

# Gateway Gazette

Gateway Riders BMW Club  
The Legendary Riders of the Midwest



December 2014

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Gateway Riders BMW Club  
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Deadline for the next issue is February 12, 2015. The Gazette is published in February, April, June, August, October and early December.



## Hello Club Members!

Al Schroer, President

Gateway Riders #22. I continue to tell myself what a great club we are. Last week, a member posted on Facebook about the possibility of a ride on Thanksgiving weekend, inviting anyone to join by meeting up at the QT in Eureka. Saturday was the pick day of the long weekend with riding conditions very close to perfect. Several of us expressed ourselves on the social media platform, that the need to get out on two wheels was calling us. It had been cold and snow and ice had kept everyone from getting out much. Actually, it turned out that 14 of us felt the same way! Everyone was glad to see one another, glad to be able to be a part of a great experience, and happy to be able to be out on their motorcycles at the end of November. I treasure those times because to me, the camaraderie is a big part of the sport. I love getting out on the bike, being outdoors, and sharing a great ride with other like-minded folks. That's why I ride and why I belong to the Gateway Riders.

I wish all of you a very Merry Holiday Season and a Happy New Year. Enjoy the celebrations, your families and loved ones. Be safe and have a great 2015. I look forward to seeing all of you soon.

—Al



**On the Cover:** Membership Director Bill McAllister looks the part at last year's Christmas party. Photo by Rich Race.

# Winter 2014/2015 Events

Compiled by Jeff Ackerman, Events Director

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

**NORTH: NEW LOCATION** – The QuikTrip at 2791 Dunn Rd.; it's the QuikTrip at New Halls Ferry and Dunn [the other (north) side of I-270 from the old location at the Home Depot].

**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 left hand 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 Rd.; or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

**EAST:** The Dierbergs on 21 (south) or QuikTrip at 2791 Dunn (north) – See above.

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Shop Rides: Forever Endeavor has shop rides every 3<sup>rd</sup> Saturday of the month, typically meet at 8:00 / leave 8:15 (next rides are Jan. 17 and Feb. 21), followed by a hearty breakfast. Meet at the new shop at 518 East Osage, in Pacific, MO 63069 636-257-8343 Check first because of the weather and time of year.

## Holiday Open Houses:

Dec. 6 (Saturday): Gateway BMW Holiday Open House from 10 a.m. to 3 p.m. There will be lots of goodies and Honz is always making some great deals. If you are interested in a new bike, come prepared to buy.

Dec. 13 (Saturday): Forever Endeavor Holiday Open House from 9 a.m. to 2 p.m. Come down and see the new shop. Good food, gifts, and check out the bikes on the floor or make arrangements for your winter service. 518 East Osage, in Pacific, MO 63069. 636-257-8343.

Dec. 20 (Saturday): Donelson Cycles on St. Charles Rock Road is having their Christmas open house from 10 a.m. to 3 p.m. Good food, drinks, and other activities.

## Events:

NOTE: We still need volunteers for the Super Bowl and St. Patrick's (or Valentines) Day parties. Harvey and Ava have volunteered for New Year's Eve. If we get a volunteer for the Super Bowl or other parties, the information will be sent out in an email and put on the website.

\* Dec. 14: Rider's Choice if the weather is good; meet at 9:00/leave 9:30 from the BP on Long Rd. Ride leader needed.

\* Dec. 31: New Year's Eve Party – Celebrate 2015 with Harvey and Ava Small; 24 Wydown Terrace. See map on the next page. 314-727-1466. Show up at 8 p.m. (or later) and bring your favorite snacks; beer and soda provided along with champagne at Midnight.

\* Jan. 1: New Year's Ride (weather permitting): Meet at the QuikTrip in St. Peters, off I-70 at Mid Rivers at 10:00/leave 10:30. Details worked out at the New Year's Eve Party. If it is really cold or bad weather the group ride will be canceled but Jeff will give anyone credit for any ride they take on New Year's Day (whether 1 block to 400+ mi.); just let him know. Jeff Ackerman 314-838-2161.

Jan. 3-4: St. Louis Motorcycle Show, America's Center. See [www.stlmotorcycleshows.com](http://www.stlmotorcycleshows.com) for more info. This is a local show, not part of the Cycle World show series.

\* Jan. 21: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Rd., St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out by 8 p.m., so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:00 sharp.

Note: Due to the lack of attendance in the past, there won't be a Blue Nose Campout this year. Instead, Jim will have a campout later in the year.

\* Jan. 31: Ice Racing at the Family Arena in St. Charles. Racing starts at 7:30 p.m. Meet at the Cracker Barrel at 901

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Fairlane Road, St. Charles, MO (just off 5<sup>th</sup> St. at I-70) at 5:30 if you want to have dinner with the group beforehand.

\* Feb. 1: Super Bowl Party – We are still looking for a volunteer at this point. If we get one, the information will be distributed by email and posted on the web. The normal process is for people to bring snacks and their favorite beverage if they don't like beer or soda (which the club supplies). The game starts in the late afternoon (around 5 p.m.), show up 1 hr. before game time for pre-game festivities.

