

Gateway Gazette

**Gateway Riders BMW Club
The Legendary Riders of the Midwest**



February 2014

Volume 42, Number 1
Gateway Riders BMW Club
PO Box 11563
Clayton, MO 63105
www.gatewayriders.com



Hello Club Members!

Al Schroer, President

In case you actually have lived under a rock for the last few years, my name is Al Schroer and I was elected club president at the Christmas party about two months ago. I was club vice-president in 2013 and filled in to chair a few meetings for RJ Campbell while he was traveling. I have been a club member for about 10 years, since back when we met at Malone's in St Peters. I probably would not have known about the club but I was urged to attend by my old friend Fielding Childress. (Seems that a lot of things in my life have turned out well when I pursued something at the request of someone else!) I thought I would know at least someone in the room at that first meeting, but I had no connection with this group at all. But now, after 10 years of hanging with the group at meetings, rides, rallies, and club parties, I feel like I know almost everyone; it's a great group of people and I am proud to associate with everyone. We are all very different but we have a common bond, motorcycles, mostly of the BMW marque, but let's not dwell on that. As I constantly remind myself, it's a social club and the membership is what its all about. I am honored to be the head of the club and guide us on to a great year in 2014.

Speaking of 2014, who is not tired of this ridiculously cold weather? Anyone? I can't remember a winter with this much snow and long periods of frigid temps. This one will definitely go into the record books. I particularly remember a Monday morning when I had to shovel 10" of snow off the driveway to get my AWD car out. It was -11 degrees and I put on winter clothing that I have not had out of the closet for years! Those of us who stayed in St Louis during this winter should get a commendation.

Despite the cold, I managed to get in a couple of decent rides over the winter with the temps getting up into the 50s. Its always good for the soul to get the bike out of the garage and put on a few miles. Somehow I am refreshed by the experience, even more so during the winter months. I enjoy checking the tires, being able to warm up the oil, run some fuel through the engine and exercising the battery. Its not good for fine German machinery to sit idle all winter.

Being the president forces me to face some hidden fears about standing in front of a group, being in charge of a meeting, and taking a lead. To take that further, I have decided to lead a couple of club rides this spring. I'm keeping it simple with routes not requiring a lot of turns so I don't get lost. I hope you will join me. Some rides are better than others, but I have never been on a ride I did not enjoy the experience. The outdoors, the camaraderie, the sport, it keeps me coming back. I'm looking forward to a great 2014 for and with the Gateway Riders. Thanks for the opportunity. **GR**

President: Al Schroer
314-602-3500
acs@paynefamilyhomes.com

VP: Jim Williams
314-974-1815
jimjaws1961@yahoo.com

Secretary: Sue Anderson
314-831-7363
susnandrsn@aol.com

Treasurer: Mike Burke
314-966-6494
mpburke@bryancave.com

Rally Chair: Larry Floyd
314-892-7012
sickleguy@att.net

Membership: Bill McAllister
636-225-6548
wcmcallister@sbcglobal.net

Events: Jeff Ackerman
314-838-2161
m_j_ackerman@sbcglobal.net

Technical: Dave Leligdon
314-575-9454
dleligdon@sbcglobal.net

Webmaster: Rich Race
314-401-5790
fidlridr@gmail.com

Editor: Marilyn Roberts
314-878-5097
mrob46@earthlink.net

Deadline for the next issue is Apr. 10, 2014. The Gazette is published in February, April, June, August, October and early December.

On the Cover: Bruce Shawgo in January at 16,200 feet crossing the Andes. He says, "Dakar 2014. Approaching the top of the pass, visibility was poor, sunny but muddy going down the west side." Maybe he will write something for the next issue?

Late Winter/Early Spring 2014 Events Calendar

Compiled by Jeff Ackerman

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 Rd.; or the MotoMart, on Hwy. 141, just north of I-44 (exit 272); or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

EAST: The Dierbergs or Home Depot – See above.

Shop Rides: Forever Endeavor has shop rides every third Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are March 15 and April 19), followed by a hearty breakfast. Meet at 21 East 5th Street, Eureka, MO. 63025. 636-938-7336.

