

# Gateway Gazette

Gateway Riders BMW Club  
The Legendary Riders of the Midwest



December 2015



Volume 43, Number 6  
Gateway Riders BMW Club  
www.gatewayriders.com



## Hello Club Members!

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**Deadline for the next issue is February 10, 2016. The Gazette is published in February, April, June, August, October and December.**

This is it! I'm OUT! My term as president of the club is expiring at the end of the year.

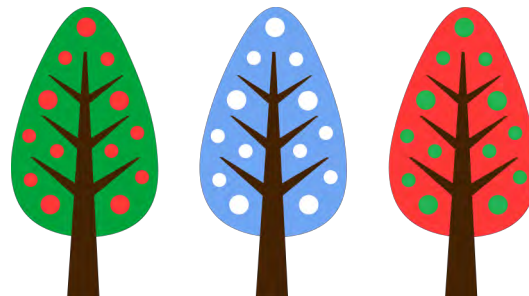
It was a great year for all of us members. We just capped it off with the largest Holiday Party that anyone can remember. We had 87 guests and I hope everyone had a great time. I did until I got some sort of stomach problem at the end. (No idea where that came from!)

I have not heard the statistics yet, but it seems like we have had great attendance at meetings, at rides, and at parties. From my perspective, it appears that everyone is enjoying being a part of the Gateway Riders. I feel really good about that because I think that is (and should be!) our purpose. We may not all agree on presidential candidates, gun control, immigration, taxes, and all the other issues facing us today. But doggone it, we can all take a break from our jobs, our daily lives, and our worries, and enjoy a great time riding with its accompanying camaraderie. I look forward to every event and meeting and thoroughly enjoy myself. I sincerely hope that everyone feels the same way. It defines what we are about. It's our mission statement.

The club is in very good financial shape. We will be deciding dues for 2016, electing new officers and it's likely that there will be some new directors appointed. We will be voting on some much-needed bylaw changes. Change is good. It's time for others to make adjustments as they see fit, it's time to try someone else's new ideas. It helps make the club stronger in the long run.

Thanks for allowing me to take my shot at helping make this a fantastic club. It's been a great ride. I hope to see you soon but from the audience, not from the front of the room.

— Al



**On the Cover:** Mary Shawgo shoots a picture of hubby Bruce at the BMW GS Trophy Challenge qualifier in Bixby, Mo. last September. See Bruce's article about the event, held for the first time in the Midwest.

## Winter 2015/2016 Events Calendar

Compiled by Jeff Ackerman, Events Director

*Note: The ride starting points depend on the direction we are going. See the list below:*

**NORTH:** The QuikTrip at 2791 Dunn Rd.; it's the QuikTrip at New Halls Ferry and Dunn on the north side of I-270.

**SOUTH:** The McStop at Pevely (Exit 180 off I-55 at Z) OR the south end of the Dierberg's mall 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 I70 (exit 222) by I370 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 Dierberg's on 21 (south) or QuikTrip at 2791 Dunn (north) – See above.

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. 16 and Feb. 20), followed by a hearty breakfast. Meet at the new shop at 518 East Osage, Pacific, MO 63069. 636-257-8343. Check first because of the weather and time of year.

### Holiday Open Houses:

Dec. 19: Donnelson 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 need volunteers for the St. Patrick's Day (or Valentine's Day if that is what you really want) party.

\* Dec. 31: New Year's Eve Party – Celebrate 2016 with Marilyn and Bill Roberts. See map on left below. 314-591-5097. 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): Jim Shaw is leading the ride to a TBD destination. Meet at the QuikTrip at 2791 Dunn Rd. at 9:30 a.m./leave at 10:00. If it is really cold or bad weather the group ride will be canceled. If you can't make the club ride Events Director 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.

\* Jan. 9: Ice Racing at the Family Arena in St. Charles. Racing starts at 7:30 p.m. Meet at the Cracker Barrel at 901 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.

\* Jan. 20: 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 by 8 p.m., so arrive no later than 6:30 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

Note: As usual, the International Motorcycle Show isn't coming to St. Louis this year. The closest location will be in Chicago on Feb. 12-14. I haven't yet heard anything about a local show downtown, like last year.

\* Feb. 7: 50<sup>th</sup> Super Bowl Party with Jill and Al Schroer. Bring snacks and your favorite beverage if you don't like beer or soda. The game starts in the late afternoon (around 5 p.m.), show up 1 hr. before game time for pre-game festivities. 8 Upper Whitmoor Dr., Weldon Spring, MO. 63304. See the map below. Al and Jill Schroer 636-441-8038.

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.

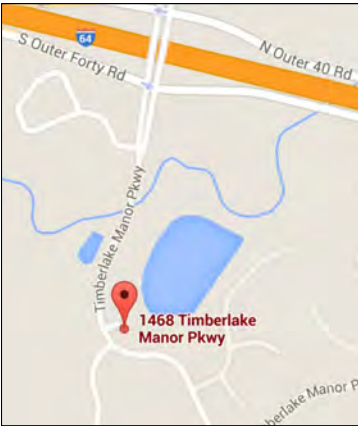
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\* Feb. 17: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Rd., St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out by 8 pm, so arrive no later than 6:30 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

\* Feb. 28: "Woo's Folly" ride to Diamond Mineral Springs. Meet at the QuikTrip at 2791 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.