Note: As usual, the Cycle World Motorcycle Show isn't coming to St. Louis this year. The closest location will be in Chicago on Feb. 13-15.

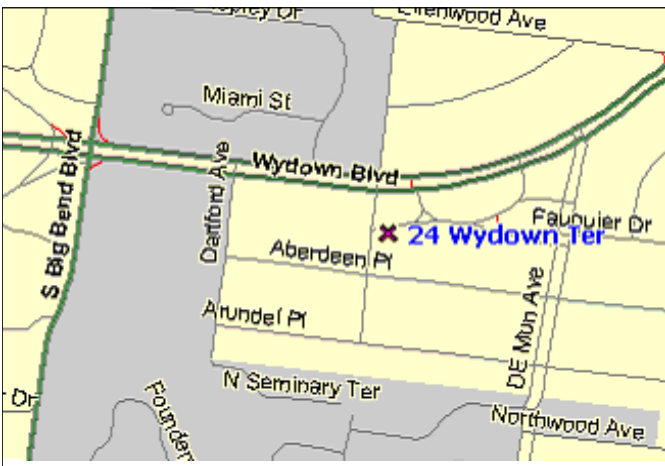
Feb. 14: We have had a St. Patrick's Day party in lieu of the Valentine's Day party the last few years because Valentines is so close to the Super Bowl. However, if you would like to host either a Valentine's Day or St. Patrick's Day party this year, please let Jeff know and we will get the information distributed.

\* Feb. 18: 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 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

\* Feb. 22: "Woo's Folly" ride to Diamond Mineral Springs. Meet at the QuikTrip on Dunn Rd. at 9:45 a.m./leave 10:15. (We'll take cars if the weather is bad.) Jeff Ackerman 314-838-2161.

Events that are starred \* are point events. Any motorcycle rallies greater than 200 miles away or any BMW rallies are point rides, even if not listed. Note: See the MOA magazine or website: [www.bmwmoa.org](http://www.bmwmoa.org) for more rally information.  
**GR**

**Map to the Small's home for New Year's Eve party**



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# Lust for the R nineT

By Marilyn Roberts

Ever since the first R nineT appeared at Gateway BMW early this year I have felt some lust. At that time I had just bought my 2014 R1200R and was not seriously thinking of another new bike. (Heck, I wasn't even thinking about buying the R1200R the day I did, but that's another story.) But when I sat on the R nineT specimen Honz said to me, "Let's see, what have you got left?" What I had left was my 1994 R100 Mystic and my 2011 F800R, neither of which I really wanted to part with at the time, regardless of the fact that Honz has said he'd give me what I paid for the Mystic (I bought it from Honz in 2006). Honz has some lust himself; he wants my Mystic.

That was earlier this year and now it's October (as I write this). Over the summer I saw R nineTs fly off the lot and everyone who had one said it was the most fun bike they'd ever ridden. R nineTs were/are in high demand and there was not a demo bike. I began considering the purchase of an R nineT but I'd have to ride one first, and if it wasn't the most fun bike I'd ever ridden I'd pass on it.

Dave Hunter, being the kind of guy he is, made a very generous offer. I could ride one of my bikes to his home in Edwardsville, leave it in his garage and take his R nineT for as long as I wanted. I assumed that didn't mean forever.



Dave's R nineT at our old house.

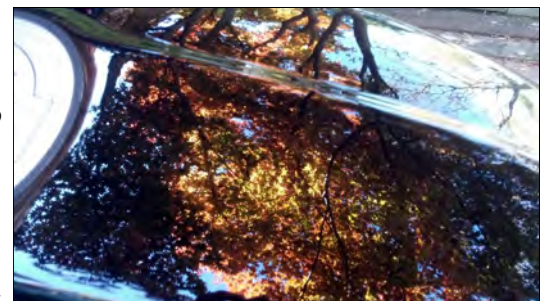
So on October 20 I rode my F800R over to Dave's and made the switch. Most of that day's ride was on interstate highway. This is NOT a highway bike, even with the Wunderlich cafe fairing Dave has on his. You won't want to take it cross country or even 100 miles of interstate. The wind will beat you to death and actually the highway seemed even more boring on the R nineT than on my other bikes. But...

The next day, a stellar Fall day, I took the bike for a ride in west county: Wildhorse Creek Road, Hwy. T, Hwy. 94. Femme Osage Creek Rd., a twisty detour, and Hwy. D.

The first thing I noticed was that I am not a monkey. If I owned one of these bikes it would have to have bar risers, which Wunderlich makes and Gateway BMW has in stock. The rider's footpegs seem at first to be right where you want to put your legs at stops. I bumped into them more than once and spread my legs outside the tips of the pegs, still getting both feet firmly on the ground. After a few stops I began naturally putting my feet down in front of the pegs. The seat is a bit hard but I sat on it for over 2 hours without much discomfort, so it's not that bad.

