gateway Riders BMW Club
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AMA #4770 BMW MOA #22

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Web Master: Art Mester
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Submission's

Please send all submission's to the Editor's email address at left. For snail mail please call for instructions. MS Word, Apple Works, & text files are the best. Photos, send the originals and I will scan it, or .jpg, .gif, or .tiff. If you are unsure about file type or photos give the Editor a call or email first. **You can't blame me for any mistakes, if I have to type it.** **Deadlines** are Feb 1st, Apr 1st, Jun 1st, Aug 1st, and Oct 1st.

Events Calendar:

Late Fall 2003

Events Director: Jeff Ackerman

Phone: (314) 838-2161

email: Mary.Ackerman@worldnet.att.net

Note: For those rides starting there, in place of the parking lot for Edward Jones we are moving to the McDonald's, which is about 1 mile east of the Manchester entrance to West County Center. This will provide coffee and a restroom before we leave.

NOTE: Your Events Director's ride list is getting somewhat sparse. Please let me know what kind of rides (types and destinations) you would like to have so I can fill out the calendar into next spring. (Thanks - Jeff)

* Oct. 19: GS Ride - Meet at the Dierburg's Mall on Hwy 21, just south of I270 (on the L/H side at the first light) at 8:30/leave 9:00. We will wander down through Mark Twain Forest. Jeff Ackerman 314-838-2161

* Oct 25: Tech Session at Art Mester's on changing fluids, late season maintenance, and winterizing your bike. Bring a jug for used oil. 9 am at 4038 Hounds Hill Drive in Florissant 314-830-1544

* October 26: St. John's GildenHaus Sausage Dinner; Take the scenic route down to the Church; and leave early to beat the crowd. Meet at the McDonalds on Manchester (see above) at 9:00/Leave 9:30; Ride Leader Needed

* Oct. 31 – Nov. 2: 23rd Hot Springs Ramble. Hot Springs National Park, Ar., Gulpha Gorge Campground, Hwy 70-B which connects Hwy 7 north to Hwy 70 east, Hot Springs, Arkansas. Info at www.geocities.com/hsrally. Contact Bill at (901) 774-3777 or Paul (318) 868-2540.

* Nov. 2: Ride to the Missouri Hick's BBQ in Cuba (or another sausage dinner if someone knows of one). Meet at the McDonalds on Manchester (see above) at 9:30/Leave 10:00; Ride Leader Needed

* Nov. 9: Open House at KJ's new place with lots of garage space – 3 pm at 2947 Hilleman, St. John, Mo. 63114 (4 blocks from I-170 and St. Charles Rock Rd.); Bring a snack, she will have drinks to put out. Katherine Jones 314-426-8609

* Nov. 16: Ride to Maestown, Il. for lunch. We'll take the Bluff Road down. Meet at the McDonalds on Manchester (see above) at 10:00/Leave 10:30; Jeff Ackerman 314-838-2161

* Nov. 19: Wednesday General Meeting at Culpeppers, located at 312 S. Kirkwood (Lindbergh) in Kirkwood. Arrive no later than 6:30 if you plan on eating. Meeting starts at 7:30 sharp. 821-7322

* Nov. 23: Pizza Ride – Art Wheeler will lead a Pizza Ride. Meet at the McDonald's on Manchester, about 1 mile east of West County Center at 9:30/Leave 10:00. 636-391-4894

* December 5: Christmas Party at Catering to You (same place as the last several years) 12775 New Halls Ferry Rd.; 314-839-3244, Check this newsletter for more info. RSVP with Jim Shaw (314-521-0341) By no later than the Nov 19 General Meeting. \$10 for members / \$20 for guests this year

* Dec. 31: New Year's Eve Party – Volunteers to hold the party needed

NOTE: We need volunteers for the New Year's Eve, Super Bowl, and Valentines Day parties. A supplement with the early 2004 events and New Year's Eve party information will be sent out with the election ballots.

* Events that are starred are point events. BMW rallies greater than 500 miles away are point rides, even if not listed. Note: See the MOA magazine or website: www.bmwmoa.org for more Rally information.

Stolen:

One Blue & White Shoei Helmet with a mirrored shield. Gene, Smitty and the gang went into Growlers Pub to check it out as a possibly meeting site, and when they returned Gene's helmet was gone. The thief left several thousand dollars worth of electronics sitting on the bikes (should we say DUMB thief). So if you see someone wearing a blue & white Shoei helmet with BMW & MOA stickers on it, TAKE'M OUT!

We need YOU!!!

We will be electing new Officers at the Christmas Party, and we need Volunteers for President, President of Vice, Secretary, and Treasurer. Here is your chance to help guide YOUR club into the Future. Don't wait to be asked, search out the Smitty and volunteer.

The Fine Print:

The Gateway Gazette is published bi-monthly by the Gateway Riders BMW Motorcycle Club. Subscription is free to members of the Gateway Riders BMW Motorcycle Club.

The Gateway Gazette accepts no paid Advertising. For Permission to reprint or quote excerpts contact the editor.

Winterize your bike.

There will be a Tech Session October 25 at Art Mester's Garage. See Events on page 3 for details.

Did you attend any of these events in 2003

Please let your events director know if you attended any of the following events (so I can finish off the rosters for activity points):

1. Christmas Party
2. New Year's Eve Party
3. Blue Nose
4. Super Bowl Party
5. Valentine's Day Party

Also:

Did you work at the MOA National if you attended?

Did you attend any other BMW rallies?