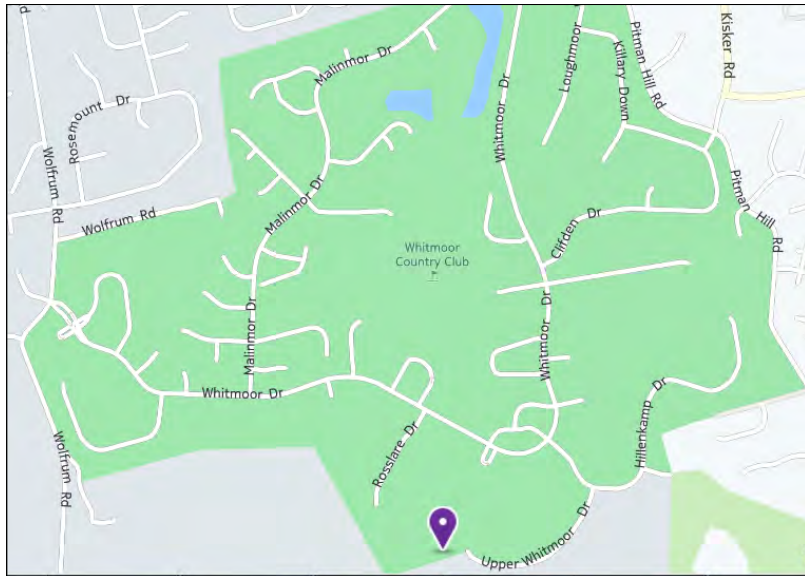
**GR**



### New Year's Eve Party

Marilyn and Bill Roberts  
1468 Timberlake Manor Pkwy.  
Chesterfield, MO 63017  
314-591-5097

House is the second 3 car garage on the left. The first 3 to arrive may park in the driveway, and the 4<sup>th</sup> to arrive may park perpendicular behind those 3. Others park on the house side of the road only (the road is an entry road and not wide enough for cars parked on both sides).



### Super Bowl Party, Feb. 7, 2016

Al and Jill Schroer  
8 Upper Whitmoor  
Weldon Spring, MO 63304  
636-441-8038

## Last Ride of the Season

By Jeff Ackerman

The last ride of the 2015 Gateway Riders season on November 22 started out sunny, but 19°, when I got up. By the time I left for the starting point, the temperature was in the low twenties and rising. I typically rotate through the bikes and it was the Suzuki's turn. However, with no windshield or heated grips, the Suzuki was replaced on this ride by the new GSA with its heated grips and ample wind protection. About half way to the BP on Long Rd. I noticed that Phil Sulfstede, on his new GS, had fallen in behind me on I-270. The I-270/I-64 ramp was scary with a wide wet spot in the middle of the curve with ice clearly visible on the shoulders. We both cut straight across the area with no acceleration. However, I did see salt pellets on the road and the area probably was melted. Upon arrival at the BP, Phil made a comment about the pucker factor. I said that I was surprised he hadn't ridden his RT because of the temperature. Because I was leading him by one point in the activity points contest, he said that he showed up to give me a run for my money and would have won again if I hadn't showed up.

Seven riders made it to the starting point for the ride led by Jim Shaw. There were three RTs, three GSAs/GSs, and Jim was leading on his fully-faired K1200GT; it was not a day for naked bikes. Ron Murray begged off on the ride because he had a party later in the day so Jim took off with the remaining five of us in trail. The destination was Bowling Green and Jim led us west and north by a set of backroads not usually part of a club ride. The route was scenic with a number of curvy roads. The temperature continued to slowly rise through the thirties during the ride. However, once we got to around Silex, I started seeing patches of snow on the north facing road ditches even though the road was clean and dry. The snow became more prevalent the farther north we went but the roads continued to be clean and dry. By the time we got to Bowling Green, the lawns and other grassy areas were all covered with a light dusting of snow from the previous day. We eventually arrived at J & J's Roadhouse for lunch where the buffet was a turkey-and-all-the-fixings special. It looked good but with Thanksgiving coming up we opted for sandwiches or breakfast. The food was great and there was plenty of it.

During lunch, I observed that of the six people present, we had the top five finishers in the activity points contest this year plus Art Belt, the head of the early Sunday morning Jack's Pack rides. This is pretty much a good indicator of the dedication of this group to riding. Bragging rights for the final standings for all five of the top spots was determined by this final ride. I came in first over Phil by a point; Chris Kerckhoff secured third by two points over Jim; and Jim, the ride leader, secured fourth over Dave Anderson, who came in fifth.

After lunch, most people headed back to St. Louis. However, I decided it was a good time to explore some of the area's blacktops, which I had wanted to do for years. I didn't have the GPS along and didn't bother to get my map out. I took 54 towards Louisiana and turned onto NN; it is fairly curvy and eventually wanders back to Hwy. 61 three miles south of Bowling Green. I went south a few miles on 61 and turned back east on F. I figured it would cut over to D (at least as a paved county road). After a few miles, F did turn into a paved county road (CR251). At that point I decided I would not turn around if I came to gravel but wouldn't deliberately turn onto gravel. I would have done this with my RT but the GSA was just all the more reason not to shun gravel. The paved surface started to degrade pretty quickly and turned back north. I came to a nice gravel road headed east but decided to stick with the pavement for the time being. Eventually the road did become gravel which was actually better than the bad pavement. The rain/snow of the previous day had eliminated any dust and provided good traction. Unfortunately the road came to a low water crossing with a couple of inches of water over the concrete just around a curve. At that point, I decided I would turn around if there was ice. However, with the temperature about 40° and after close inspection I determined there was no ice present so on I went. I took the next gravel road east and it took me over to D, which runs from Eolia to Louisiana. Sighting on the sun for direction, I took D south, through the little town of Stark, to N. I had always wanted to take N, so I took it east, past the Tivoli resort to Hwy. 79 just north of Clarksville. In Clarksville I picked up Hwy. W and headed south, eventually picking up Y and then Hwy 79 on the way home.