This bike likes curves, period. It happily dives in and back out with little input from the rider. It has nice torque and horsepower. The bike loved the route I chose. And so did I.

Dave told me that the fuel light comes on at 110 miles. I thought that odd. Before my ride I hadn't looked up the fuel capacity so I believed him. I was behind a slow car on Hwy. 94 eastbound and got impatient, so I turned off at Hwy. T to take Femme Osage Creek Road. The odometer indicated near 100 miles. The farther I got, the more I chastised myself, and when I came upon the detour on Femme Osage Creek Road I really chastised myself. For those who don't know, there is NO gas out there. The detour took me northwest on Becker Joerling Road, onto Farmside Drive and then onto Cappeln Osage Road. I thought, "If I run out of gas Bill won't be able to find me because I don't know where I am!" Dave has a Navigator IV onboard, so technically I did know where I was but I really didn't. Cappeln Osage Road dumped me onto Hwy. D, which I am familiar with but I didn't know exactly where on Hwy. D I was. I punched the "-" button on the GPS and saw that I was heading for Hwy. 94 near I-64. Good. But I was still several miles away and the odometer indicated over 110 miles. I waited for the light to come on but it didn't and before long New Melle loomed. Ah, gas. I got some and the tank took only 2.8 gallons. Hmm. At home on the computer I found that the tank holds 4.8 gallons and mpg is similar to my R1200R, so the fuel light shouldn't come on until near 200 miles or even after.



Fall reflections on the R nineT tank.

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By this time I was really enjoying the bike. It purred along, making that nice sound from the twin exhausts and swooshing around the curves. I should point out that Dave's bike has those mucho expensive carbon fiber Alpina wheels that certainly reduce unsprung weight. This could account for the nice braking feel and some of the performance in the twisties. He also has the suspension set as stiff as possible because "I ride fast." (Maybe this is why the fuel light comes on at 110 miles for him!) The stiff suspension is good in the twisties but not so good when you ride fast over a highway frost heave; the first one sent me off the seat. Well, they all did.

When I returned the bike to Dave we agreed that the R nineT is not an everyday bike. Dave, who has 4 bikes, said, "It won't be your first bike, or even your second. Maybe your third." He was referring to the choices one makes in the garage where there is a stable of bikes. No, the R nineT would not be my first bike; that's the R1200R. It might be my second, though, especially if I pare down to 2 bikes!

So I left Dave's home on the F800R. I'd ridden Dave's R nineT with those wide handlebars for 200-plus miles. Gosh, the F800R's bars seemed narrow! At the exit of Dave's subdivision I had to make a 90 degree turn to get to the highway. Something seemed wrong; the bike wasn't responding and it felt "wobbly." I thought maybe I had a flat so I stopped and checked it out. Nope. Then I realized what the problem was. I gave the F800R the same input that I'd been giving the R nineT and it wasn't enough. The R nineT is the most responsive bike I've ever ridden. Maybe that's what owners mean when they say it's the most fun bike they've ever ridden.

Fast forward to mid-November. By then I had decided to keep the Mystic (right) no matter what—it's a looker, it's unusual, and it's fun to ride. The Mystic must have been talking strongly to me that day at Gateway BMW. In a fit of temporary insanity Honz offered me a ginormous amount in trade-in for the Mystic; the offer was good only as long as I was there at the shop that day. Paul was standing with Jeff within earshot when the offer was made. Paul looked incredulously at Jeff and said, "What's he doing?????" Honz was hoping he'd push me over the edge and I'd buy that still-crated, unspoken for R nineT back in the service department. It was tempting but it didn't work.



Click forward to late November. Gateway BMW finally has a demo R nineT and Honz rode it, his first time on one. Now he's hooked and will buy one in the spring. Hooked... he hovers around any R nineT on the floor, he grins, he sits on the demo, he'll happily tell you how he's going to customize his.

With its good looks, customability (is that a word?), and spot-on handling, it's an addictive bike. If you don't want one, don't ride it. Gateway BMW has sold many R nineTs since last February—there was a waiting list for much of the year—and I think it's significant that none of them have been traded in for something else. No used ones are available locally.

Will I buy one? Probably. Eventually. But not this year. **GR**

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# Summary of the 2014 Gateway Riders Events and Event Points

By Jeff Ackerman, Events Director, November 28, 2014

While the emphasis of the club is, obviously, on riding motorcycles, there has been a lot of hard work done by many of our members to make the wide variety of club events held this year possible. As usual, we had a number of “traditional” reoccurring events, like the rides to St. John Gildehaus and St. Patrick’s in Ruma for their church dinners. However, several members stepped up so we had some new destinations and rides this year like Larry’s spring ride to the Moonshine run and our president Al’s “leisurely” ride to the sausage festival in Hermann. This article briefly summarizes the club activities for the last year. The 2014 season started with last year’s Christmas party (Dec. 2013) and effectively ended with the November general meeting since the last two rides were rained/snowed out this year. Chris Kerckhoff’s ride to Ste. Genevieve on November 8 was the last ride held.