Call Jeff at 314-838-2161 and let him know (you can leave a message) or send a note: Mary.Ackerman@att.net

AMA News & Notes Highlights October 03

The NHTSA included a M/C related paragraph in a paper "Vehicle Safety Rulemaking & Supporting Research: yrs 2003-2006. It supported Helmet use and provided support data. A crash data collection of M/C accidents is promoted along with updating braking standards. The excerpt can be seen on page 9.

From: Jim Shaw

A Royal what?

Have you seen Harvey Small's latest acquisition? It's a brand new antique. See page 7 & 16 for photo's.

Home from the Hospital.

Bill Hagerty is home from a stint in the hospital.

We Won!!

The Club Won 2 awards at the Iowa Rally this past June. Sorry, but I'm not sure what they are for.



And You Said... Letters from our members.

This space is for your letters, really short stories or announcements. Nothing is to trivial. I might even give you a little more space.

Where in the World am I?

The Contest! Rules are: You must submit your answer in writing to the editor before the dead-line. The dead-line is listed below the photo. Only one entry per-person. Your chances of winning will be determined by the number of correct answers. Prize will be announced at time of drawing.

The President's Turning Green.

Pres. Smitty recently purchased a Honda Insight Hybrid car, now he only needs to put gas in his car once a year. The K12GT on the other hand can't get enough fossil fuel. Having taken the Insight for a joyride, I can say "COOL". That 50 miles per gallon sure sounds good. Now you know why Smittys the President, he's got more sense than the rest of us.



The editor taking a joy ride in Smitty's new car. Photo by the Ed



Smitty's new Ride, um-drive. 50 miles per-gallon!!

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BMW & KAWASAKI MOTORCYCLES
Aprilia Scooter & Motorcycles

Christmas Party



The Christmas Party will be December 5th at:

Catering to You
12775 New Halls Ferry Rd
Ph# (314) 839-3244

Same place as the last several years.

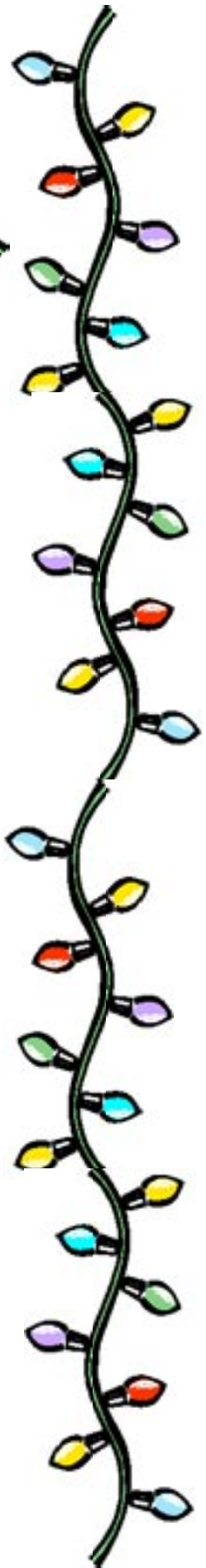
(I should have a map in PDF format on the website about the time you read this. AW)

IMPORTANT!!

You need to RSVP with Jim Shaw By no later than the November 19th General Meeting.

The Cost will be: \$10 for members & \$20 for guests.

To RSVP call Jim at (314) 521-0341



Learning to Ride



By: *Sandee Lumpkin*

After riding 12-15 years perched behind my mother, I grew bored with 'riding' motorcycles. I enjoyed going to the rallies and other events, as well as spending the time with my mother and BMW family but getting there was beginning to be a real drag. Then one day it occurred to me, maybe it wasn't 'riding' motorcycles that was boring. It was staring at the back of mom's helmet for hours on end.

And so began the quest for my own bike..

After acquiring the financial resources, I began to ask around. Being involved in the BMW Motorcycle Community for over 25 years paid off. I had plenty of knowledgeable riders to offer advice on makes, models, and dealers to try out. Even though everyone recommended at least one BMW model or another, I was often told to also try out the competition. I hit just about every motorcycle dealer in St Louis looking for the perfect bike (including the Cycle World show, twice).

Sitting around with the yellow pages one Saturday afternoon, checking to see if we missed any dealers in the area. I suggested we run down to (then) BMW Motorrad and drool for awhile. I would never have imagined what we would find there that day. While Tony was being charmed by the 2002 K1200RS on the showroom floor, Betty caught my attention and brought me around back to the little shed in the corner. There she backed out a quad runner, a dirt bike and then a gorgeous red 1999 F650 Funduro. I knew the only thing saving me at that moment was the fact that my 29" inseam was no match for the 31.5" seat height. Upon a closer look, this machine not only had as little as 1300 miles on it, but a lowering kit already installed. Needless to say, about a week later we had two more vehicles in our garage.

I signed up for the first available MSF course at Jefferson College. Being over a month away, I decided to start parking lot practice. This proved to be less than motivating. I dropped it a couple times, got
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frustrated and parked it in the garage until I completed the course.

The course went well. We even had rain on the last day. Sure I had a real panic attack when the instructor told me to speed up into third gear and lock up the breaks on his command on wet pavement. But I passed the final test. And in retrospect, I am thankful for the rain. It saved me the fear of riding in the rain later. From there I went to the license bureau to get my 'new' license. I finally had my license and a beautiful motorcycle. Life was good!

I tooled around the local parking lots for awhile. Practice the skills I learned, but never really felt comfortable enough to venture out into the 'real world'. Every time I even thought about suiting up to go out, my mind would start racing a thousand miles an hour. I would even get close to panic stage at times. But why? I had been waiting for years to finally pilot my own machine.