*Feb. 23: “Woo’s Folly” ride to Diamond Mineral Springs. Meet on the west side of the Home Depot between New Halls Ferry & Old Halls Ferry on the south side of I-270 in North County at 9:45 a.m./leave 10:15. (We’ll take cars if the weather is bad.) Jeff Ackerman 314-838-2161.

*March 1: (Saturday) Ride to River’s Edge or another great Phil destination. Meet at the QuikTrip in Eureka at 9:30/leave 10:00. Phil Sulfstede 314-910-9663.

*March 9: Annual spring ride to St. John’s Gildehaus for the chicken dinner. Meet at BP on Long Road at 9:00/leave 9:30. Jeff Ackerman, 314- 838-2161.

*March 15: Celebrate St. Patrick’s Day on Saturday with Phil and Mary at 3 p.m. Bring a snack and your favorite photos plus we will have a “game afternoon.” Beer and soda will be provided. 675 Gateswood Dr. in Florissant. Please RSVP at with Phil Sulfstede at 314-838-9179.

*Mar. 19: 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 earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 sharp.

*March 23: Ride to Pioneer’s Cabin family style restaurant in Willisville, IL (northeast of Chester). Meet at the Dierbergs grocery at 9:00/leave 9:30. Bill Haugen 314-239-8087.

*March 29: (Saturday) Al, the president, is taking a leisurely ride to the sausage festival in Hermann. Bring your cooler (if it is warm) to take home some goodies. Meet at BP on Long Rd. at 9:30/leave at 10a.m. We will take scenic Missouri Highway 94 to Hermann. Al Schroer 314-602-3500.

*April 5: (Saturday) Spring Tech Session for the new season at Dave Leligdon’s from 8 till 2. 2 Autumn Peak Court, in Summit Heights sub-division, just off Hwy. 141 and Hwy. 30, Fenton, MO. 314-575-9454.

Continued on next page

Events, continued from previous page

*April 6: Ride to Hardin; Chris will lead a paved road group while Jeff leads a group on some gravel and other back roads. Meet on the west side of the Home Depot between New Halls Ferry & Old Halls Ferry, on the south side of I-270 in North County. Meet at 9:00/leave 9:30. Chris Kerckhoff 314-422-1888.

*April 12: Moonshine Run for a burger; a great hangout to see lots of classic bikes. This has to be a real early one to get there on time. Meet at the Dierbergs grocery (see above) at 6:30/leave 7:00. Phil Sulfstede 314-910-9663.

*April 13: Take a leisurely south county ride with the club President to Holtie's for lunch. This ride will be at a leisurely pace with 2 starting spots. Meet at the BP on Long Rd. at 9:00/leave at 9:30 or be at the QuikTrip in Eureka (see above for both) at 10:00, be ready to leave when the group stops briefly. Al Schroer 314-602-3500.

*April 16: 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. People can head to the room first to drop of their things and then get back into the line for the food. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 sharp.

*April 19: (Saturday) The VP is redoing his Hike and Bike Ride. Go for a scenic ride followed by a nice hike (probably in Hawn State Park). Plan on hiking for about an hour or so and then maybe a short ride for a late lunch. Meet at the McStop at Pevely at 8:00/leave at 8:30. Jim Williams 314-974-1815.

*April 27: Progressive Dinner – Our most popular ride is back on the last Sunday in April. See Maps and info the next newsletter. Breakfast (8 a.m.) – Harvey and Ava Small; Soup – Phil Sulfstede and Mary Baker; Salad – George Siede; Main Dish – Penny Burgan and Stewart; Dessert – Marilyn and Bill Roberts at their new place.

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 for more rally information. **GR**

Gateway BMW's GS Challenge, April 12-13. Come out to Honz's place at Rogue Creek and watch participants get all muddy and challenge the terrain. Or you can enter—call Gateway BMW for details on entering or getting to Honz's place. Camping available on site, or motels in Potosi, MO. Food available by reservation.

