

Gateway Gazette

Gateway Riders BMW Club
The Legendary Riders of the Midwest



August 2014

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Gateway Riders BMW Club
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Deadline for the next issue is
October 14, 2014. The *Gazette*
is published in February,
April, June, August, October
and early December.

August 17, 2014. Here I am writing about the weather again! Sitting here with a drizzle outside, again! I did manage to sneak out to the local QT for some milk on my GS1200. I feel better.

Its been a great riding summer. No one can complain. We have had relatively cool temps which have allowed many riding opportunities. I joined about 7 club members last weekend for a picnic ride to Washington State Park in Washington County (right). I



need a soft-sided cooler! I could not tell you how long it's been since I have had to pack a lunch for a picnic. It was a great ride through the twisty roads and hills between Eureka and the Potosi area. I learned a little history about the park being built in the depression by the CCC. I realized that we were traveling at about 1000 ft above sea level, courtesy of my new GPS unit. I always bring back something from traveling.

Its been a great summer, I'm looking forward to my favorite season for riding, autumn. Oh yeah, and the Falling Leaf Rally! See you there.

Ride safely and be alert!

(The rest of Al's words are in the article about the St. Paul rally —ed.)

— Al

On the Cover: Dave Leligdon finds a rockin' good way to relax at the BMW MOA rally in St. Paul. Photo by Marilyn Roberts

Late Summer/Early Fall 2014 Events Calendar

Compiled by Jeff Ackerman, Events Director

Note: The ride starting points depend on the direction we are going.

NORTH: The west side of the Home Depot parking lot, between New Halls Ferry & Old Halls Ferry on the south side of I-270 in North County.

SOUTH: The McStop at Pevely (Exit 180 off I-55 at Z) OR the south end of the Dierbergs grocery on Hwy. 21, just south of I-270 (on the LH or east side of 21 at the first light).

WEST: The QuikTrip off I-70 (exit 222) by I-370 at Mid Rivers Mall (on the north side in St. Peters); or the BP just south of Hwy. 40 (I-64) on Long Road; or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

EAST: The Dierbergs or Home Depot.

Shop Rides: Forever Endeavor has shop rides every 3rd Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are Sept. 20, and Oct. 18), followed by a hearty breakfast. Meet at the new shop at 518 East Osage, in Pacific, MO 63069. 636-257-8343.

*Aug. 24: Late summer “surprise” ride with Phil. Meet at BP on Long Road at 9:00/leave at 9:30. Phil Sulfstede, 314-910-9663.

*Aug. 22-24: 18th Galena Campout, join the BMW Motorrad Club of Northern Illinois in Galena IL, for their campout at the family friendly Palace Campgrounds near the Mississippi River.

*Aug. 30: Chris is headed west today (maybe River’s Edge). Meet at BP on Long Road at 8:30/leave at 9:00. Chris Kerckhoff , 314-422-1888.

*Sept 5-7: 44th Wisconsin Dells Rally - Chula Vista Resort, just 3 miles north of downtown Wisconsin Dells with lots of tent space & a lodge. LOTS more, call Jim (262) 512-2774 or <http://www.wiscbmwclub.com>.

*Sept 7: Rider’s Choice with lots of fall festivals, church dinners, etc. going on. Meet at the Dierbergs, off Hwy. 21 at 9:00/leave at 9:30. Ride leader needed.

*Sept. 12-14: 5th Annual Trail of Tears Rally at the new location; the Trail of Tears Lodge and Resort, 1575 Fair City Rd., Jonesboro, IL. The rally coordinates with Grass Roots BMW fall open house on Saturday, just 14 miles away in Cape Girardeau, MO. Grass Roots will host a buffet luncheon for all guests attending the open house in addition to door prizes, demo rides and local entertainment, too. After the open house a 50/50 drawing will be held Saturday night back at the lodge. For registration documents and further information, please email Lee Brackett at: lee.brackett@gmail.com or call 618-528-8640. For more information visit our website at shawneearidersassociation.com.

*Sept 13: Phil is leading a ride to Cape Girardeau; Grassroots has their Open House today. Meet at the McStop at Pevely at 8:00/leave at 8:30. Phil Sulfstede, 314-910-9663.