Tony suggested that I sign up for the Iron Horse Taming course. Maybe what I was missing I would pick up in a one-on-one lesson. I completed the intermediate course with only one mishap. Most of the course consisted of the same skills taught at the MSF course with some variations in technique, at higher speeds, and on my own bike. At the end of the day, the instructor convinced me I didn't need to call Tony to come get my bike, but that I should saddle up and ride it home myself. Yep. From the Muny parking lot in Forest Park, down Hwy 40, to Ellisville.

Having completed two rider courses, hours of parking lot trials, years of collected advice from family and friends, and one heroic trip down the highway, you would have thought I was ready to ride coast to coast! I did manage to get out on the local streets. I even made the famous breakfast ride to Cowan's in Washington, MO. But I still felt anxious just gearing up for a ride.

Tony and I rode out to Hermann to stay at a B&B. Along the way; I realized what was wrong. I was on information overload!! Just coming to a complete stop at a stop sign was a major decision. Do I down shift before I stop or after I stop? Or should I down shift while breaking according to my speed? If there is a car in front of me do I stop in the left third of the lane so

the driver can see me in the side mirror or in the center so he can see me easily in the rearview mirror? Geez. my MSF Instructors said, but my Iron Horse Taming Instructor said, then again other experienced riders have said. I had collected too many answers for the same questions. I found myself over analyzing every move I made. No wonder I was so tense!!

I had to simplify! So I went back to my MSF manual and focused on the basics. I then chose a good friend, who just so happens to be an MSF Instructor, to ask all my questions. Soon I found myself more comfortable and more confident in my riding skills. All I needed was to sort out all the stored information in my head. With my basic skills more under control, I find myself applying the rest of the tips, tricks, and advice I have been given (and still getting) along the way.

Now I enjoy the journey as much as destination again. That's not to say you won't catch me riding with my mom anymore, all the miles we have ridden 2-up are very special to me, but I have to say I like the scenery from my own bike better.

As for my riding abilities, sure, I'm still learning and applying new skills with every ride, but do you really ever stop learning?

Spy Photos of the New K-bike power plant?



Gear for Sale

Draggin' Jeans 32X32, blue, worn 2 seasons, \$25
34X32, blue, worn 3 or 4 times, \$60

Vanson ProPerf Sport Rider leather riding pants
Women's size 14, black, worn half a dozen times,
\$275

First Gear Sport Tour leather overpants, no armor,
snaps at lower leg/ankles, unhemmed Women's size
12, black, worn half a dozen times, \$175

BMW leather touring pants, light foam padding at
knees, 1995-vintage Women's size 12, black, worn 2
seasons, \$90

First Gear Kilimanjaro jacket + fleece liner Men's
size medium, old style, black Fair to good condition,
still very waterproof, used 4 seasons, \$100

BMW K-bike integral case liners Good condition,
used 4 seasons, \$80 for the pair

Leather winter gloves of unknown make Men's
size small, black, Thinsulate insulated, good quality,
waterproof mitten in zippered pouch of each glove,
worn one winter (i.e., not much), \$40

Olympia gel glove Men's size medium, black, worn a
couple times, \$25

Proclava facemask Black, like new, never used, tried
on once & too tight under helmet, \$15

Bike Master O-Ring footpegs For attaching to engine
guards, never used, \$20

OSI tankbag Clip on, 12"X10"X5", blue and black,
faded, old, needs new map plastic, free to a good home

Contact Marilyn Roberts, mrob46@earthlink.net,
314-878-5097 (H), 314-591-5097 (cell)



BMW MOA open house

The offer of free food will always draw a crowd. Although it didn't appear to be as big a crowd as last year, there seemed to be a fair number of riders there.

There was BBQ, beverages, door prizes and even an impromptu tech session.



The fellow who rode the Deutz Diesel Powered bike last year was in attendance, but rode a R60/5 with a toaster tank.

Phil Sulfsted accepted a posthumous award honoring Nancy's many years of dedicated service to the MOA.

It was announced that Paul & Voni Glaves (who were in attendance) have been awarded the Prestige's "Friend of the Mark" award from the International Council of BMW Clubs.

Even with all the technical expertise on the grounds one rider had to leave his bike and find alternative



Impromptu tech session.



Phil Sulfsted & Larry "Hawk" Hawthorne.

transportation. The combined magic of Paul Glaves (Bench Wrenching in the ON), Dave Clark, and a host of others couldn't make the K12's fuel pump pump.



pressed the flesh tried to recruit some new members.

Making sure it's done right.

We shall see. I met the phantom member Kim Ireland for the first time after seeing his name on the roster for years.

Finally, the Ed and myself took Smitty's new car for a joyride down Old State Rd.

Anyhow it was a pretty nice day. Big thanks should go to the folks from Kingery printing for cooking up a good batch of chow, and the MOA staff for taking care of the rest of the show.



Phantom Memeber Kim Ireland.



Queen of the ... (you fill in the letters) Universe was in attendance.

Pizza ride... *By: Art Wheeler*

Five brave riders (including myself) showed up at Mickey-D's for what was to be a great day of riding and an even greater day of eating pizza.

Unfortunately only 4 of the 5 brave riders actually make it to the Pizza shack in St. Clair. The only bad thing to happen was that #5 missed out on some heap'n good pizza. That left me as the only rider on a boxer, and you know what its like to have a pack of pesky K-bikes behind you. I was nice to them anyway. I even turned around and took a different route when my plan turned to gravel. Not long after the U'ie we passed the "Du Com In" in Sullivan, the smells emanating from there sure cranked up the hunger pains (I believe it is worth further inspection. Any volunteers?). Luckily it was but a short hop to St. Clair and our feast.