Supercross, March 29 Edwards Jones Dome
<http://www.supercrossonline.com/Events/2014/03/29/St. Louis, MO/>

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Ace of Clubs

By Jim Shaw

For those of you that don't get the BMWMOA *Owners News*, go to their website or get a copy at Gateway BMW and checkout the "Ace of Clubs" article in the Februar 2104 issue on page 44. I wrote the article and submitted more than just the three photos shown. Quiz: Who are the three gentleman in the BBQ photo? Answers appear in next *Gazette*. I intended for the ON editor to give Judy Graham credit for helping with composition and syntax to make the article readable, but since Vince Winkel has been replaced, maybe the mention was lost in the shuffle. Thanks Judy! Also Judy provided the scanning of old slides that Phil Sulfstede and I dug up at his house one evening. Here are more pictures that you may enjoy. **GR**



WANTED Lost ex-member: KJ Jones who had the club Historian position and related club historical paraphernalia. She lived in Overland, not far from Gateway BMW. Her phone is not in service and her club records are gone too, so without an address I need help from any current or past members to recover club stuff. —Jim Shaw.

Your Rally in Action—What's Going On? By Larry Floyd

Well, the inevitable cold weather with its ice and snow has once again put a chill on our motorcycle activities for awhile. There may be a few nice days here and there that will stimulate impromptu rides. By all means, make sure you are on the group e-mail list so you won't miss any notices. We have a few scheduled events and parties coming up that can easily be done by car, no reason to go into winter hibernation completely.

On the Rally scene, of course the Falling Leaf is months and months away, on the back burner for now, ready to go to on "simmer" when the time is right. However, you ought to be giving some thought to the rally scene in general right now to be ready when things ratchet up. There are a few rallies in the next few months in warmer climes but, realistically, most of us will have to content ourselves for the next few months with planning our upcoming rally year.

If you are a "rally rat," now is the time to look ahead with anticipation and decide how to allot those precious vacation days. If you have never been to a BMW motorcycle rally, or have only been to a few, then by all means consider upping your game in 2014. Why not set a goal to at least try one rally? There are several good, close rallies that would require little to no vacation time. The Oz Rally in Kansas is an easy half day ride which can be done on some great mid-Missouri two-laners. Iowa is the next weekend, again a relaxing ride North to the Amana Colonies, a terrific destination for tourism as well as rallying. The motorcycle museum in Anamosa is only a few hours from the Iowa Rally site. If you have never been, you are really missing a great opportunity. Another close rally is the Missouri State Rally in Crane. Look at the map. Crane is pretty close and accessed by some nice, scenic squiggly lines. Perhaps the closest of all, save the Falling Leaf, is the new Trail of Tears Rally near Cape Girardeau. They have a new venue that is very convenient and accommodating to the motorcycle traveler.

The local club rallies are always fun, but don't forget the MOA and RA national rallies. Both are within a day and a half of easy riding this year - make your plans now if you want motel space!

If you still are a little bit hesitant to try a rally because you are not into motorcycle camping, fear not! All the rallies mentioned here can be done by motel. Also, we have a lot of experience with motorcycle camping; if you have ever wanted to try it, the resources are there! We have people with a lot of experience in what to take, how to pack it, and how to use it. I know I have quite a bit of extra gear that I would be happy to loan out to a novice rally rat itching to give it a try.

If you do go to rallies other than our own, let me know what you like or don't like about them. Compare them to the Falling Leaf and give me your feedback. Finally, mark the Falling Leaf Rally as a "MUST DO" on your 2014 calendar! **GR**

F & M Motorcycle Refinishing

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Executive Council Approves One-Year Trial for New Member Welcoming/Informative Program

By Rich Race

At the February Board meeting approval was given for a one-year trial of this new program. The program was developed by an ad hoc welcoming committee active for the past year. The program has these goals:

- inform new members about the various club activities
- make new members feel welcome to participate in club activities
- inform new members about club structure and operation
- make new members aware of club officers and directors functions
- establish a system to learn about a new members background and interests
- establish programs/means to integrate new members into club activities
- encourage current members to interact with new members.

The new member program has three components:

1. After a member is voted in, a current member will help them learn about the club. This “Welcome Mat” will provide an informative Handbook, put an article in the *Gazette* about the new member, and introduce the new member to a “Club Buddy.”
2. The Handbook is a printed reference document with club information, contacts, resources, and benefits.
3. A Club Buddy is a volunteer from current members who is the designated resource contact for the new member. They will stay in touch with the new member, encouraging participation, and answering questions.