All in all it was a very pleasant, albeit cool day of riding with friends. Plus some interesting roads were explored and removed from the "I should check that road out someday" list. The new R1200GSA is turning into the perfect bike for much of the riding I do, with much better road manners than the KLR (with its knobby tires and big single engine) but still good on gravel roads. **GR**

# Social Media

By Rich Race

[George Carlin](#) (RIP) gave us humor in oxymorons, like jumbo shrimp. People together but not interacting with each other, while busy on their smartphone, are using social media! Carlin could have made us laugh about that. Our club uses social media. Could we be using more, or using it more effectively?

We have a [website](#). The site is set up so multiple people can contribute content: Jim Shaw maintains a blog about AMA and motorcycle relevant laws and other items of interest to us all; Jeff Ackerman puts events on the site; Marilyn Roberts puts the *Gazette* out there; and Cathy Bissell keeps the roster current and provides a place for perspective members to contact. Do you have an idea or are interested in providing content for the site? There used to be a page of links to interesting and useful websites. Would you like that revived? Would you like to do that for the club? I welcome all feedback, suggestions, and ideas for the website.

The club has a [photo gallery](#) on the web. Are you interested in photography? The club could use some help to organize and maintain the photo gallery.

The club has two Facebook groups. The public group for [the Falling Leaf Rally](#), with 181 members (at the moment), was set up by Todd Bray and a few people help administer the group. The purpose is to increase awareness of the rally. Another Facebook page is a closed group for [Gateway Riders](#), administered by George Siede, currently with 163 members. Being a closed group, people have to be invited or ask to join. The purpose of this group is to increase awareness of the club, and potentially interest people in joining the club. Generally anybody can join these groups, and if they set up their options, receive emails anytime there is a post to the groups.

What else could we do with social media? There are suggestions by a few people that there should be a members-only closed Facebook group. Do you agree? Not all members use Facebook. Would you be willing to be one of the administrators for such a group? What about other media? Could we use Twitter to send out brief announcements or notices, like about weekend ride starting points or starting times? Is there a better way to maintain a group email list? Is there a way we could send group text messages? What other emerging media could help our club stay in touch? Our club needs people that are avid users of social media to help the club stay current. **GR**

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# GS Trophy Challenge Qualifier – One Competitor’s Experience

By Bruce Shawgo

Check another one off the bucket list (well....maybe not)!

When BMW GS models took off after the showing of the Long Way Round series, I couldn’t get enough of the GS BMW models. For me, it was the perfect marriage of a life-long interest in motorcycles, especially off-road riding. Earlier this summer, BMW announced that it would once again be holding U.S. based qualifiers for its *GS International Trophy Challenge*. For the first time, a qualifier would be held in the Midwest. I was the second person to sign up.

*So what is the GS International Trophy Challenge?* The Challenge is a global, BMW-sponsored event held every two years. This year makes the fifth such competition where teams of BMW riders chosen from all across the globe through a series of local qualifiers compete in an Enduro style contest that combines on and off road riding skills while riding through some of the most remote and scenic places on the planet. Past locations for the GS International Trophy Challenge have included Canada, Tunisia, South Africa, and South America.

*And this year’s US Team Qualifier was special!* In addition to the one held on the east coast and another on the west coast, for the first time a third qualifier was conducted in the Gateway Rider’s backyard – **Bixby Missouri**. Competitors were allowed to ride any year or model of BMW GS motorcycle excluding the X450. Along with the East Coast Qualifier winner and the West Coast Qualifier winner, the Central Qualifier winner would represent the United States at the GS International Trophy challenge in Thailand from February 28<sup>th</sup> to March 5<sup>th</sup>, 2016. Also, for the first time, BMW has added a Women’s GS Trophy team that will compete separately in Thailand.

*What will the International competition be like?* BMW anticipates participation from 19 teams consisting of more than 26 countries for a total of over 100 riders. Event organizers say the event is all about “teamwork, friendship and shared experiences on BMW GS bikes.” However, unlike past Trophy Challenges, participants won’t be riding on wide gravel tracks as they did in South America or Canada. Instead, riders will ride rougher tracks with a lot of riding in jungle conditions and country landscapes of the ‘Golden Triangle’ area bordering Laos and Burma.

While in Thailand, riders will ride identical, new, R1200 GS LC models provided by BMW. As well as having their travel fully funded by BMW, riders will be completely outfitted in gear including BMW Rally suits – all gear is theirs to keep.

*How did the Qualifier end up in Bixby?* Originally, BMW contacted Bob Honz at Gateway BMW to host the qualifier. Due to concerns of accommodating 60 to 70 riders as well as spectators, Honz suggested BMW contact the Midwest Trail Riders Association (MTRA) in Viburnum, Mo. The MTRA club grounds would be perfect with its permanent facilities, 600 acres of riding area and excellent campground. MTRA Legislative Director Eric Thomas was in charge of running the event with the help of the club’s hard-working volunteers. They pulled together an awesome three day event.

*Off to a rocky start.* Sign-up for the qualifier was like riding through deep mud. Rumor has it that BMW’s event organizer moved on, leaving this year’s U.S. qualifiers a bit disorganized. Postings for the qualifiers went out about a month before the first round in S.C. but application forms weren’t available until one week before the first qualifier September 11<sup>th</sup>-13<sup>th</sup> and two weeks before the Midwest event on September 25<sup>th</sup> – 27<sup>th</sup>. Advertising was scant and mostly word of mouth. Riders showed up in South Carolina to find only 17 other competitors while in the Midwest there were only 13. In contrast, the California event at the end of October had more press (mostly from RawHyde) and 38 people competing as well as scads of spectators. Well, what we in the Midwest lacked in numbers, I am sure we made up for in enthusiasm.