If you have read any of my past submissions to the Gazette (prior to my editorship) you might recall pizza poking its cheesy face in to my storyline on numerous occasions. I don't think of it as a passion, but I'm ready for a slice right now. In today's fast paced world pizza usually means taking the box out of the freezer and waiting 20 minutes, or standing at the door with check in hand waiting for one of the big 3 (PJ, PH, & D). Not only am I guilty of the above, but I enjoy it too. I really prefer semi-homemade pizza, but that fast paced world thing tends to stick its ugly head in the way. The next best thing is the mom & pop pizza experience, and that goes well with the motorcycle.

Time, baby, and the mother willing I will try to search out and share the best out of the way mom & pop pizza experiences I can find with my fellow riders in the future.

Next pizza ride is November 23rd. If you have a great pizza destination to share let me know before 11/23.

Excerpt from National Highway Traffic Safety Administration's "Vehicle Safety Rulemaking and Supporting Research: Calendar Years 2003-2006"

Improve Motorcycle Safety

The most common danger associated with motorcycles is head injury (and associated death). In 2001, 3,181 motorcycle drivers and passengers died and 60,000 were injured. These fatalities comprise eight percent of all traffic fatalities, although motorcycles represent approximately two percent of the total vehicle fleet. Motorcycle crashes are highly dangerous to their occupants, and these deaths and injuries, after many years of decline, have been increasing since the late 1990's. In 2001, 39 percent of all motorcycle drivers involved in fatal crashes were speeding, a figure twice that for passenger car and light truck drivers, and the percentage of alcohol involvement was 37 percent higher for motorcyclists. Approximately half of those killed were not wearing helmets. Motorcycle helmet use has been the most effective countermeasure in the effort to reduce these injuries and deaths. NHTSA estimates that helmets saved the lives of 674 motorcyclists in 2001, and could have saved an additional 444 lives if all motorcyclists had worn helmets. While other programs within NHTSA aim to increase helmet use, the agency's regulation, FMVSS No. 218, makes sure that helmets are as safe and effective as possible. The last update to the motorcycle helmet standard in 1988 extended its test requirements to all helmet sizes and established improved helmet test procedures. NHTSA is exploring the need to upgrade the standard, including addressing comfort and labeling requirements.


Continued on Page 18



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JOHN SIMMONS
email: john@grassrootsbmw.com

Almost Heaven

by Jay Green

I was familiar with beautiful mountains and twisty roads of West Virginia. Having grown up just north of there in Western Pennsylvania, where the roads were too twisty to drag race, we road raced. I was looking forward to the BMWMOA International Rally in Charleston and riding these Appalachian roads again. The trip would also give me the opportunity to visit my family in Pittsburgh for a few days before the rally and to ride down the Blue Ridge Parkway, top to bottom, after it.



Blue Ridge Mountains

slab. At this rate, the scenic route was going to take two and a half days. Time for plan “B”. The next morning, I cut diagonally across Ohio via US 50 and US 22 arriving about 2 pm.



Mabry Mill

My plan was to follow the north side of the Ohio River through Indiana and most of Ohio, ride a couple of the especially twisty roads in Eastern Ohio, and arrive in the late afternoon of the third of July. The ride through Indiana was a pleasant mix of rolling farmland and small towns. Unfortunately, I rarely saw the river. About dusk, I arrived in Rising Sun, IN, huh? and found a camping site right on the riverbank. I was the only tent among aluminum sided camping vehicles of all sorts that were surrounded by strange little lights and Astroturf. The natives were gathering for the Independence Day festivities. The St. Louis to Pittsburgh trip usually takes 10-11 hours by super

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The forth of July celebration in my hometown of 500 souls was remarkable for two things, first, how little it has changed since the late 1940's and second, how a thunderstorm started every time the food was brought out. I had a good time with friends and family anyway. Thunderstorms haunted me for the next two weeks. I departed the following Wednesday morning, running just before the storms, to arrive in time to work the volunteer sign up desk at registration.

With the notable exception of the split venues, the rally was a very good one. I camped at Magic Island with a few other club members. The rest of the club was divided between motels, dormitories and the University of Charleston campsite. Although I ran into everybody at one time or another, I miss gathering around the campfire in the evening and the group activities that result from easy communication. I worked two four-hour shifts at registration and enjoyed it very much. It's a good way to contribute to the club and to meet people from around the country and the world. The rally could not happen without volunteers. A few things really stood out for me. I had the opportunity to meet and talk with several world travelers that I have been following on

www.horizonsunlimited.com. The seminars are always one of my favorite things to do at the rally. I watched an oil head being torn down to the crankshaft, got some good advice from Paul Glaves and a lesson in packing from Benka Pulko. The presentation on tour of New Zealand got me to reevaluate my savings program. Gotta go there!



K75 prototype, seen at Cass WV. The production model kept the 3 cylinders & shaft drive but used lighter bodywork.

Tiger Edmonds, author of “Longrider” and “The Ghost of Skootertrash Past”, read from his books. I bought the books and enjoyed them very much. Shopping at the vendors was expensive this year. I bought a new pair of boots, a set of crash bars, and assorted small items. The daily thunderstorms continued throughout the week. Fortunately the worst of it came when I was inside the convention center and my tent stayed in place and dry. Unfortunately several people were injured when the beer tent collapsed on them.