The ad hoc committee that developed this program will stay in place during this one-year trial. Their roles are:

Mike Burke – Welcome Mat program

Rich Race – Club Buddy program

Mary Shawgo – Effectiveness Assessment program

Larry Floyd – New Member Handbook; committee chair

Please contact any of these people to find out more about the program or to volunteer to participate. **GR**

New Member Profile

Stephen and Nancy Mooney joined the club at the 2013 Christmas party. They live in Pacific Missouri. Steve says about his experience "I have been riding since I was 13 years old. My first motorcycle was a 1962 Honda Superhawk 305. My favorite ride was in Utah. It was a solo ride, 3 national parks in 9 days, 3500 miles. My current ride is a 1200 GS Adventure."



Getting to St. Paul

By Jim Shaw

This issue I'll just highlight some of the interesting places to visit along the way to the 2014 BMW MOA National in St. Paul, Minnesota. Before next issue I hope you'll recommend additional items that I can include when I go into detail about routes and places.

If you have only one day you can take the "Avenue of the Saints" or spend two or more days via the Mississippi River route.

If you're new to the Midwest you could take 2 days up the River Road (IL100) from Alton, IL or Missouri 79 toward Hannibal, Mark Twain's home of Tom Sawyer and Huckleberry Finn. Along the way there are bridges and ferries to crisscross the "Big River." In Navuoo, IL there's a Mormon historical site. In Ft. Madison, IA is a pioneer settlement and fort. In the Quad Cities area is the Rock Island Arsenal and John Deere visitor center. There is a great campsite in Savannah, IL. The Mississippi River Museum and Visitor Center in Dubuque, IA is a great place to visit; the otter habitat is my favorite. Potosi, WI has the National Brewing Museum. The Effigy Mounds National Monument in IA is a native American burial site.

By going the short route you'll miss the Mississippi River where it becomes clear and extremely scenic along the bluffs in Wisconsin, Iowa and Minnesota. Considering Midwest heat in the summer, plan on reserving at one of many mom & pop motels along the way. There are still some hometown cafes and restaurants along the way, also. **GR**

Brake Systems By Dave Leligdon

I was requested to do a write up on brake inspection and maintenance for our motorcycles. The history of braking goes back to the days when you wanted to stop you pulled back on the reins and said “whoa big fellow.” The advent of the horseless carriage caused designers to come up with a way to stop as well as go. These braking systems all relied on friction. Friction between the brake and wheel, as well as the friction between the tire and the ground.

It should be noted that there are two forms of friction, static and kinetic. The two are different in only what their respective “coefficient of friction” is. By definition static friction occurs when there is no movement between the two bodies in contact. Kinetic friction occurs when there is sliding between the two bodies in contact. The coefficient of friction is higher for static friction vs kinetic friction. The coefficient of friction is defined as the ratio of the force required to move an item to its weight (or normal force). If it takes 10 pounds to pull a 100 pound block, the coefficient of kinetic friction is 0.1. If it takes 20 pounds to get the block moving the coefficient of static friction is 0.2. In real life we all know that when pushing or pulling a heavy object, it takes more effort to get it moving than to keep it moving.

Now “why is this important?” you ask. Well, regardless of what type of braking system you have, drum or disc, mechanically or hydraulically activated, the effects are the same. Let’s say that you are traveling along in your car or bike. As long as the tire and road are going at the same velocity static friction is in play. You can accelerate, stop and steer the vehicle. Let’s say you have to stop. You operate your brake. There is kinetic friction between the brake shoe or pad and the drum or disc and static friction between the tire and the road. The work done by the braking system slows the vehicle. All is well. Now let’s say we have to make a panic stop. If you vigorously apply the brake, the wheel can lock up. The friction between the tire and the road become kinetic, the friction is lower. At the same time the relative speed between the brake and the wheel becomes zero and the friction becomes static, which is higher. This phenomenon tends to keep the wheel locked up.

While the wheel is rolling one can maintain control of the vehicle and steer. When the wheel starts to skid, the wheel can travel sideways. Usually the rear wheel locks up first. This is caused by the fact that as one decelerates the weight of the vehicle is transferred to the front wheel. This increases the load on the front wheel and decreases the load on the rear wheel. Locking up the rear wheel can cause the vehicle to rotate. In an automobile one turns into the skid as this will straighten out the vehicle. On a motorcycle releasing the brake will cause the bike to straighten out. (The last time this happened to me the rear wheel tried to pass me up. When I released the brake the bike straightened and caused a “tank slapper.” Fortunately I brought the bike to a safe stop.) The advent of the ABS eliminates all of the above problems. Discussion of these systems will be saved for another day.