*Sept. 17: Wednesday General Meeting at Miss Sheri’s at 9967 Manchester Road, St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 p.m. sharp.

Events, continued from previous page

*Sept 19-21: 2nd Dinky Dozen Campout - Please join the Dinky Dozen Friday and Saturday evening for a camp out and fun. Livingston County 4H Park, 18142 4H Park Road, Pontiac, IL 61764.

*Sept. 21: Chris is headed to Caledonia today. Meet at the Dierbergs, off Hwy. 21 At 9:00/leave at 9:30. Chris Kerckhoff, 314-422-1888.

*Sept. 26 – 28: 28th Hoosier Beemers Rally at Muscatatuck County Park in Vernon, IN. One mile south of US 50 on State Road 7. Contact Andy Fountain k12lts@gmail.com.

*Sept. 27: Pre-Rally Tech Session at Dave Leligdon's at 9:00 a.m. Send him an email at dleligdon@sbcglobal.net if you need something for the session or want to cover a specific task. 2 Autumn Peak Court, in Summit Heights sub-division, just off Hwy. 141 and Hwy. 30, Fenton, MO. 314-575-9454.

*Sept. 28: Rider's Choice, bring your favorite ride or pick out one of the many festivals, etc. Meet at the west end of the Home Depot, off I-270 in north county at 9:00/leave 9:30. Ride leader needed.

*Oct. 4: Phil is leading a ride for BBQ today. Meet at the QuikTrip in Eureka at 9:00/leave at 9:30. Phil Sulfstede, 314-910-9663.

*Oct. 3-5: 2nd "The RAMS Rally" (formerly the Return to Shiloh Rally), the RAMS, invite you to our all new rally location at Parker's Crossroads RV Park and Campground, 22580 Highway 22 North, Parker's Crossroads, Tenn. 1.5 miles north of I-40 exit 108. GPS Coordinates: 35.809182 -88.389067. For more information, visit our website: www.bmwrams.com. The club has a number of people who plan on going.

*Oct. 10-12: Our 39th Falling Leaf Rally at Potosi, Mo. 60 mi. from St. Louis. Take Hwy. 21 south to Hwy. 8, turn west through Potosi to Hwy .185, bear right to the Lion's Club grounds. Larry Floyd, 314-892-7012.

*Oct. 15: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Road, St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 p.m. sharp.

*Oct. 18: Hayride and Hot Dog Roast – I have booked a hayride at Hammer's Farm (Old Halls Ferry Stables), the same place as last year. We will have one wagon with enough room for the first 25 people for the hayride; everyone is welcome at the hot dog roast. Meet at Hammer's Farm at 4:10 pm (20 min. before the ride), so the wagon can leave at 4:30 for the hayride; see below for directions. The hot dog roast will start about 5:30, and we will have the fire for two hours. Bring a covered dish or dessert, your beverage, plus a chair if you can. The club is providing hot dogs, buns, plates, etc. and will give away the leftover door prizes from the rally. Please RSVP with Jeff Ackerman to ensure a spot on the wagon (1st come/1st serve). 314-838-2161.

Old Halls Ferry Stable is located north of Florissant, Missouri at 15310 Old Halls Ferry Road; one mile northwest of Lindbergh Blvd (also known as Hwy. 67) on the right side of the road when coming from Lindbergh, or left, when coming from Vaile. We are right next to the Pallottine Renewal Center. Our driveway is the gravel one, next to the Hammer's Farm sign.

*Oct.19: Rider's Choice with lots of fall festivals, church dinners, etc. going on. Meet at the QuikTrip off I-70 at Mid Rivers Mall at 9:00/leave 9:30. Ride leader needed.

*Oct. 26: St. John's Gildehaus Sausage Dinner. Take the scenic route down to the church. We'll leave early to beat the crowd. Meet at the BP on Long Rd. at 9:00/leave 9:30. Jeff Ackerman.

Events that are starred, are point events. BMW rallies greater than 200 miles away are point rides, even if not listed. Note: See the MOA magazine or website: www.bmwmoa.org for more rally information. **GR**

Helping at the Rally By Larry Floyd, Rallymeister



I've inundated everyone with stuff about the rally in the newsletter this year. There is only one *Gazette* left before the event, so I thought I would end the series by summarizing who does what and how you can help.