When I was planning this trip, I noticed that the highest points in several states were located close to my route. A close friend of mine, who founded the Highpointers Club, died last year and I thought that I’d climb a few in remembrance of him. I asked a guy from the West Virginia Tourist booth at the rally to map me a route to the WV high point using the twistiest roads. He said the road to the top was paved but in bad repair. He lied. Duane, a friend from Illinois, asked to ride along with me and he was agreeable to my plan. Sunday morning we took off to climb the mountain. The suggested route was a good one. We stopped at Gauley Falls, Hawks Nest State Park, and the New River Gorge. I can’t believe people bungee jump from that bridge for fun. And they say motorcycling is dangerous! When we approached the Snow Shoe ski area

a thunderstorm hit with a vengeance. After waiting it out from the porch of a clothing store we gave up and checked in to a nearby motel.

The next morning we rode up to the ski area to look around. It would probably be beautiful covered with snow, but in the summer it was obvious how they mowed down the forest to make the ski runs. On the other side of the mountain we stopped at Cass, WV at the old train depot. There were rides available on a steam train previously used for logging. It was a three cylinder just like a K75. It even had shaft drive. After beating around Cass for a bit we headed for Spruce Knob, the high point. We found the pavement much better that we were told to expect. Unfortunately it only lasted for 100 yards before becoming 10 miles of gravel, rock, dirt, and mud. Both of us were riding GSs so we pressed on. The view from the top was spectacular. We spent a while watching two powered parachutes soar around the mountains. We took a different route down, and when we came to a fork in the road, we asked a ranger there for the best route out. He was a motorcyclist too. He said he’d never try to ride up those roads. I guess Harleys aren’t built to go where I want to go. Next destination, the Blue Ridge Parkway.



John & Caroline with their trusty Ural.

It was early evening when we got on the Parkway. We rode as far as the Otter Creek campground the first day, stopped for the night, found a place to get some food, and met a couple on Beemers. I started off riding at five over while looking out for the federal rangers. By the next day, I was exercising the edges of the tires and scuffed the

soles of my new boots. I don't think we saw more than a couple of the dreaded Winnebagos the whole length of the parkway. Unlike my last trip on this road, it stayed dry. The valleys were too foggy to take good pictures of the

has moved from Mt. Vernon, Ill to this scenic location. We arrived almost at closing time. They recommended a motorcycle only campground located about 10 miles away, then called them to see if they were serving dinner



New River Gorge Bridge

views. I guess I'll have to do it again. We stopped frequently to see the sights along the way or to chat with fellow riders. We met John and Caroline traveling in a Ural sidecar rig at one of the overviews. John has been traveling for two and a half years now. He started out traveling with a dog, but he died. He met Caroline in Alaska. She finished her schooling, and then flew to meet John on the road. John said that the Ural was not very reliable, however he had 105,000 miles on the 2000 model. It was interesting how they strapped everything on that rig. Their stories were interesting too.

You can read about them at http://members.aol.com/_ht_a/scags848/myhomepage/motorcycle.html . We passed up the opportunity to climb to Mount Rogers, the high point in Virginia, as it would have taken a full day of hiking. We did go to Mount Mitchell, NC, the highest point east of the Mississippi. The top was in a cloud unfortunately.

Maggie Valley, near the southern end of the parkway, is a must stop destination. Dale's Wheels of Time Museum

that night. No luck. They only cook dinner on weekends. The breakfast was good though. Blue Ridge Motorcycle Campground is tucked in the mountains along a stream near the town of Cruso. It's on US 276, 6 Miles north of the parkway. I understand it's pretty lively on the weekends with a band and meals available. They have cabins as well as tent sites. I highly recommend it to any camper passing through the area. The next morning we went back to the museum and spent the morning checking out the motorcycles, a few classic cars and all sorts of machinery using Harley Davidson engines. Most of these antiques will start with two licks, and Dale or his sidekick will be happy to oblige you.

Just south of Maggie Valley, the



Author Jay Green (right) and Duane at Gauley Falls WV.

Blue Ridge Parkway ends at Smokey Mountain National Park. We couldn't pass through the park without going to the top of Clingman's Dome, the highest point in Tennessee. So, of course we did it. Unfortunately, there were clouds again. That night we camped just outside the park and had a delicious BBQ dinner. The next morning I headed west and arrived at home in the early evening. Duane went north to Vintage Motorcycle Days in Ohio.

Antique Motorcycle Rally Davenport Iowa

By: Jim Shaw

Labor Day Weekend 2003

What sounds quiet with straight pipes, not a H-D or Indian V-twin but an Indian straight four. You needed to be at the rally, vintage bike races and swap meet held every Labor Day weekend in Davenport Iowa to believe it for yourself. The Chief Blackhawk chapter of the Antique Motorcycle Owners of America hosts this event. Here's their web site <http://www.chiefblackhawk.org/>

Bill Graham and I drove my truck expecting to find worthwhile goodies to bring back. Didn't find anything we could afford that we wanted but maybe next year. Be there by Friday morning if you want to find the most items. We saw many trailers with old bikes heading out of town on our way up on Saturday morning. I guess we'll try the Blackhawk Region BMW club's Flea Market in April 04, in northern Illinois.

The swap meet takes up about 4 acres within the Mississippi Valley Fairgrounds that includes a mile dirt oval. Which is used on Friday nights for the vintage races. Numerous original, partially and completely restored machines from the beginning to present were being displayed for sale or just for show. An inside display for show bikes was like being in an active museum. You could also buy new and used parts for just about any American

model, especially H-D and Indian.