We had 41 club rides this year, counting the two tech sessions, that someone went on and I got an attendance roster for; we had 43 last year. There were 48 rides scheduled but 7 were canceled due to weather; however, I gave credit to the ride leader or to anyone that showed up at the start. The number of cancellations was up (7 vs. 3) over 2013; mostly I believe due to poor weekend weather like that which canceled the last two rides of the season. However, some ride leaders tried to work around the weather, like Al leading the ride to the Hermann sausage festival on Sunday rather than Saturday, to take advantage of better weather. Also, 14 rallies (excluding the Falling Leaf) were listed but apparently no one went to 4 of them. While Gateway Rider attendance at rallies was up this year, probably mostly due to the 23 members at the MOA National, it was my observation that rally attendance in general appears to be declining (your Event’s Director attended 9 rallies in 2014). I also give credit for rallies that aren’t specifically listed and we had a few members attend a number of these other rallies. In addition, we had a number of impromptu rides this year with Phil often sending out a “let’s go riding” note or posting on Facebook for nice Fridays or weekend days. I did have fairly good success getting attendance rosters this year but it still takes more coaxing than it should for events that I don’t attend. Remember, if you go to a rally, lead a ride, etc. please jot down the names and get them to me; email works great and a number of members like Chris Kerckhoff have done that. Phil does a good job carrying blank signup sheets in his saddlebags while several members email me a list. There were several events, like some of the rallies or “Rider’s Choice,” where I am fairly sure that some members attended but for which I never got a roster or only a partial roster. I would love to give people credit for all the events they attend, however, clairvoyance doesn’t work. If you don’t tell me, I don’t know, so please get me those attendance rosters.

We had 5 parties again this year, with the Christmas party and the pool party. The St. Patrick’s Day party has replaced the Valentine’s party as a regular party. I want to thank all the members who served as hosts for the parties. The Christmas party, organized by Sharon Floyd and held at the Heart of St. Charles banquet center, was a big hit again this last year and had a wonderful view of the Missouri River. However, attendance was down again as compared to the previous years. The pool party also had a smaller crowd this year with 31 members and 6 guests. At the pool party, I give ride credit to anyone that gets in the pool (even if they didn’t ride).

We also had 9 general meetings (excluding the Christmas and Pool Party meetings), and the 39<sup>th</sup> Falling Leaf rally this year. The weather was wet at the rally (like 2009) with rain Thursday and Friday. However, Saturday was great. Unfortunately, overall attendance, ~300 people, was the lowest it has been in probably at least 20 years. However, 50 Gateway Riders came to the rally even with the wet weather. This was only down about 10% from the previous few years and shows the club’s strong support for its rally. A summary of attendance at the various types of events is given below along with the best attended (maximum attendance) for each type of event.

The Progressive Dinner and Christmas party remained the most popular ride and party, as they have been for more than the last eight years. However, the Falling Leaf surpassed the Christmas party as the event attended by the most members this year (50 at the rally vs. 48 at the party). The Christmas party had 48 members and an unknown number of guests (I never could get a final count). The best attended meetings this year were May and September (41) with February and April both having one less attendee. This put the May meeting back at the top of the attendance list. Two sets of average attendance numbers are shown below. The first set is calculated on the 41 local club rides including the two technical sessions but doesn’t include rallies. The second set includes the 41 rides plus ten rallies I listed. These averages don’t include the canceled rides and the four rallies for which I didn’t get any attendance roster this year and they don’t include the Falling Leaf in the rallies average numbers (which would tend to distort the average). They are based on members only, and don’t include guests. We typically have one to several guests at each event, so total attendance is even higher than shown here.

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Attendance Summary:

Event Type	2014 Average Attendance	2013 Ave. Attendance	2014 Maximum Attendance	2013 Maximum Attendance	Most Attended Event
Rides (w/o rallies)	8.5 – up 4%	8.2	41	48	Ride: Progres-
Parties	29.6 – down 7 %	31.8	48 + ?? guests	62 + 14 guests	Christmas
Meetings	37.3 – up 1%	37.1	41	42	May & Sept 14 / April 13
Falling Leaf			50	56	Largest event

The weather appeared to cancel more rides this year (7 vs. 3), but in general the summer heat appeared better than 2013 and was especially cooler than 2012. When the rides were held, the average attendance of rides by members (not including rallies) was up slightly (4%). However, I believe that the number of guests (many of whom became members) was also up this year (I didn't calculate the actual numbers) meaning that we are getting interest from potential new members. The average with rallies was up 11% this year. I believe this was primarily due to the good weather for the MOA National at a relatively close location (St. Paul). We had 23 members that I know of attend the National this year. Outside of this, the overall rally attendance appears to be declining. We only had 1 or 2 members attend many nearby rallies where the club used to have a group of 5 – 10 or more attending. However, the club did have large groups at the European Road Rally, the Kansas rally, the Iowa rally, and the Trail of Tears rally this year. Overall, the Kansas, Iowa, Missouri, Trail of Tears, and RAMS (Shiloh) rallies all had steady or slightly declining attendance this year despite great weather at most of them. We did add the European Road Rally in Burkesville, KY to the list this year. This is a nice rally in scenic southeast Kentucky. Larry led a group to the rally and more members met them there for 6 members total attending. I encourage everyone to think about attending more rallies next year; they are always a good time. In summary, it does appear that we are getting lots of new members and a wider mix of members on the club rides, which is good for the future of the club.