What a great bunch of guys with interesting backgrounds – two were from Alaska, two from Ohio, one from Colorado, two from Kansas and one from Illinois, Racer Dave from Columbia, Mo., and Taylor Dixson from St. Louis. Gateway BMW’s own Shannon Logan and Bob Honz rounded out the group.

*What to ride?* While I could have chosen to ride my 2009, R1200 GS, I wasn’t eager for the scrapes and dents the rough riding conditions could leave me with. The 1200 was also shod with street tires, which would need to be replaced with fresh knobbies. Instead, I opted to ride my project bike, a 2001 650GS Dakar. This summer I had completed the installation of KYB upside down forks with Emig Racing triple clamps, new front wheel and hub assembly with supermoto front brake. These updates increased the travel to 10 inches, gave great front braking and a stronger front wheel. The extent of my rid-



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ing on the recently reassembled Dakar was an hour at St. Joe State Park and two days commuting to work. I was really eager to try it out. I expected my biggest problem would be remembering that this event was not the fast paced Hare Scrambles I'm used to. Riding these big bikes off-road is more like moto-trials and requires slow speed balance combined with clutch and throttle control. It was important to take my time - not an easy mindset for me.

*Ready, Set, Go - Day 1!* The qualifier kicked off on Friday morning with a kind of road ride. This test was designed put the rider's orienteering skills to the test while showcasing the great riding in the area. Competitors were given a listing of 5 waypoints with rough description of the destination (e.g. 3 miles east of Bunker and 5 miles on CR862) and GPS coordinates, not in any particular order. Riders could not return to the MTRA starting point before 3 p.m. or after 5 p.m. without being penalized. A card was punched at each waypoint. Destinations could be navigated in any order with the competitor deciding his own route. I was really unprepared for this test. As some in the club will attest, navigation isn't one of my strengths. I had not equipped the Dakar with my Zumo GPS and as an afterthought had taken my old hand-held GPS in the tank bag, not realizing I had forgotten how to enter the waypoint coordinates, the batteries were half dead and the maps 7 years old. While most of the others started their route, I took a little extra time to get my bearings and plan the old fashioned way on a ripped 4" square of outdated Missouri road map - all I could find in the truck. Surprisingly, I made it to all the destinations including the lunch stop at Koi's Restaurant in Bunker. I was really shocked when the waitress said I was the first rider she had seen. Folks at Koi's were really interested in the event and looking forward to meeting the other competitors. My route consisted of about 20% gravel roads with the balance on some of those great paved routes many of us are familiar with, like RT 32 and AA between Bunker and RT 19 (which was actually the first time I had ridden it). Others were some poorly marked two-track in the Sunlands Conservation Area near Round Spring. Surprisingly I was the first rider back and with a perfect score for the day. Everyone got the full 100 points as well, including James King who had ridden straight through from New Mexico, started two hours late and still finished the route at 4:59 p.m.!

*Day 2 - Beginning the real off-road stuff.* After a great night of sitting around the bonfire swapping stories and getting to know each other, we started Saturday morning with a rider's meeting to discuss the upcoming events. Each rider would complete a loop with 8 tests; a maximum of 100 points per test could be awarded. Depending on the obstacles making up the test, points were subtracted much like they would be in a trials competition - stalling the bike, falling off, dabbing a foot to the ground, or going off course (which results in loss of all points). A rider could opt to skip a test entirely, receiving the maximum point penalty and 0 points for that test. Also some tests had an 'easy' option but an automatic deduction of half the points. Riders were not permitted to preview the course or watch other competitors prior to entering a test.



The first test proved to be the most difficult. It began with a steep drop down the bank into a dry creek bed followed by an immediate right. The test was a serpentine route around roots and logs then up the bank to the end. Making tight turns on a 500+ pound motorcycle while negotiating large, loose rocks and gravel without dabbing, stalling or falling was really tough. I dabbed several times and, not having seen the difficulties the other riders were having, thought I had done poorly, but ended up with the best score for that section. Other tests included a short hill climb, two sections of baby-head rocks, negotiating a series of angled telephone pole sized logs, a water obstacle, tight woods section and weaving over a series of whoops.



tions of baby-head rocks, negotiating a series of angled telephone pole sized logs, a water obstacle, tight woods section and weaving over a series of whoops.



After a much welcomed lunch, the morning test scores were posted and I was again surprised to find myself near the front, second place behind the points leader from Columbus, Ohio, Tom Asher. We continued into the afternoon running the morning tests in the reverse order and direction. Riders rode the afternoon tests in the morning's finishing order leaving me following Tom in each event. During the lunch break, many of the test areas had been altered to increase the difficulty. The uphill was now a serpentine downhill where the rider had to stop four times on specific spots on the loose dirt while negotiating cones. The water course was made deeper but still, due the solid pond bottom, was pretty straight-forward for most, provided you picked a straight rut through the mud.

At the end of the day the finalists were announced. Six riders would proceed to Sunday's competition, Tom still in the lead with Shannon and me still in the running. On the final day all riders would ride the same new R1200GS LC motorcycle, courtesy of Gateway BMW.