Misc.: Entry fee is a donation of your choosing. Camping is \$20 in the sales area but free at the overflow parking area. Restroom with shower is on site. It's about 275 miles by interstates or you could save a few miles by using US 67, but plan on taking time for all the small town slow-downs and stops. The Quad Cities area also has some interesting sites to see. The Rock Island Arsenal and John Deere visitors center and museum are located in nearby Rock Island and Moline, Illinois. J-D hours 9-5 M-F, 10-5 Sat & 12-4 on Sun., Arsenal open 9-5 & till 9PM May-Sept. (both closed major holidays)

Barber Motorsports Park

By: Jim Shaw

AMA Superbike Weekend
Sept. 19-21, 2003

I went to a woodland setting and a road race broke out. After winding through the long parkway style entrance, I arrived at the 2+ miles of rolling asphalt nestled among the trees and shrubs, on the eastern edge of Birmingham Alabama. This new facility had its third motorcycle race, two amateurs and one professional event. The new museum also had its grand opening along with the inaugural AMA weekend. Machines ranged in age from a 1903 Indian to the newest superbikes. The top of four floors had most unique variety and second had many late models. Access to floors is by helical ramps or elevator (a hydraulic lift). I would suggest waiting a year or two for the museum to get organized. The camping, if available, is primitive at this time also. Many machines were not identified or even nearby to see. The place is large enough for twice the bikes he had on actual display (~300).

A bonus is that one turn and a straightway was visible inside. Even had some wild "get-offs" while watching the turn before straightway. Straight is only relative, most surfaces are either going up, down or around. Many viewing areas with and without shade, but I'd cut down some trees within the track that has no spectator access but blocks view. Heresy to environmentalist - I would guess.

The racing was a typical pro event with all classes running; Supersport, Superstock, 250GP & Formula Xtreme plus the Superbikes.

Minutia: Just about any way I went, through the back roads or interstate, it is 500 miles from north St. Louis County to the track. Museum is open daily except major holidays, admission \$10 adult & \$6 kids 3+. Track facts: 2.3 miles long, 45 feet wide, 80 feet elevation change & 16 turns. For you race fans plan on 2005, at the earliest, for a FIM Grand-Prix. The BMWRA is having their National rally their Oct 3-5, 2003. BMWMOA may be there someday but not soon, beer sales is a problem, I'm told. Link to Barber's web site @ <http://www.barbermotorsports.com/>

HARLEY DAVIDSON FACES STIFF COMPETITION FROM JOHNSON MARINE WHO INTRODUCES A NEW LINE OF MOTORCYCLES

At a press conference late Monday, the CEO of Johnson Marine, makers of Johnson outboard marine engines and other recreational equipment, unveiled a new line of heavyweight cruiser style motorcycles designed to compete head to head with industry leader Harley-Davidson. Peter Long, Johnson's Brands Marketing Manager said, "We have studied the market and determined that Harley, while highly successful, has narrowly missed the mark when targeting motorcycle buyers." Long added, "We at Johnson are convinced that our product hits the target dead center and promises to draw sales away from Harley-Davidson in a way no other motorcycle has been able to accomplish."

The new line of bikes, marketed under the name Big Johnson Motorcycles, will, according to Long, deliver what Harley has only promised. "Our research show that this, a Big Johnson, is what Harley buyers are really after."

At the unveiling of the new line Monday, several current Harley owners agree. "When I bought my Harley, what I really needed was a Big Johnson," said one Harley owner. "But I see now that riding a Harley is no replacement for having a Big Johnson."

Manager Long also said that his company would follow the lead of Harley-Davidson and cash in on a huge market for non-motorcycle related products. "We realize that not every guy can have a Big Johnson," said Long, "But image is very important to people. If they don't have a Big Johnson, they at least want to project the image of having one."

Asked if he anticipated Big Johnsons showing up in the hands of Harley owners, Long said it was unlikely. "I just don't see the need to have a Harley if you have a Big Johnson," he said. "And I can't imagine someone who spends all their resources to acquire a Harley having a Big Johnson. I think it boils down to this - You either have a Harley, or you have a Big Johnson, but you are not likely to have both."

"Given the choice," said Long, "I think most guys will opt for the Big Johnson."

Another force driving sales for the company will come from women. A survey of the wives and girlfriends of nearly 1,000 potential motorcycle buyers indicates less than 5% would approve of their partner spending \$20,000 on a Harley Davidson. But, when asked if they would be willing to pay the same amount of money to get their partner a Big Johnson, nearly 4 out of 5 thought that would be money well spent.

One female present at the product unveiling was quoted as saying, "There is no way I will let Lonnie drop 20 grand on another one of those Harleys, but 20 grand to get him a Big Johnson? Well, that's something we could both enjoy, and it's something he really needs."

Carla Roundheel, manager of the dealership network now being established, said her motto is simple. "I service what we sell."

Big Johnson Motorcycles will be traded on the New York stock exchange under the abbreviation PNSNV.



Submitted by Harvey Small

Electrochromic Motorcycle Visors Developed in Sweden

A team from Uppsala University and the firm Chromogenics Sweden AB have developed a flexible electrochromic foil and integrated it into the visor of a motorcycle helmet. The result is a visor that the rider can electronically switch between dark and transparent states.

Applying a voltage of about 1V to the initially transparent visor causes it to darken in a matter of seconds. When the voltage is turned off, the visor keeps its properties, while applying a reverse voltage makes it revert to its natural lightly tinted state.