First, just by being a Gateway Rider, you support the Falling Leaf Rally. Without the commitment of the membership, there just wouldn't be enough traction to roll this trolley. By attending, even on a Day Pass, you contribute to the overall attendance and your rally fee goes to support the event, which in turn, gives back to the general revenue fund.

Years ago, I established a list of goals and objectives for the rally. The primary objective is stated as:

To provide services to encourage and enhance the enjoyment of the rally experience for participants to include rally volunteers and contributors.

Basically, when we do the rally, we are in the entertainment business. It is important to note that the objective of the rally includes enjoyment by the volunteers and contributors as well as the general audience of attendees. Believe it or not, I really enjoy the rally. It is certainly a challenge, but, just like a smooth run over a twisty piece of road, it feels really good when you've done it. I think most of the volunteers who make the rally work so well feel much the same way. Each of the various parts of the Falling Leaf Rally are like a section of roadway, a challenge that hopefully leads to reward. Which piece of the Falling Leaf Parkway would you like to ride?

If you want to navigate the Registration Parkway, then contact Jeff Ackerman. We open up Registration on Friday about mid morning or so, and keep it running until Saturday evening. This is a great place to meet new people and help rally-goers figure out the lay of the land. The Registration desk is actually "Rally Central," where all kinds of things happen, including lost and found, 50/50 ticket sales, ride information, and ice sales. Working the Registration desk is limited to Gateway Riders only. We do not take volunteers from other sources, so we really need to get help from our own ranks. The toughest times to get volunteers is Saturday, so please give Jeff a Call or send an e-mail if you can sign up for a shift.

If you want to ride the Coffee Parkway, then you need to contact Rich Race. Rich's goal is to have good, hot, coffee pretty much from start to finish. Rich is also tending the lemonade and water dispensers this year. If you are an early riser, by all means this is a great place to help out. On Saturday morning, between 5 a.m. and 9 am., we serve about 10 gallons of coffee an hour. We have the machine, we have the brew, now let's get the crew. Call or e-mail Rich if you can help him.

If you want to ride the Hot Dog Roast Parkway, please contact George Siede. George needs help from mid afternoon on Friday until the close of the Hot Dog Roast in the evening. The job entails chopping onions, starting the cooking fires, setting up the serving tables and trays, carting all the supplies to the barn, serving, and then putting it all away. All this happens in just a few hours. It is a well orchestrated ballet with George as the Maestro.

If you want to ride the Awards and Prizes Parkway, then contact Cathy Bissell. Cathy needs help setting up and monitoring the prize jugs, figuring awards, and posting winners. We need to keep an eye on the Prize

Helping at the Rally, continued from previous page

table to answer questions and to make sure everything stays put.

If you want to ride the Bathroom/Shower Parkway, Al Schroer is your ride leader. Al's philosophy is to not do anything you don't have to, but, when you have to, do it efficiently. If you can give Al just a little bit of time, he will turn it into a great experience. I know you are curious as to how Al can turn bathroom duty into fun, so come on and find out. Send him an e-mail and volunteer to help.

If you want to ride the Den Parkway, then Sharon Floyd is your contact. The Den job is primarily maintaining a good environment in the building by emptying trash, wiping down tables, mopping the indoor bathroom floors, and generally making the building a comfortable place to hang out. Contact her to find out what times she needs help.

If you want to ride the Gate Parkway, then contact Jim Williams. Jim manages all the outside traffic coming and going. He could use your help to get people parked and set up on Friday, get special needs campers situated, and generally control the flow of traffic. This is mostly outdoor work, so you will get plenty of exercise. Let Jim know if you can help out. He will need to go over the parking and entry rules with you.

We have a new ride at the Rally this year. The Bike Show Parkway. Jim Shaw is organizing this new event. We canceled the field events as a result of poor participation. In place of that, Jim is going to set up a bike show. Let Jim know if you want to help out.

As always, we have a pre-ride warm up on Thursday before the rally. This is when we get all the supplies out of the shed, set up the building, stuff registration packets, and set up the signs. We will have hot soup on Thursday evening for our volunteers and workers and get in a few laughs before the show starts. If you can come on Thursday, we open things up sometime after noon.