On modern motorcycles the front and rear brakes are hydraulically operated disc type. The front brake assembly is larger than the rear to balance the braking forces and eliminate rear wheel lock up under normal braking situations. Activating both front and rear brake during stopping is the most efficient way to stop. The main components of the braking system include the brake lever, master cylinder, brake hose, caliper, piston, brake pad and rotor, and of course brake fluid.

Hydraulic systems work due to the fact that fluids transmit equal pressure to all parts of a closed system. Your brake system is a closed system. When you activate the brake lever it acts on a small piston in the master cylinder. The pressure created is a function of the force applied to the piston and its diameter. The fluid pressure is proportional to the force and inversely proportional to the piston area. The flow or

Brakes, continued on next

volume displaced is a function of the piston diameter and its stroke. As you activate the lever the pressure created in the master cylinder is instantly transmitted to the caliper via the brake hose. This pressure will now act on the caliper piston and force the brake pad toward the rotor. This force will cause friction between the pad and rotor and slow down the wheel. The size of the master cylinder's piston and its stroke must be large enough to provide enough volume to move the caliper piston far enough to cause the brake pad to contact the rotor. This volume will displace the caliper by the inverse of the piston diameter.

For example, take a master cylinder with a piston diameter of 14mm and a stroke of 20mm. The volume displaced is the area of the piston, 154 mm^2 (πr^2) times the stroke of 20mm which equals a volume of 3,078 cubic millimeters or approximately 3 cubic centimeters. Because the brake fluid is an incompressible fluid this volume will move a 40mm diameter caliper piston, by the volume of fluid 3,078 mm^3 divided by the area of the piston, 1256 mm^2 (πr^2) or 2.54 mm, which is not very much.

Maintenance of the braking system consists of working on the following items: pads, piston seals, fluid changes and bleeding.

If your brakes are working "OK" the wear item will be the brake pads. Timely inspection of the pads will give you an idea of the rate of wear and when replacement should be scheduled. If the friction pad reaches the thickness of a well-worn dime, replacement should be considered. Letting the friction pad become too thin could allow the steel backing pad to come in contact with the rotor and score it. Pads are a lot cheaper than rotors.

There are two types of caliper assemblies, fixed and sliding. The fixed caliper has a piston on both sides of the rotor. This design tends to keep the pads aligned and wear evenly. This is due to the fact that the pistons have sealing rings with a square cross section. As the piston is extended the seal deforms to a rhombus shape. As the pressure is released the seal will retract the piston slightly, preventing contact between the pad and the rotor and hence pad wear.

On a sliding caliper, there is only one piston. As pressure is applied the piston extends and the pad moves, when its pad touches the rotor the caliper must slide to allow the far side pad to come into effect. As pressure is released, the piston retracts but there is nothing but the rotor/pad interference to push the fixed pad away. Any sticking of the caliper can cause this pad to remain in contact and wear faster. When inspecting sliding caliper brakes it is important to verify that the fixed pad has adequate thickness.

Replacing pads is a relatively simple procedure. Remove the caliper assembly from the frame or fork leaving the brake hose attached. The pads are normally held in place with cross pins, which are held in place by pins, clips or springs. Each caliper design is different. Remove the pin holders and the pins and the pads will be free to be removed from the caliper assembly. In some sliding caliper designs the pins just slide back into the caliper body, allowing the pads to be removed. Once the old pads are removed the new pads can be installed. Installing the cross pins and clips will allow you to replace the caliper assembly on the bike. Because the piston will be extended due to the worn pads one must retract the piston by forcing the pads away from each other with a large screwdriver or small pry bar. Forcing the piston back will push fluid back into the master cylinder. If you have not added brake fluid since the last pads were installed, the fluid will return to the "full" level. If you added brake fluid to keep the reservoir full as the pads wore out, you might have to remove some the fluid as the reservoir can overflow.