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*Day 3 – Deciding on a winner.* The first test of the final day started with a single wheel, a 1000 pound earthmover tire that the finalists pushed up and down a gravel path, followed by carrying cones to set up a slalom course to PUSH a R1200GS through, after first picking it up off of the ground then returning the GS to the starting spot, and oh, putting it onto the kickstand pointing the same direction you started from. The final task was to carry an open 5 gallon container to fill a 5 gallon bucket. Spilling meant two trips to complete the bucket fill so speed had to be tempered by sloshing. The Physical Challenge was the only 200 point and the only timed event. We were required to wear our riding boots throughout. Most of us were wearing motocross boots which are not conducive to running, further increasing the difficulty and times.



As with the second round on Saturday, the running order for the Physical Challenge was the finishing order from the day before. It was a bit of a disadvantage going early and times improved as everyone learned from the previous competitor. This was the only event on the final day in which we could preview the course and watch the other competitors.

Nine new tests were planned for the remainder of the day, including the Hill, a serpentine off-camber down and then up-hill section; and an axle deep water section requiring full lock turns within the course boundaries.

The BMW folks provided the design of the obstacle course to be used for the final qualifier. These remaining 7 tests were ridden in sequence starting with a ride between two parallel beams followed closely by a tight slalom, a single balance beam then into the ‘garage,’ a slalom through the sand to a section of 10 truck tires laid flat and finally another balance beam with a bend in the middle. Nothing to it, right!

The scores for the obstacle course of 7 tests were a mixed bag for most of the finalists with Tom Asher solidly building on his lead. Shannon Logan and Lee Garrett, (Wichita, Kan.), moved into 2<sup>nd</sup> and 3<sup>rd</sup> respectively and I moved down to fourth. Tom finished a solid 400 points ahead of 2<sup>nd</sup> place with a mere 117 points separating 2<sup>nd</sup> from 6<sup>th</sup>. There was no question at the end of the competition that Tom had earned his spot at the top and is headed for Thailand!

BMW provided media coverage including rider interviews, photos and videos for use in a yet to be released promotional video. James and Taylor Dixson of St. Louis’ own Atomic Dust took some pretty spectacular drone footage, steady cam video and still shots (<http://www.atomicdust.com/on-location-video-production-with-bmw-motorrad/>).

*Final Thoughts* - Although it wasn’t obvious to those who competed in the Midwest qualifier, getting the event up and ready was, we found out later, a real challenge for the volunteers at MTRA. BMW had said they would show up with a truck full of stuff and set up all of the courses. It apparently didn’t happen that way. MTRA member George Seigfried stepped up and designed a challenging series of tests spread out over more than a hundred acres of club grounds for use on Saturday and Sunday. He connected each testing area with trails comprised of gravel, dirt, and grass that gave the competitors a great ride through both wooded areas and fields. Just prior to the qualifier, BMW reps from the BMW Performance Center in South Carolina arrived to review the testing areas, adding elements to make them a bit harder, their goal being that only the best rider complete the course with a perfect score.

Riding the R1200GS LC for the first time on an off-camber downhill was definitely a challenge. The throttle response is significantly quicker than my R1200GS and I found it more difficult to control in slow maneuvering. When the front wheel slid down the Hill I grabbed a handful of throttle and found myself and Honz’s bike rolling down the hill (thank goodness it wasn’t my bike!). Overall, I don’t think my choice of F650GS versus R1200GS would have made much difference in my results. In retrospect, it would have been nice to have some time on the R1200GS LC prior to competing on it. Most of us were all in the same boat since only one of us regularly rides an LC and no one got any practice time on it. Despite their size and weight, with some training and practice, these big adventure bikes are remarkably maneuverable and capable.

All of the riders had a great time and were very complimentary of the event. Thanks to Eric Thomas and the dozens of MTRA volunteers for successfully hosting the 1<sup>st</sup> BMW GS Trophy Challenge Midwest Qualifier. They put in a lot of work in a short period of time to pull this event together. All were enthusiastic and thrilled to be part of this. Most were amazed at what could be done with these behemoth adventure bikes.

My sincere hope is that they will be willing to host the 2<sup>nd</sup> GS Trophy Challenge Midwest Qualifier in two years. If so, I’ll be there and I hope more of you will join in! **GR**



# Summary of the 2015 Gateway Riders Events and Event Points

By Jeff Ackerman, Events Director

December 1, 2015 – 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 possible the wide variety of club events held this year. As usual, we had a number of traditional recurring events, such as the rides to St. John Gildehaus and St. Patrick's in Ruma for church dinners. We have expanded the variety of rides by having December rides the last couple years and President Al led a leisurely ride to Hermann again this year. This article briefly summarizes the club activities for the last year. The 2015 season started with last year's Christmas party (Dec. 2014) and ended with the most brisk last ride of the season to Bowling Green on November 22. We had 40 club rides this year, counting the two tech sessions, that someone went on and I got an attendance roster for; we had 41 last year. There were a total of 43 rides scheduled but 3 were canceled due to weather, however I typically give credit to the ride leader or to anyone that may have showed up at the start. The number of cancellations was the same (3) as 2014, probably because of the reasonably good weather the last couple years. Ride leaders showed some flexibility this year with the Moonshine Run ending up being a scenic loop ending at Gateway BMW's open house that unfortunately was scheduled the same day, or Phil pitching in to lead one of Ron Bier's rides after Ron hit a turkey and wasn't riding. Also, I ended up listing more rallies this year (16 vs. 14) but no members apparently went to 8 of the 16 (vs. 4 of 14 last year). Gateway Rider attendance at rallies was up slightly this year (average of 8.1 this year vs. 7.2 last year), probably mostly due to the 23 members at the MOA National and the fact that several of the club rally-goers retired recently. However, it was my observation that rally attendance in general appears to be declining (your Event's Director attended 9 rallies again in 2015). 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 several different members posting on Facebook for nice days. Because Phil retired this year he isn't restricted to weekends anymore. 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 sign-up 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 believe 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.