So, by all means come to the rally. Please plan on having a good time because that's the primary reason we do this thing. Let's all join in and ride the wild pony. **GR**

For Sale

2000 **Time Out** camper for sale. \$500. It has a queen size bed space, table and space for dressing. It will probably need new tires for it has been in my garage for 4 years; the tires were new when I parked it. Also it will need some seam sealer on the seams. Contact Richard Smith at 636-240-5995 or at rlsmith1@centurytel.net.

F & M Motorcycle Refinishing

Get 'Yer Bike Painted!

Larry Floyd/Art Mester

Email Larry at bmwmotorfloyd@att.net

Email Art at webam@primary.net



Steve Quindry and Jim Williams do a little service work on Steve's bike on the way home from St. Paul.

BMW Motorrad Dealer **Gateway BMW Motorcycles**

Address
2890 Masterson Ave.
St. Louis, MO 63114


Telephone
(314) 427-9090

Toll Free
(877) 221-9090

Fax
(314) 427-9196

Email
honz@gatewaybmw.com

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Here's a photo of Margo and Doug riding gravel roads in the Flint Hills of Kansas with their guide Bob Morgan. Bob is one of the organizers of the Flint Hills Stampede, held every year. "Backroads Touring of Kansas" on the web.



Margo spots Native Americans in Flint Hills. This is her happy face because she is on one of the few pavement sections of our trip! Photo by Doug Schneider.

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MOA Rally in St. Paul

Compiled by Marilyn Roberts
Thoughts from some of those who were there

Well, here I sit, two days before this *Gazette* has to be at the printer and I think, “Hm, with so many members going to the rally in St. Paul, there should be something in the *Gazette* about it.” I was light on other submissions and I needed some fodder. So I emailed everyone who was there and asked for a sentence or paragraph or even an article about the rally. The following shows that everyone has a different experience at a national rally.



Jim puts up the club banner.

Jim Williams: I really enjoyed the weather and the fellowship, made some new friends as well! Our ride home was a good journey, meeting up with our fellow club members along the way was great, too.

Bill Graham: Piggied out on great Fair food.

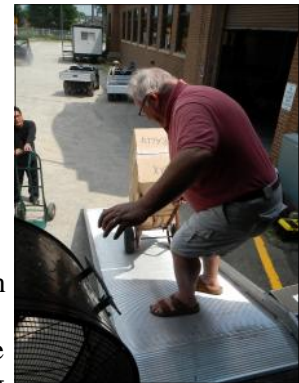
Phil Sulfstede: I was impressed with the large turn out by the Gateway Riders. The fairgrounds were expansive, the food plentiful and diverse and the weather was very accommodating. Rally events and proceedings were very well organized. Too bad my name wasn't on the R

nineT winning ticket. Maybe next time.

Al Schroer: At the rally, I was the Committee Chair of the MOA Supply Trailer. The trailer is pulled up by our very own Brad Doyle who has done that duty for many years. The trailer is filled with plastic bins of supplies for all the various committees from Coffee to Registration to Sewing Booth to Rider Performance University, and so on. There are crates, jugs, cones, easels, flags, coolers and all sorts of necessary items that make the rally run smoothly for all the volunteer committee folks. It was a larger task than I imagined



and without the tremendous help of Mike Burke, my ever loyal and faithful assistant, it could not have been done. It was humid and warm in St Paul when we arrived and when we left, and unloading and loading the trailer brought me back to my college days of working summers at Yellow Freight as a teamster on the dock. That was about 40 years ago and I have not done that kind of physical labor since that time. Mike is a great friend for responding to the challenge and I cannot thank him enough.



We enjoyed the Minnesota State Fairgrounds immensely. Everything from the orange Home Depot building next to our campsite, to the Lutheran Church breakfast/lunch diner with the Swedish egg coffee, to the Irish Pub (O'Gara's) lunches was a positive experience. I particularly remember the friendliest servers at the pub where the sign above the counter read “A Thousand Welcomes” in Irish. I think Mike remembered the unusual beers available up north.