After the caliper is reinstalled on the bike most mechanics will want to bleed the brake system. This procedure as well as rebuilding the master cylinder and caliper will be covered in the next issue of the *Gazette*. **GR**

Info on E15 Fuel Contributed by Jim Shaw from the AMA website

February 10, 2014

PICKERINGTON, Ohio -- The Agricultural Act of 2014 signed into law by President Barack Obama contains a provision that helps deter distribution of E15 fuels into the U.S. marketplace.

The American Motorcyclist Association considers this farm-bill provision a major victory for the owners and riders of the estimated 22 million motorcycles and all-terrain vehicles currently in operation.

Those vehicles could be damaged by the use of E15 fuel, a gasoline formulation that contains up to 15 percent ethanol by volume. Also, use of E15 can void owners' vehicle warranties.

The Agricultural Act of 2014, which extends through 2018, prohibits the use of Rural Energy for America Program grant money to purchase and install ethanol blender pumps to dispense E15 at the retail level. Agriculture Secretary Tom Vilsack intended to use REAP funding to install 10,000 blender pumps by 2016.

"It is gratifying to see our efforts on behalf of U.S. motorcyclists and ATV riders achieve this level of success," said Wayne Allard, AMA vice president for government relations. "We plan to continue to monitor the E15 issue, including the Environmental Protection Agency's proposal to reduce the 2014 requirements under its Renewable Fuel Standard."

The AMA has worked since 2011 to prevent the distribution of E15 fuels, seeking independent scientific tests on their effect on motorcycle and all-terrain vehicle engines and fuel systems. After the introduction of E15 into the marketplace, the AMA fought its spread, because of concerns about inadvertent mis-fueling at blender pumps.

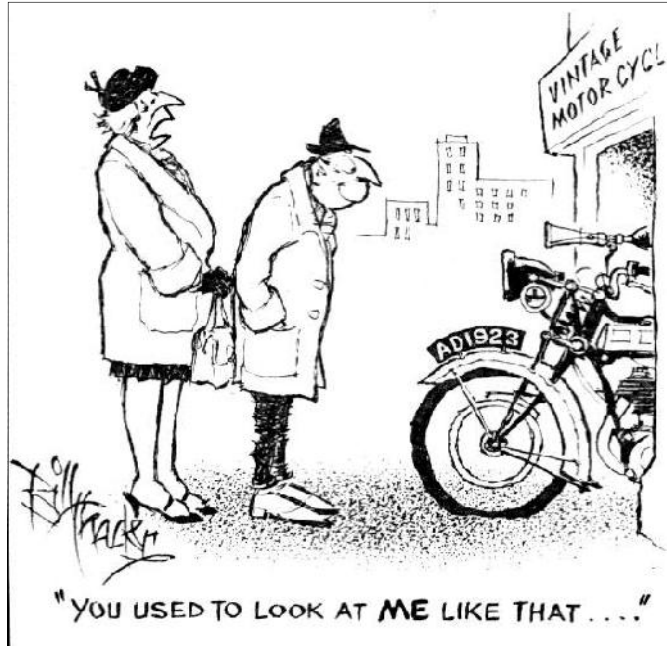
Although the EPA has approved E15 use in 2001-and-newer light-duty vehicles, which include cars, light-duty trucks and medium-duty passenger vehicles, the EPA has not approved its use in any motorcycles or ATVs. **GR**

After reading the article on the Ladies Tech session at Gateway BMW I noticed the "fix a flat" exercise used the "worms" type plugs that require more skill than necessary. The **Dynaplug** brand repair kit I wrote about in the October 2011 *Gazette* works much better with less fuss. Dynaplug also offers smaller metal kits in aluminum or stainless steel. The latest issue of *Motorcycle Consumer News* has pictures and details on the back page that recommend this product as I do. —Jim Shaw.

Jefferson City, Mo.: House Bill 1368, sponsored by Rep. Kurt Bahr (R-O'Fallon), would prohibit any global positioning system or other technology that identifies and records a person's location to be used to monitor mileage traveled by any motor vehicle on any road, highway, or street in the state for the purpose of imposing any tax on the mileage traveled.



AMA club member patches and pin (left) are available for purchase for \$3 to \$5 each. Let me know if you're interested and I'll order them. —Jim Shaw.



Ice Races ... Photos by Chris Kerckhoff.



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The Gateway Gazette

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