Attendance at meetings held steady (up 1%) this year while overall average attendance at the parties was down slightly (7%), much of this due to the lower attendance at the Christmas party (48 vs. 62). The other parties (except the pool party) had increased attendance while the pool party still had 31 members and 6 guests. The club sponsors the parties, so it's good to see more people taking advantage of most of the parties. About 82% of the members on our roster attended at least one event this year (88 out of 107) which is down from last year's 88% (87 of 99). However, the actual percentage may be slightly higher because my list probably includes several people that are no longer members. I am showing 107 members as of the end of November, which is up significantly over last year's total of 99.

**Ride Leaders:** These are the people who spend their time and effort to arrange, organize, facilitate, and lead rides. Sixteen members led rides this year, roughly 1 in 7 members which is up slightly from last year. However, it's time for even more members (more than 1 in 7) to step up and lead just one ride. If a few more members would lead just one ride it would make it easy to fill out the ride schedule every time and provide a wider variety of rides. Without the hard work of the ride leaders, we wouldn't have the wide variety of events that we have. Ride leadership also includes things like Phil bringing his grill to the hayride so we could cook the hot dogs. While some rides may be a simple, straight from memory ride, like leading the group to St. John's Gildehaus, others take hours of planning and preparation to organize and execute like the camp out events or GS rides. I would like to thank Phil Sulfstede for really stepping up to leading rides (both scheduled and impromptu) again this year as well as for bringing his grill to a couple events. He always finds some of the best scenic routes to lead the group on. Jeff Ackerman also led a large number of rides including a GS ride and some backroad rides. In addition, I want to thank Chris Kerckhoff plus Jim Shaw, Mary Ackerman, Ron Bier, Larry Floyd, and Jim Williams for leading multiple rides this year. I also want to thank all the others who led rides or otherwise helped make an event happen. Jim Williams led a "bike and swim" ride this year. This was a variation on the bike and hike ride he led in 2013. Again, it was a popular ride with 7 people attending. Chris Kerckhoff and Ron Bier both led more rides this year. It's great to have newer members leading more rides.

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**Ride Leaders:** (people who led a ride or helped make an event happen)

Member	Number of Rides Led	2014 Rank
Sulfstede, Phil	11 (17 in 2013)	1 <sup>st</sup> (1 <sup>st</sup> last year)
Ackerman, Jeff	9 (10 in 2013)	2 <sup>nd</sup> (2 <sup>nd</sup> last year)
Kerckhoff, Chris	5 (3 in 2013)	3 <sup>rd</sup> (tied for 3 <sup>rd</sup> last year)
Shaw, Jim	3	4 <sup>th</sup> (tied for 3 <sup>rd</sup> last year)
Ackerman, Mary	2	5 <sup>th</sup> (tied for 3 <sup>rd</sup> last year)
Bier, Ron	2	5 <sup>th</sup> (led 1 ride in 2013)
Floyd, Larry	2	5 <sup>th</sup> (tied for 3 <sup>rd</sup> last year)
Williams, Jim	2	5 <sup>th</sup> (led 2 rides in 2013)

**Hosts:** Being an event host garners the most points per event, 5, because it requires the most work. I really want to thank everyone that took the extra effort to serve as a host for our various club events this year. Phil Sulfstede hosted 3 events this year. Phil had two at his house, with Mary Baker graciously helping (St. Pat’s party and soup for the Progressive dinner) plus he brought his grill and cooked at the pool party. Dave Leligdon had two technical sessions at his house this year. Remember, he is always ready to help anyone out with a technical problem or issue; you don’t need to wait for a technical session. Ava and Harvey also hosted two events (the New Year’s Eve party and breakfast for the Progressive Dinner). Other hosts for parties and the progressive dinner include: the Ackerman’s, Penny Burgan (and Stuart), the Shawgos, Marilyn Roberts (and Bill), and George Siede (and his wife).