The average attendance of the rides and parties were both up significantly this year. 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, 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. The attendance was up some from the previous year. The pool party had a slightly smaller crowd this year with 29 members and three guests (vs. 31 and 6) in 2014. One difference this year was that we discontinued the hay ride for fiscal reasons and had the "after the hay ride" hot dog roast at Phil's house. If we do this again next year, I may have to count the hot dog roast as a party rather than as a ride. We also had 9 general meetings (excluding the Christmas and Pool Party meetings), and the 40<sup>th</sup> Falling Leaf rally this year. The weather for the rally was good this year and 612 attended (vs. 300 with the rain in 2014) including 63 Gateway Riders (vs. 50 last year). 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 nine years. However, the Falling Leaf surpassed the Christmas party as the event attended by the most members again this year (63 at the rally vs. 56 at the party). The Christmas party had about 56 members and 7 guests (or 59 members and 4 guests ??). The best attended meeting this year was August with 53 members (the best meeting attendance I have recorded). April and May were second with 42 members. Two sets of average attendance numbers are shown below; the first set is calculated on the 40 local club rides including the two technical sessions but doesn't include rallies. The second set includes the 40 rides plus 8 rallies I listed. New this year, I also show the attendance average for just the rallies I listed (w/o the Falling Leaf). All these averages don't include the canceled rides and the 8 rallies for which I didn't get any attendance roster this year and doesn'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                            | 2015 Average Attendance      | 2014 Average Attendance | 2015 Maximum Attendance | 2014 Maximum Attendance | Most Attended Event                |
|---------------------------------------|------------------------------|-------------------------|-------------------------|-------------------------|------------------------------------|
| Rides (w/o rallies)<br>(with rallies) | 9.8 – up 15%<br>9.5 – up 13% | 8.5<br>8.4              | 45                      | 41                      | Ride: Progressive Dinner           |
| Listed Rallies (w/o Falling Leaf)     | 8.1 – up 13%                 | 7.2                     |                         |                         |                                    |
| Parties                               | 33.0– up 11%                 | 29.6                    | 56 + 7 guests           | 48 + ?? guests          | Christmas                          |
| Meetings                              | 38.2– up 2%                  | 37.3                    | 53                      | 41                      | August in '15<br>May & Sept in '14 |
| Falling Leaf                          |                              |                         | 63                      | 50                      | Largest event                      |

The weather canceled only 3 rides this year and the average attendance was up 15%, significantly higher than 2014. This is probably mostly due to an influx of new members that like riding (e.g. D. Mosebar, C. DiVivier, J. Diaz, Steve Guyot, and the Gibson's). The average numbers with rallies were also up 13% this year implying that rally attendance was up or similar. This is probably more related to some long time rally goers retiring recently (e.g. Phil Sulfstede, the Ackermans, and Bill Haugen) and having more time for rallies. Surprising, attendance at the MOA National was 23 members both last year and this year, even though Billings was much farther away than St. Paul. The good weather and lure of riding out west really brought out the members. This was a bad year for the scheduling of some of the local rallies with many conflicts in the schedule where the Iowa and Missouri rallies, the Trail of Tears and Dinks rallies, and the Hoosier and RAMS rallies ended up scheduled on the same weekend. 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, the Trail of Tears, and the Hoosier rally this year. 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 is up about 1 person (2%) this year while attendance at the parties was up 11% (3+ people) with most parties having higher attendance. The club sponsors the parties, so it's good to see more people taking advantage of most of the parties. About 86% of the members (97 out of 113) attended at least one event this year as compared to 82% last year (88 out of 107) with the median number of events attended falling to 6 this year from 7 last year. However, the actual percentage attending at least one event is probably slightly higher because my list probably includes several people that are no longer members. I am showing 113 members as of the end of November, which is up some over last year's total of 107.

**Ride Leaders:** These are the people who spend their time and effort to arrange, organize, facilitate, and lead rides or events. Thirteen members (roughly 1 in 9) led rides this year, which is down from last year's total of 16 (roughly 1 in 7 members). It's time for more members to step up and lead just one ride a year. 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, which is the main reason to have the club. Ride leadership includes items like Sharon Floyd organizing the Christmas party or Phil often taking his grill to events. 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) as usual this year. He always finds some of the best scenic routes. Jeff Ackerman also led a large number of rides including a GS ride and some backroad rides this year. Chris Kerckhoff continues to lead a number of rides. Ron Bier deserves special mention for his quick recovery after his hospitalization from hitting a turkey on his R1200R this summer. He came back and led two rides this fall. In addition, I also want to thank Mary Ackerman, Dave and Cathy Bissell, and Jim Shaw for all leading multiple rides this year. I also want to thank all the others who led rides or otherwise helped make an event happen.