Jeff Ackerman: Our friends, John Sweigart and Bill Storey, rode up from Marietta, Georgia on Sunday. I led Bill and John on a roughly 400 mile scenic Ozarks ride on Monday as a warm up for the trip to the rally. We had lunch at the Midway Bar and Grill in Weingarten. After lunch, I had a completely flat rear tire courtesy of a drywall screw, apparently picked up in the parking lot. Out came the small compressor and Stop and Go plug kit. In 20 minutes we were on our way. A couple quick checks on the way home verified that the plug was holding air.

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Tuesday morning we left for the rally, meeting Jay Green for breakfast in Winfield. After a great breakfast, we meandered north, following the River Road up along the Mississippi. The scenic routes (dotted routes) on AAA maps typically make good motorcycle roads. At Hannibal, we crossed over into Illinois and continued north along the River Road with the John Deere Pavilion in Moline as the next destination. This is a combination museum/showroom showcasing John Deere (this is what happens when an ex farm boy sets up the route). After a couple hours in the Pavilion, we crossed the river again and followed the River Road north in Iowa.

Headed north in Iowa, we continued along the River Road. Come evening, I started looking for a place to stay but wasn't finding much. However, we eventually came across a fairly new Baymont Inn, right on the river, south of Dubuque. This was a reasonably large resort with hardly anyone there. The rooms were cool, the beer was cold, the food was good in the large restaurant, and the view was great up and down the river. This was a perfect place to stay for a reasonable price. It took us about 12 ½ hr. to ride 380 miles with the stops and visit to the Pavilion.

Wednesday morning, it was on to the rally with more riding along the River Road. Northeast Iowa is very scenic along the river (not the flat land of central Iowa or Illinois). We eventually crossed over into Wisconsin to follow scenic Rt. 35 north on that side of the river with more great views and nice roads. Rt. 35 was one of the recommended scenic rides in the MOA magazine and it was worth it. After a stop at the River Road visitor center, we were ready for the last hour ride to the rally site.



Arriving Wednesday afternoon, we registered and set up camp in the Gateway Riders club camping area (left). I wonder who we pissed off to be put next to the Airheads. Thank goodness for ear plugs or we would have never gotten any sleep. The club had a number of people there already and more showed up the next couple days (22 members was my final tally).

Thursday was volunteering and shopping day for the group. John and I volunteered for the vendor support job. This consisted of walking around the vendors and seeing if things were going well or if they needed assistance (on things like where to park their vehicles). This was a great job; you could see where everything was and what people had, making shopping later much easier. It was also a good way to walk off some of the malty beverages we had been enjoying. I also bought a new rear tire to replace the one with the plug from earlier in the week. After getting the 1150 to the rally, I figured that I had pressed my luck enough with the plug. I had packed tools (torque wrench and Torx bits for the caliber) so I could remove and replace the rear wheel. After my volunteer shift was over, it was off to the bike to remove the tire and get it to No-Mar. They mounted and balanced it for free and the bike was back together in less than an hour.

Friday, Phil led a small group to get pie in Stockholm, Wisconsin for lunch. The beginning of the ride was bland but then, true to form, Phil found some great roads leading into town. Lunch consisted of pie and ice cream for everyone except me; I had pie and cookies for lunch. The place was very busy and the pie was excellent.

Saturday, everyone went their separate ways with some working, some attending seminars, and I took another ride. Come evening, we loaded up a small cooler and caught the shuttle to the short sweet closing ceremony. Unfortunately, unlike Sedalia, where the Gateway Rider's made a killing (Fielding won a bike and Cathy won \$1500 of camping gear) no Gateway Riders won any significant prizes.

The Minnesota State Fairgrounds were a good venue for the rally. The bands throughout the rally were good with a nice variety. There was good food within walking distance but the beer tent was a long way

MOA Rally, continued from previous page

from the club camping area. The weather was also good without the scorching heat of Bloomsburg or Sedalia. It cooled off nicely at night, perfect for sleeping (except for the Airheads drinking/talking till 2 or 3 a.m.). Overall, it as a very enjoyable rally for everyone.