**Points Ranking:** The table below has the top ten point rankings for 2014 as well as statistics from last year. The points are a combination of the number of events attended (see the second table below) along with the credit given per event (e.g. being a host at 5 points is worth 2 ½ rides at 2 points). Again this year we awarded two points to anyone writing an article for the *Gazette* to encourage submittals. This really helps Marilyn fill out the *Gazette* and added to the points count for a number of members. Both Jim Shaw and Larry Floyd contributed 8 articles while Dave Leligdon contributed 4 technical related articles. This helps explain their higher points ranking as compared to their ranking for the number of events attended (the table after the points ranking table). Phil and Jeff both came in first and second again this year, but with fewer points than in 2013. Jim Shaw moved up to 3<sup>rd</sup> from 4<sup>th</sup>, but with significantly more points. These mostly came from writing 8 articles (16 of the 81 points) and attending more events but also from being 3<sup>rd</sup> in number of events attended and 4<sup>th</sup> in rides led. Interestingly, the 4<sup>th</sup> through 7<sup>th</sup> places were only typically separated by 1 point. If Dave Anderson wouldn’t have crashed avoiding an encounter with a deer this summer, he could have easily been in 4<sup>th</sup> place with just 3 more rides. Unfortunately, along these lines, Rich Race, with his bad shoulder, fell out of the top 10 this year. Eighth to 10<sup>th</sup> place were also very close together this year (48 vs. 45 points) with Al Schroer (43) and Chris Kerckhoff (42) just missing the top ten. Mary Ackerman, with retirement was 10<sup>th</sup> and could have easily been 8<sup>th</sup> if Wednesday night golf league wouldn’t have preempted going to several meetings. Just another event or two would have easily shifted the final spots around for any of these positions.

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**Points Ranking:**

<b>Member:</b>	<b>Rank '14</b>	<b>Points '14</b>	<b>Rank Last Yr.</b>	<b>Points Last Yr.</b>
Sulfstede, Phil	1	96	1	110
Ackerman, Jeff	2	86	2	89
Shaw, Jim	3	81	4	61
Leligdon, Dave	4	59	6	56
Floyd, Larry	5	58	3	76
Green, Jay	6	57	7	53
Anderson, Dave	7	55	New member	N/A
Bissell, Dave	8	48	5	57
Bissell, Cathy	9	46	9	50
Ackerman, Mary	10	45	11	41

**Events Attended Ranking:** Number of club events (including rallies) attended by the member.

The events attended rankings were similar to last year, with some moving up slightly and some (like Rich Race and Chris Kerckhoff) moving down slightly. Phil and Jeff remained first and second but attended fewer events this year. After that, the small changes in number of events attended juggled people's placement slightly. As typical for the last several years, Phil Sulfstede attended and led the most events again as well as served as host the most number of times this year. This enabled his first place points finish by a large margin. Your events director was second in both events attended, rides led, and points this year. After that, there was some spread in the number of events attended with many people enjoying a number of our events. The differences between points and number of events attended shows the impact of *Gazette* articles plus being a host and ride leader on the final point count.

**Events Attended Ranking:**

<b>Member</b>	<b>Number of Events</b>	<b>2014 Rank</b>	<b>Number of</b>	<b>2013</b>
Sulfstede, Phil	39	1	45	1
Ackerman, Jeff	36	2	40	2
Shaw, Jim	33	3	28	3
Green, Jay	30	4	28	4
Bissell, Dave	27	5	32	3
Bissell, Cathy	26	6	28	4
Anderson, Dave	26	6	New member	N/A
Leligdon, Dave	23	8	23	9
Floyd, Larry	21	9	27	7
Griffin, David	20	10	22	10
Schroer, Al	20	10	18	17

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Summary, continued from next page

The number of points and events attended were down some for first and second place. After that, the values are similar with some moving up some and some moving down some for most of the top ten. 2013's Points winner was also Phil Sulfstede, who had 110 points spread over 45 events last year. Phil has won the last 5 years and has gotten more points, led more rides, and attended more events than everyone else the last 4 years. Second place last year was Jeff Ackerman with 84 points spread over 40 events. This is his fourth year in second place. He attended fewer events and garnered fewer points than last year. The rest of the top ten are somewhat similar to last year with Dave Leligdon and Larry Floyd higher points standings versus number of events attended because of being a host and/or writing many *Gazette* articles. To make Marilyn's life easier, more people need to step up like Jim Shaw, Larry, and Dave and write some articles for the *Gazette*. Certainly a fun ride or rally should be worth an article or two a year out of every member.

A bright spot for the club is that we continue to have an influx of new members joining the club. Many of them are attending a number of rides and starting to lead rides (e.g. Dave Anderson). Hopefully, we will see more of newer members on the leader list in the near future and can get them to organize and lead some new rides.

I look forward to seeing all of you on a number of the club rides in 2015 and remember, I am always looking for the next ride and/or event idea. Please let me know and I will get you on the ride schedule. **GR**



Ed and Myra sit on what will become their new bike, a 2012 R1200GSA.



Check out Rich's nametag!



## In Search of a Better Earplug By Harvey Small

I have long been a user of hearing protection. A conversation at the old Forest Park dealership with Robert Silverman (Gateway Riders member, R1100 RS rider, St. Louis Symphony cello player) was the critical moment. I learned a lot – including the interesting fact that musicians are big ear plug users. Bob had quite a collection, minimal for chamber music, the maximum for pieces like the 1812 Overture when his cello was right in front of the tympani! So I have been on a quest to retain as much aural acuity as a life spent on subways, motorcycles, the military reserves and, oh yes, a 300,000 rpm dental handpiece turbine have left me.