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

| Member           | Number of Rides Led | 2015 Rank  |
|------------------|---------------------|--|
| Sulfstede, Phil  | 8 (11 in 2014)      | 1 <sup>st</sup> (1 <sup>st</sup> last year)          |
| Ackerman, Jeff   | 7 (9 in 2014)       | 2 <sup>nd</sup> (2 <sup>nd</sup> last year)          |
| Kerckhoff, Chris | 4 (5 in 2014)       | 3 <sup>rd</sup> (3 <sup>rd</sup> last year)          |
| Floyd, Larry     | 4 (2 in 2014)       | 3 <sup>rd</sup> (tied for 5 <sup>th</sup> last year) |
| Bier, Ron        | 3 (2 in 2014)       | 5 <sup>th</sup> (tied for 5 <sup>th</sup> last year) |
| Ackerman, Mary   | 2 (2 in 2014)       | 6 <sup>th</sup> (tied for 5 <sup>th</sup> last year) |
| Bissell, Cathy   | 2 (1 in 2014)       | 6 <sup>th</sup> (tied for 9 <sup>th</sup> last year) |
| Bissell, Dave    | 2 (1 in 2014)       | 6 <sup>th</sup> (tied for 9 <sup>th</sup> last year) |
| Shaw, Jim        | 2 (3 in 2014)       | 6 <sup>th</sup> (4 <sup>th</sup> last year)          |

**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 plus he brought his grill and helped BBQ at the pool party. Mary Baker, Dave Leligdon, and Dave and Tracy Anderson all were hosts twice. Other hosts for parties and the progressive dinner included: the Ackermans, the Bissells, the Floyds, the Kerckhoffs, Marilyn (and Bill) Roberts, and Al (and Jill) Schroer.

**Event Points Ranking:** The table below has the top ten event point rankings for 2015 as well as statistics from last year. The top 10 positions were very competitive this year with the final ranking of the top 5 positions being decided by attendance at the last event of the season, and there were only 11 points between 3<sup>rd</sup> and 10<sup>th</sup> place. 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. However, it would be nice for a few more members to write some articles so Marilyn isn't compelled to keep writing articles to fill out the newsletter (she wrote 7 this year). Phil and Jeff swapped first and second place this year with Jeff coming in first by only a point. Jeff had more points this year while Phil had fewer. Retirement in January has allowed Phil to spend more time on long trips which has decreased the number of points he has earned. Chris Kerckhoff really moved up this year to 3<sup>rd</sup> place with significantly more points (61 vs. 42). Jim Shaw slipped to 4<sup>th</sup> place with significantly fewer points than last year. The remainder of the top ten was similar to last year with some juggling of positions from last year. Attending just one or two more (or fewer) events could have really juggled around the 3<sup>rd</sup> through 10<sup>th</sup> places.

**Event Points Ranking:**

| Member:          | Rank | Points | Rank '14 | Points '14 |
|------------------|------|--------|----------|------------|
| Ackerman, Jeff   | 1    | 92     | 2        | 86         |
| Sulfstede, Phil  | 2    | 91     | 1        | 96         |
| Kerckhoff, Chris | 3    | 61     | 12       | 42         |
| Shaw, Jim        | 4    | 59     | 3        | 81         |
| Anderson, Dave   | 5    | 57     | 7        | 55         |
| Floyd, Larry     | 6    | 55     | 5        | 58         |
| Green, Jay       | 6    | 55     | 6        | 57         |
| Bissell, Dave    | 8    | 51     | 8        | 48         |
| Leligdon, Dave   | 8    | 51     | 4        | 59         |
| Bissell, Cathy   | 10   | 50     | 9        | 46         |

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

The events attended rankings were mostly similar to last year, with some moving up slightly and some moving down slightly. Jeff edged out Phil for the most number of events attended this year by attending 40 events with Phil a close second with 38. Jim Shaw and Ron Murray tied for third place. Ron was a pleasant surprise this year by more than doubling the number of events he attended (28 vs.13). The combination of a new to him RT and better health has really gotten Ron out to many events. Most of the rest of the top ten are similar to last year with some slight juggling of places. It is interesting that Al had to attend 25 events this year (vs. 20 last year) to keep 10<sup>th</sup> place. 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. Ron missed the top ten in points (he was 13<sup>th</sup>) while being 3<sup>rd</sup> in number of events attended.

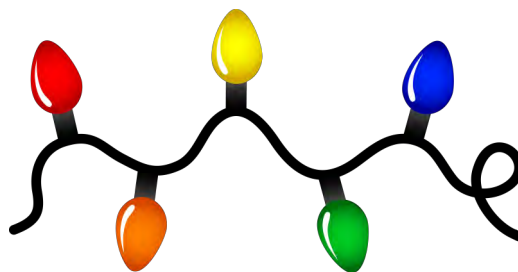
**Events Attended Ranking:**

| Member           | Number of Events in | 2015 Rank | Number of Events in | 2014 Rank |
|------------------|---------------------|-----------|---------------------|-----------|
| Ackerman, Jeff   | 40                  | 1         | 36                  | 2         |
| Sulfstede, Phil  | 38                  | 2         | 39                  | 1         |
| Murray, Ron      | 28                  | 3         | 13                  | 27        |
| Shaw, Jim        | 28                  | 3         | 33                  | 3         |
| Anderson, Dave   | 27                  | 5         | 26                  | 6         |
| Bissell, Dave    | 27                  | 5         | 27                  | 5         |
| Green, Jay       | 27                  | 5         | 30                  | 4         |
| Bissell, Cathy   | 26                  | 8         | 26                  | 6         |
| Kerckhoff, Chris | 26                  | 8         | 19                  | 12        |
| Schroer, Al      | 25                  | 10        | 20                  | 10        |

Overall, the club did well this year with the number of events and the fact that attendance was significantly up for the rides and at parties. Phil and Jeff have held the top two spots for points earned, rides led, and number of events attended for a number of years. However, retirement has allowed Jeff to earn more points this year by attending more events. This allowed him to just squeak by Phil for the points lead. Phil, on the other hand, has used retirement to take a number of long trips and thus his points and attendance have decreased slightly due to his travels. Phil is still number one in leading rides, which is probably the most important attribute for the club. After Phil and Jeff, the names and the values for the points and events attended are similar with some moving up slightly and some moving down slightly for most of the top ten. To make Marilyn’s life easier, more people need to step up like Jeff and Larry (2 articles each) and write some articles for the *Gazette*. Certainly a fun ride or rally should be worth an article or 2 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 events including rides. Dave Mosebar (16), Tammy Hatchard and Chuck DuVivier (11), Steve Guyot (10), and Robert Gibson (9) are all new members attending a significant number of events. Hopefully, we will see the 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 2016, 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**