Sadly, we had to pack up early Sunday morning. We hit the road and fought the wind all the way from St. Paul to St. Louis (but did get great mileage because of the partial tail wind). We had lunch at the Four Corners in Ainsworth, Iowa, about halfway home. Because of the wind, we put Mary in front to set the pace for the group while fighting the crosswinds. We made it back to St. Louis about 7 p.m. The next morning, as I watched Bill and John's tail lights disappear down the driveway, headed towards home, I knew the rally was definitely over.

Dave Leligdon: When I pulled into my driveway last Wednesday the odometer read 391 miles. Since it was its third time around since I reset when I left home for the rally my trip took me 3391 miles through-out Canada and the northeast. I thought long and hard if I would make the trip out to see my daughter who recently moved to New Hampshire. Most of the routes could be made in two long days but I did not think I was up for that. Instead I broke the trip into three shorter days. This decision allowed me to make the trip.

My daughter in Atlanta agreed to look after my wife Carol and I was all set to pack up. I did a complete tune-up on my R1150RT including a new set of Michelin Road Pilot 3 tires and Wunderlich engine guards. I left for the rally on the Wednesday before, and headed for Waterloo, Iowa via the direct route—no back roads. I arrived early and took a long walk to a nearby shopping center. This was my first long trip in quite a while and my legs were sore and my neck was stiff from holding up my helmet. Waking through the mall I came upon an Asian man giving massages. It cost \$12.00 for 10 minutes. I pointed to the knot in the back of my neck and let him do his magic. Boy did that feel good. After that I had a light dinner, went back to the motel and went to bed.

I left for St. Paul under a cool, clear sky early the next morning. I arrived at the rally that afternoon and went through the registration process. Once in the grounds I located the club area and pitched my tent. It was good to see that the other members made it to the rally safely. The club provided a tent to gather under and socialize. A short walk around the grounds admiring all the bikes is always a fun thing for me to do. I hit the vendors to see what is new but couldn't find anything I need. I always check out the side-car rigs as I think I would like to get one. I ate a few meals at the Lutheran Church diner located next to MOA Central. It had good food at a reasonable price.



The Gateway Riders were located next to the Airhead club area (left) and I spent some time there. The ABC (Airhead Beemers Club) provides funds to the host club for a tent and furniture. The Minnesota club brought along two motorcycle lifts for maintenance work. It always amazes me how much repair work is done at the rally. The beer flows freely and there is always something to eat around dinner time. I even adopted an oilhead and helped out with its a valve adjustment.

There a lot of awards for the various attendees: oldest rider, youngest rider, longest ride to the rally and so forth. In my mind the grand award goes to a fellow (right) who rode his Honda Passport C70 from Chicago. It's quite a feat considering the top speed is just over 35 mph. His t-shirt, loosely translated means, "Little bike, big balls."



Sunday morning I broke camp, took a hard swallow, and headed off to visit my daughter some 1,200 miles away. The ride through Wisconsin was quite wet. The rain started near Wausau and continued for hours. This was my first trip with my new riding pants. I purchased ones that were waterproof so I would not have to stop and don rain gear. My Firstgear jacket and Klim pants kept me bone dry. In Escanaba, Michigan there was a family restaurant across from the motel and I treated myself to a delicious perch dinner. Early to bed...early to rise. The next stop would be Sudbury Ontario.

The ride through Canada was uneventful. I took the same route Jim Williams and I rode on our way to the Bloomsburg rally. I stayed at the same motel in Sudbury but could not find the Japanese restaurant where we ate. Construction on the local roads threw me off track and I could not locate it. After a restful night I left for Ottawa under overcast skies and temperature of 50 degrees.

The road from Sudbury to Ottawa is mostly two lane highway. There was a lot of construction as it appeared they are expanding to four lane roads. There was blasting in a few places. Traffic in both directions was stopped while they blasted and then cleaned off the road for traffic. It was a good time to get off the bike and visit with the locals. I arrived in Ottawa just in time for rush hour traffic and more road construction. No matter, this would be the last night on the road. Tomorrow I see Lora.

The ride to Hanover was pleasant. I crossed the St. Lawrence Seaway and the US border into New York with its tree lined interstate. I took the ferry across Lake Champlain into Vermont. What a beautiful area with rolling hills, pretty valleys with farms, and lots of timber. After miles of not seeing many cars and fewer people the ride across the Connecticut River Bridge was quite a shock. Crossing the bridge and a riding half mile up the road put me into the Dartmouth College town of Hanover. People were all over the place walking and riding their bikes. Activity was everywhere. This will be my home for the next week or so.