In essence, the construction of the visor is similar to a thin-film battery. Smart optically active materials and a transparent ion-conducting laminate are sandwiched

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Arrest in peace...

Police pull up coffin drawn by motorbike

Daily Mail Reporter

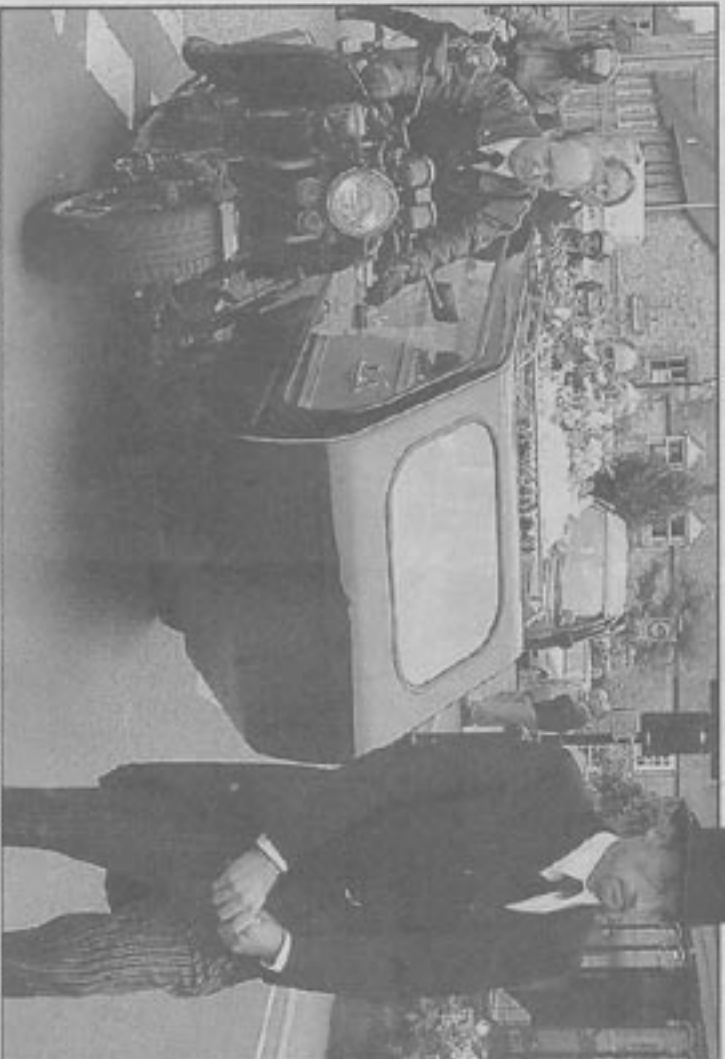
AFTER a lifelong love affair with motorcycles, it was only fitting that grandfather Dick Howell should make his last journey powered by a 900cc Triumph.

His coffin was installed in a specially-adapted sidecar and the gleaming bike set off from church to crematorium with the vicar at the handlebars.

Not even death, however, protected 74-year-old Mr Howell from the attentions of the law.

Officers on the lookout for speeding motorists noted that the Rev Paul Sinclair was bareheaded and ordered him to stop.

He insisted that he did not need to wear a helmet, because the machine is taxed as a car and is therefore legally the same as an



The hearse at the beginning of its journey and, right, the vicar explaining the law to police

open-top sports car. But they detained him for ten minutes while they took photographs of the hearse.

By the time they had finished their inquiries Mr Sinclair and the convoy of bikers following him were way behind schedule.

'They had to open the throttle

and race to Yeovil crematorium in Somerset, where they arrived with only a minute to spare.

'I repeatedly asked if we could sort it out after the service because the family was waiting,' said Mr Sinclair from Leicestershire, who has carried out more than 70 specialist funerals for



bikers. 'You only get a short time at crematoriums.

'The irony is that the funeral directors had requested a police escort but the riders had not turned up.'

Mr Sinclair, who knew the dead man well, added: 'It was funny because Dick had never been

caught speeding.' Mr Howell's body was taken the 25 miles to Yeovil after a service at his local church in Mere, Wiltshire.

His son Mick said his father would have laughed about the police incident. 'As it happened he was the only one with a helmet - it was on top of his coffin.'

Need I say anything more... www.motorcyclefunerals.com/

GPS wars

****Kids DON'T try this at home!****
The photos speak pretty much for them selves.



After a recent ride I snapped this photo of a Street Pilot on a blue K100 with a red fairing. (above)



A few minutes later I took this photo of a Color Street Pilot on a dark blue K1200GT. (above)



This photo of an E-Map was taken right after Harvey returned from a break-in run on his new Royal Enfield. That's Harvey and his Beast on the Left.



Where in the World was I?

Jeff Ackerman plus the *Ed and his Cutie* knew. The photo was taken on a club ride (sometime before July 2000) to the “Church Street Pub & Restarant” in Hillsboro, Illinois. We will have a drawing at the next meeting to see who gets the Fabulus prize.

For more iformation on the Church Street Pub you can go to: <http://www.churchstreetpub.com/> or better yet get on your bike and visit it, the address is:

202 S. Broad St. Hillsboro, IL 62049



Past winners of “Where in the World am I?” include:



Sandee shown here with her lobster finger puppet.



and the Ed, who is contiplating his fresh from a hairball (my cat likes lobster also), glowing lobster keyring.