I have used various rubber flanged earplugs, several grades of foam, even tried out the silicone putty. If the earplug was effective I would hear the crickets in my head. Yes, I know it's just tinnitus, but if I think of the "sound" as being crickets it's a better association than "ringing in my ears!"

The next step was to squelch the crickets. Adding a little sound to the mix does this, so I tried earbuds connected to my iPod. I found the Klipsch sound isolating earbuds had a good mix of comfort, noise attenuation and incredible sound quality. Unfortunately, just like the better earplugs, they blocked pretty much all outside sound. As I can't really hear anything over the helmet wind noise I just learned to ride like I was deaf.

Then I got a new bike with a wired sound system and intercom. For solo use, an aftermarket connector lets me use my earbuds, but I also wanted to get Ava patched into the sound system, too. Helmet speakers and a mic were soon added to my riding gear collection. I found that I could crank up the helmet speakers loud enough to penetrate the foam earplugs while Ava turned her volume down. As the intercom always picked up wind noise, it's used on a push to talk basis. Two pounds on my shoulder from the back seat and I turn it on.

Still no penetration of outside sound, no ability to talk or hear without removing my helmet. Then I saw the article in the MOA news about the NoNoise earplugs from Twisted Throttle. A little pricey, but if they worked, well worth it.

They worked -- both as regular earplugs that filtered out the worst of the wind noise, and as earplugs that let the speakers come through. I could use a lower volume and still have some aural awareness of the world outside of my helmet. There was just one problem: The "stem" on the end of the earplug was too short. Removal was problematic. I used a tweezers to grab the stem for plucking them out of my ear canal.



Fast forward to my reserve weekend. In addition to the dental clinic, Scott Air Force Base has – surprise – airplanes. And a flight line, complete with ground crew who are required to use hearing protection. While they are supplied with foam earplugs, there is also a selection of more durable earplugs for sale. The display had the EarPro EP3 Sonic Defenders Filtered Flanged Earplugs. That's quite a mouthful, but the upshot is that, like the NoNoise, they had a sonic filter to permit conversation while eliminating the harmful frequencies. They also had a funny silicone doohickey that fits against the outside of your ear. As they were only \$12 (no sales tax on base) I decided to try them.



Claiming 26 decibel attenuation, as opposed to the 29.6 of the NoNoise, they were a bit noisier. The decibel scale is logarithmic, which means that almost 3 dB really does make a difference. There was a "funny" curvature to the earplug which made fitment tricky. Also, the plastic filter in the EarPros seemed to let more noise through than the ceramic filter in the NoNoise. However, the outside ear thingy made removing them very easy.

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So, here I was with two sets of earplugs which almost did everything I wanted. Maybe if I combined them, I could lose the annoying parts and keep the good stuff.

Which I did. By removing the earplug part from the EarPro and replacing it with the NoNoise I was able to do just that. I used both noise filters. The NoNoise stayed in its plug, and I used the EarPro for its color coding and as an extra wedge to secure the earplug in the thingy. There was also a tiny plastic piece that folded over to plug the hole in the EarPro filter. As it turned out to be a separate piece, I just tossed it. I'm never going to use it, and it was scratchy!

I'm happy with the result. I can use my helmet speakers, I can talk at a gas stop without removing the helmet, and the crickets are at bay. The cost is just about fifty bucks. I know that pays for a lot of foam earplugs at Home Depot or Lowe's, but it's still less than the custom earplugs which don't have noise filters. **GR**



## Passage across the Alleghenies By Phil Shoulberg

After owning a couple British motorcycles in the 80s, I promised my family I'd stay away from them until the kids were out of school. My daughter's now an attorney and once my son graduated, I purchased an R1150R a couple years ago. I love that bike and have spent many happy hours in the saddle, unquestionably the highlight being the ride to and experience in St. Paul last July. As much as I enjoyed it, there was no getting around the fact that it wasn't big enough for my 6'6" frame. I felt like the proverbial monkey on a basketball.

For the last year or so, I've been searching for the right GSA, a big bike that would fit me. A new water-cooled unit would be wonderful, but once getting over its initial cost, there were a list of accessories that needed to be purchased. As I write this, there are a couple guys installing a new furnace/AC/and water heater in my 25 year old home. This Spring comes the new master bath. You get the picture. So began the search for a solid used GSA. I made a list of how my ideal bike would be equipped, and kept a careful eye on the used stock at Gateway as well as Craig's List, the MOA, IBMWR and ADV sites.



On 11/4, I came across a beautiful 2011 Camhead set up almost exactly the way I would do it. The kicker was that it came with a three-year aftermarket Zurich warranty that could be transferred to a second owner. After innumerable emails and phone calls, I made an agreement with the original owner, Jason, who lives in the DC area. There was discussion of having it shipped down or waiting until spring for a fly & ride. I knew I couldn't wait and after looking at the long range forecast I picked what looked to be the warmest days in the month and made a plane reservation.