Hanover is a cool little town. The business area is about 2 blocks square, filled with upscale retail and restaurants, and more banks and financial advisers than I care to list. Of note is that the Appalachian Trail passes through the town and with it, hikers with all the gear packed on their backs. Because I went downtown and walked around every day I sent the following email to my family, "After walking on the Appalachian Trail for days in New Hampshire, I finally crossed into Vermont." I attached the following selfie (left).

The trip took a turn for the worse as I had a scare with my bike. After riding hundreds of miles with my earplugs in I would take the short ride to town without them. It was then that I noticed a disturbing rattle and clanking when in neutral with the clutch engaged. When I pulled the lever in the noise went away. Now what. I returned to my daughter's home and put the bike on its center stand to see what I could hear. Same thing: clutch engaged, noise, lever in, quiet. I took to the BMW MOA, oilhead forum to see what I could find out. I posted my problem and the replies indicated possible clutch hub spline wear. "Remove the starter and check out the play." I attempted to do that but I did not have the tools to remove the engine guards. WTF. What to do. It cost \$1,200 to rent a one way truck. Max BMW wanted \$900 just to remove the transmission and get to the clutch. Airfare on Southwest was \$350 and it would cost \$625 to ship the bike home, but not for a few weeks as all the trucks were working the Sturgis Rally. I called Todd Bray and Dave Mattis to see if they could rescue me. No problem... "Just let me know where and when." Feeling better already.

I decided to take a ride without my helmet to assess the problem. Remember I am in the "live free or die state" so no helmets required. The bike seemed quieter and smoother. It must have overheard me talking about putting it on a trailer, and changed its tune (no pun intended). When the time came I would ride in 5th gear to keep the revs up and minimize the torque on the clutch. If I broke down along the way I had two phone numbers.

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After a two and one half day ride I made it home. I called Todd and Dave to share the good news. After unpacking the bike I tackled the job of removing the starter in an effort to measure the clutch hub spline play. The hub showed wear (about 50%) but not enough to warrant a tear down at this time. One can see my threads on the BMW MOA oilhead forum. Look for Davis2x1.

Marilyn: I rode to the rally with prez Al and treasurer Mike. They were chairing the MOA truck committee and needed to be in St. Paul on Monday before the rally started, so we left St. Louis on Sunday morning. We traveled light because the three of us had stowed our camping gear on the MOA truck. Because he had a route in his GPS Al was designated the leader. We took Hwy. 61 through Missouri and into Iowa where it becomes Hwy. 27. Just south of Hannibal we stopped at the Missouri Welcome Center and encountered a clerk there who knew about the rally, and even knew that the 2015 rally is in Billings, Montana. We were impressed (a male relative rides). For lunch the first day I learned something new: Hy-Vee grocery stores have good delis and a large place to sit down. Our lunch stop was at the Mt. Pleasant, Iowa Hy-Vee. At Cedar Rapids we jogged over to Hwy. 13 and took it north to Prairie du Chien, Wisconsin for the night.

At \$133 including taxes and old people's (AARP) discount the AmericInn was pricey but it had a pool for Al, ice water with lemon in a dispenser on the counter, a bowl of candy on the counter, popcorn machine in the lobby, an in-progress jigsaw puzzle in the lobby, fresh baked cookies and cold milk from 7 p.m. to 9 p.m., an omelet/egg chef at breakfast, spiced waffles, china dishes and metal utensils, rags to clean bikes, and a good restaurant next door. We stayed there on our way home, too.

The next day we zigzagged with the Mississippi River, riding partly in Wisconsin and partly in Minnesota. South of St. Paul, the Minnesota side of the river was fabulously scenic with plenty of river views and neat river towns. We had great weather for the ride up... a tailwind the whole way, sun, and temperatures that didn't get higher than the low 80s.

The good weather ended on Monday afternoon, though, when the temperature got into the 90s with humidity to boot. The three of us unloaded the MOA truck with help from volunteers, and we sweated our butts off. Al and Mike abandoned the rally grounds that evening for the air conditioned bliss of motel rooms and I spent the night at Beth Forristall's (former Gateway Rider who now lives in St. Paul) home. On Tuesday I folded probably hundreds of Country Store t-shirts.