Continued from Page 2

Turn signals, I guess I've been living in a cave, because I didn't realize that turn signals had become an extra cost option on new cars and trucks. That's the only explanation I can come up with for the lack of turn signal use in the St. Louis area. I believe most Harleys & metric cruisers come with turn signals, but it seems they end up in the same pile as the stock exhaust. Instead, of late, the cruiser types use hand signals (better than no signals?). The last person I've known to regularly use hand signals was my grandfather, in his 1972 yellow GMC pick-up, and he used the turn signal and his hand. If it hadn't been for my grandfather I probably would have thought all those bikers were just happy people.

So what makes me an authority on the use of turn signals you ask? Well, nothing really. I've probably even made a few turns without signaling, but 99% of the time I do signal. I even carry extra bulbs in my VW and have been known to change them in the parking lot at work. So next time you are making a lefty, remember to use your turn signal. Not only could it save your skin or someone else's, but it will help you to be a better human being. The next time I get around to buying a new vehicle I will probably pay the extra for the turn signals and brakes (but that's for another day).

I feel better, thanks.
AW

Continued from Page 14

between two thin polyester foils.

Both polyester foils are coated with a transparent indium-tin oxide layer that acts as an electrode and allows a voltage to be applied. In addition, one foil is coated with a top layer of porous tungsten oxide and the other porous oxide.

The coated foils act as the battery's anode and cathode while the laminate serves as its electrolyte. When the battery is being "charged" the optical absorption of the filling between the foils changes, causing the visor to darken.

According to Claes Granqvist, a member of the research team, measurements with visible light at 550 nm show

that the transmittance of the visor can go from 20% to 42% in just 6 seconds. The darkening process takes slightly longer.

"Helmets with dark visors are often used by motorcycle riders but these may be dangerous when riding after sunset or going from full daylight into a tunnel," Granqvist told Optics.org. "Of course, it is possible for the rider to stop and mount another transparent visor but this is inconvenient. A solution is a visor that brightens at the push of a button or by a voice command."

Chromogenics Sweden AB is now looking for financial partners in order to set up a production line for making the smart visors.

Author: Oliver Graydon is editor of Optics.org and Opto & Laser Europe magazine.

Submitted by Marilyn Roberts

Continued from Page 8

The agency is considering undertaking a crash data collection effort that is jointly funded by offices of Traffic Injury Control, Applied Research, and Rulemaking. Various issues are being brought to the agency by means of petitions for rulemaking, interpretations and letters requesting action regarding motorcycle designs and associated injuries. To respond to these requests (and to contribute to the international to further the state of knowledge of motorcycle safety), we need research to assess literature to determine injury types and severity and to relate them to motorcycle design and operation. To evaluate motorcycle-braking standards, NHTSA will research and collect crash data and literature. Then, the agency will initiate rulemaking to update the standards. NHTSA is undertaking conspicuity research, and it published a Final Rule to reduce the minimum hand lever and foot pedal force for fade and water recovery test in August 2001.



Need a BMW biker chick T-shirt?



Give Joanie Barbier a call or visit her website, if you need a biker chick T-shirt. She has childrens & adults t-shirts, and ball caps.

Thank Beth Forristall for finding the Biker chick.



From the Membership: Buy, Sell, & Trade.

If you would like to run an ad please have the info to me by the submission deadline (page 2). I will run your ad until you tell me not to. AW

🍏 Visit **Camp Clark** for your **Service** needs. Dave Clark's Service Center can be reached @ **636/405-0949**.

🍏 **1994 K1100LT**, Green, heated grips, stereo (polka music not included), trailer hitch, tank bag, bag liners, new rear tyre, 79K, \$6000 OBO, **1993 Quick Camp** pup up, full size bed (Queen will fit), good condition. \$1400. **AMSOIL** you've seen it at rallies but where can you get it locally? Gene Kautz is now a dealer and ready to serve you! Call him or Barb at Early Tymes Antiques **636/356-4322** for all you **AMSOIL** needs.

🍏 Kathryn Jones, the Massage Therapist you met at the general meeting, would like to trade her Euro sports bars & cables for a set of American bars & cables. She is also interested in a renolds ride off stand. 314/283-3213 cell, or **314/645-3318** home. Get the kinks out with a massage!

🍏 **96 R1100RT** color sienna red. Only 7800 miles, Corbin seat with back rest plus original seat. ABS brakes, heated grips, newertires (about 2,000 miles), always covered and garaged, BMW side and trunk cases, BMW bike cover, radio. Bike has never touched the ground. Flawless! Must see. Asking \$8,900. Call Mike Henning at **314-849-8686 Mon.-Sat. (9am-5pm)**

🍏 **Nylon Sleeping Bag**, 40° F plus, Slumberjack Qualifill - packs like down, fits 6' or less, water repellent stuff sack, used sparingly- to small for me, \$50 (\$95 new), linen liner included. **Nylon Tent**, North Face 2 person (1 with all your gear), full screen for summer, full fly with vestibule, Easton poles, custom fit ground cloth, used sparingly - have new tent, \$150 (\$300 new). Jim Shaw **314-521-0341 home or 314-577-1322 work**.

🍏 *Your Ad goes Here... just let me know.*

Please see Marilyn Roberts Gear for Sale on Page 7. She has half a page of goodies for sale.

Gateway Gazette

In this Issue:

Fatherhood

Learning to Ride

Almost Heaven

Big Johnson

GPS Wars

Antique Motorcycle Rally

Barber Motorsports Park

And much, ,much moore...

From: Gateway Riders BMW Club
P.O. Box 11563
Clayton, MO 63105



To:

Where in the World am I? The Contest!
If you think you know see page 5 for complete
rules. Dead-line: February 1st 2004.

The Stamp
goes Here.