On Saturday 11/22 it was raining hard in StL, but a beautiful day in DC to start a ride home. After picking me up Reagan National, Jason took me to the home and garage of Jim Von Baden where I was to get the bike. Jim works for the government, and in his spare time wrenches on BMWs (kind of the DC version of Dave Leligdon). He also produces DVDs and has a whole array of how-to videos. You may be familiar with JVB Productions: <http://www.jimvonbaden.com>. Jim has worked on Jason's GSA for most of its life and added some very cool touches that I'd be glad to show you sometime.

It took a little longer than I figured to consummate the sale and I finally got on the road a bit after 2:00 p.m. Sixty-six west out of DC was clogged with stop and go traffic, but once on 81 south the traffic cleared and I was able to turn the wick up, settle in and really enjoy my new ride. Motel reservations were in Charleston, WV which unfortunately was across the Allegheny Mountains on 64 and it was getting dark. Logically, I probably should have found a place and stopped for the night, but I was having too much fun. The bike is equipped with an HID headlight that in combination with the Clearwater Kristas

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really lit up the night, so the dark wasn't much of a problem. The temp however, dropped to 38 degrees and while I had a heated jacket, the heated grips didn't keep the tops of my hands warm and even with insulated long johns, my legs got a little cold. Nonetheless, I thoroughly enjoyed the trip across the Alleghenies and pulled into the motel parking lot around 8 p.m. After a hot shower and a steak, I had no trouble falling asleep.



On Sunday morning after enjoying the Formula 1 season finale and Lewis Hamilton becoming a two time world champ, I got on the new bike for a pleasant but short ride to Frankfort, KY. Watching the weather very carefully, the huge front that had passed through StL was heading east. Sure enough it hit just as I pulled under the motel portico. I had dinner at a nearby Sushi bar with an interesting guy who was an IT Specialist for the KY Highway Patrol. Monday morning there was still a bit of rain, and the winds were howling like crazy! Leaving Frankfort, I dialed my speed down to around 40, hunkered down over the tank and kept a firm but light grip on the handlebars as the wind seemed to shift directions every few seconds. In Louisville, 64 is somewhat elevated along the Ohio River and rises even more crossing the river. It proved quite a challenge keeping the bike in one lane. As the day wore on either the wind diminished or I got more accustomed to handling it. Not surprisingly, mileage dropped from 42 to around 29 mpg. After lunch with a good friend in Mount Vernon, I headed for home, very glad to pull the new steed into my garage.

The 1150 is now for sale and I'm thrilled with the new moto. I'm looking forward to many miles on it including a daylight crossing of those mountains to see what I missed! **GR**





# 2015 Membership Renewal Form

\$18.00 Individual

\$9.00 additional for spouse/child.

Please complete typewritten or printed.

Name \_\_\_\_\_,

Spouse \_\_\_\_\_

Street Address \_\_\_\_\_,

City \_\_\_\_\_

State \_\_\_\_\_, Zip \_\_\_\_\_ +4 \_\_\_\_\_, Home or Cell PH(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_,

Emergency PH(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Primary member information:

BMWMOA # \_\_\_\_\_, Expiration date: \_\_\_\_\_, AMA # \_\_\_\_\_,

Expiration date: \_\_\_\_\_

BMWRA number \_\_\_\_\_, Expiration date: \_\_\_\_\_

Other M/C organizations \_\_\_\_\_

Optional information: Birthday \_\_\_\_/\_\_\_\_/\_\_\_\_, E-mail address \_\_\_\_\_,

Work PH(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

M/C(s) owned: brand \_\_\_\_\_, model \_\_\_\_\_, brand \_\_\_\_\_, model \_\_\_\_\_

Spouse/"significant other" information:

BMWMOA # \_\_\_\_\_, Expiration date: \_\_\_\_/\_\_\_\_/\_\_\_\_, AMA # \_\_\_\_\_,

Expiration date: \_\_\_\_/\_\_\_\_/\_\_\_\_

BMWRA number \_\_\_\_\_,

Other M/C organizations \_\_\_\_\_

Optional information: Birthday \_\_\_\_/\_\_\_\_/\_\_\_\_, E-mail address \_\_\_\_\_,

Work PH(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

M/C(s) owned: brand \_\_\_\_\_, model \_\_\_\_\_, brand \_\_\_\_\_,

model \_\_\_\_\_

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OFFICIAL USE ONLY!

Payment amount \$ \_\_\_\_\_, cash( ), check/M.O.# \_\_\_\_\_, Regular ( ), Associate ( )

**Mail the completed form and payment to:**

**Mike Burke, 711 Creekbriar, Kirkwood, MO 63122**



# The Gateway Gazette

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The R nineT

In Search of a Better Earplug

Across the Alleghenies



Gateway Riders BMW Club  
PO Box 11563  
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