Honz had enlisted my help for his booth in the vendor building so I spent each afternoon of the rally there, barely catching my club-mates for dinner each evening after the vendor building closed at 6. I also helped with setup and tear down, so I missed the closing ceremonies. Prior to reporting to work at 1 p.m. each day I took lunch orders from the other four workers, went to get their lunches (and mine if I hadn't already eaten), and took the lunches to the booth. This was a better arrangement than Sedalia where I worked all day and never saw any of the rally, but it still cramped my style a bit because I missed some seminars, Phil's ride, some of the entertainment, and some daytime socializing.

The rally food was good. Two off-site restaurants, Stout's and Dino's, were within walking distance. Another full-service restaurant, O'Gara's, was on-site. One of the smaller food vendors had awesome gyros and another sold cupcake sundaes, but alas, I never got one. And Beth took me, and Al and Mike via car to some good restaurants.

I rode my new R1200R to the rally and it seemed fine except for the seat, which I found to be okay for club rides but not so good for all-day rides burning up miles. I sought out Sargent Saddles in the vendor building hoping to ride home on a new Sargent seat, but I'll have to wait until 2015 because Sargent hasn't developed one for the R1200R yet.

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MOA Rally, continued from previous page

My biggest adventure of the week was going to the liquor store to pick up a keg of beer (one of four) for Honz. Fortunately I saw a group of Gateway Riders in O'Gara's when I got lunch for the Gateway BMW crew and I asked for volunteers to go with me. I was met with blank stares but Mike appeared at the Gateway booth shortly and went with me. We were going to take Honz's truck—Blackie—but the battery was dead. I think this would have been more of an adventure if we'd taken Honz's truck. Honz commandeered tech Brian's truck, a huge Dodge Ram that Mike almost fell out of trying to get in. I drove and it wasn't like driving my little Subaru Forester. We literally looked down on everyone. Other than the keg, 5 pounds of ice, and 200 cups, Mike and I made off with some swag. He got a bottle opener and I got a 50ml bottle of pink Kinky Liqueur (below). There is much more to the keg story that I won't relate here.

Another adventure that involved the Gateway BMW crew was the trip to dinner Saturday evening after tearing down the booth. Honz went off to do other things and handed Brian the credit card. We took Adam's pickup truck, another big one, off-site to dinner at Joe's Crab Shack. Six of us piled in the truck. Tech Jon and Adam in the front and Mike (friend of Ryan's who worked checkout), Ryan, Brian and me in the back seat. There was no need for seat belts back there; we weren't going anywhere. None of us had had showers after the sweaty tear down and trailer loading and it was obvious that I was just one of the boys.

Because Gateway BMW was completely packed up on Saturday night, I was free Sunday morning. I'd decided to wait for Al and Mike while they loaded the MOA truck so I had time to break camp in a leisurely fashion. By the time I returned from the shower most Gateway Riders were packed and gone. Only the Bissells remained as I loaded my camping gear on my bike to ride it over to the MOA truck for its ride back to St. Louis. Al, Mike and I left town about 11:30 a.m. and took the same route home as we'd taken up. The difference was a little rain spotted around, and that we serendipitously ran into the Bissells in LaCrosse and later in Hannibal a group containing the Bissells, Jim Williams and Steve Quindry.

Some of you saw me writing notes in camp each evening. That was for a trip diary, which I sometimes keep of my trips. If you want to read the whole 16 page thing, let me know. It's mostly done except for some proof-reading. **GR**



An Opportunity to See the Motorcycle Cannonball Ride

The Motorcycle Cannonball is a coast-to-coast ride for antique motorcycles. This year only pre-1936 bikes are in the Cannonball and the route is Daytona to Tacoma. There will be a couple of opportunities to check it out if you want to. Stage 5 will end in Cape Girardeau on September 9 (a Tuesday). Stage 6 will be in Missouri and end in Sedalia on September 10. Stage 7 will be Sedalia to Junction City, Kansas on September 11. See www.motorcyclecannonball.com for details of where the bikes will be within those cities.

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