# Asteroid

By Sharon Floyd

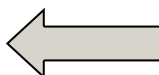
This little nugget appeared on the Gateway Riders' Facebook Page a few weeks ago. Doug Schneider posted a picture of a part from a bike under renovation and asked, "What do you guys think, wasp, mouse, or...?" Sharon's answer is below:

I can understand why you might be confused about the origin of the mess you are holding in your hand Doug. But having lived with a Sci-Fi connoisseur for 41 years I can tell you the nature of the item in question. It is a part of a screaming metal asteroid, the last fragment of a once-living planet. It was blasted into dust by the madness of its inhabitants. Passing over many different worlds the asteroid has known nothing but unhappiness. Be gentle with it Doug. That is the only advice I can give. **GR**



This is leader Jim Shaw's six riders gearing up for the ride to Bowling Green in November. It was sunny and 29' when we departed.

Riders: Jim Shaw, Art Belt, Dave Anderson, Phil Sulfstede, Jeff Ackerman and Chris Kerckhoff.



Michigan riders got together and had this plaque made for our club. That's an actual timing chain. The inscription says, "Falling Leaf Rally 1975-2015 Michigan's BMW riders congratulate you on 40 years of supporting the marque and its riders as our season draws to a close. It is indeed PERFECT TIMING for the classic fall rally. Thanks to all who make it possible!"



At Gateway BMW's open house Fielding sits on Dave Anderson's GS to check out his Bill Mayer saddle while Dave talks to Ron Petruska about the AeroFlow system Dave has on his bike.





# R1200GSW/GSWA Touring AeroScreen Customer Testimonial

By Dave Anderson (Andy Anderson)

After riding BMW RT's for years I finally decided to see what all the hype was about in the GS line by BMW. After being pleasantly surprised by the ride and handling, I recently purchased a 2015 BMW R1200 GSA. During the break-in period I noted two things on the bike that needed to be changed in the near term: the saddle and the stock windscreen. This comes as no surprise to experienced riders as that unfortunately has been the norm for as long as I have been riding with few exceptions. The saddle was easy as my wife and I ordered from the same saddle maker that had made the last couple of saddles for our various bikes, Bill Mayer. However, the windscreen would take more research, and ultimately trial and error.

I remind you at this point our paradigm is from the protected bubble that is formed from the electronic windscreen and large fairing on the R1200RT. This had its pluses and minuses. On the plus side it provided a pocket of protection from the cold airflow in the cold months as well as protection from rain. The downside was that pocket prevented you from getting the airflow to cool you and your vented gear during the warm months.

I found the GSA's larger tank offers good protection for the lower torso and legs but the stock screen was quite turbulent and noisy at speed. Many of the aftermarket manufacturers tried to emulate the angular look of the stock screen (I don't know why as that causes airflow separation and results in turbulent air striking your helmet). After several failed attempts I came upon AeroFlow whose reputation has been stellar over the years.

I contacted AeroFlow to ask several questions to help me determine if its newly developed touring screen would be a good fit for my goals. I was pleasantly surprised when customer service had the AeroFlow's owner and chief designer, Paige, call me back personally to educate me on the products. In short he explained that the majority of the aftermarket screens are developed without any real testing or consideration for the dynamic air flow that takes place over all of the surfaces of the motorcycle, which add up to a complex problem to solve in getting a smooth airstream to flow over and around the windscreen to prevent the annoying turbulence at the helmet, causing fatigue and creating noise. Noise is a factor for anyone using an intercom or trying to listen to music. I discovered all of these problems with the screens I tried previously, including the stock screen. Paige went on to explain the extensive process he utilizes to arrive at the best solution given the limitations inherent to the design of the motorcycle. BMW's design of the water-cooled GS and GSA made it very challenging to properly deal with wind flow and arrive at a solution that allows unobstructed cooling air at the bike vents, while designing protection for the rider and pillion to have the best possible airflow around their bodies. Paige further explained the process he used to compare his design iterations to the competition. He purchases the motorcycle with OEM screen, purchases other manufacturer's aftermarket screen options and tests them out to note problem areas. He formulates a design with emphasis on keeping the laminar airflow attached between the airflow over the front of the screen and that which flows up from behind the screen so that the stream of air reconnects at the top of the windscreen and flows over the helmets of the rider and ideally the pillion. One other thing to note is that as the airflow increases behind (on the rider side of the screen) it creates an area of low pressure which causes the airflow around the sides of the windscreen to accelerate as well as angle inward. This results in a smooth stream of cooling air to the torso of the rider while sending the majority of the airflow up and over the rider's helmet, depending upon the height of the screen.

After Paige's description of his process, I felt confident that his product would provide me the best available solution but I struggled with what size to order. There are three options which can be a little confusing because the OEM screen height on the GSW is 2 inches lower than the GSA. The three options are "Standard," "Tall" and "Extra Tall" and are measured at center of screens. All comparisons on the AeroFlow website are made are to the stock GSW screen, which is 15" tall at the middle. The stock GSW/A screen is 2" taller at 17" in the middle. For most riders you are going to be deciding between the Tall or Extra Tall heights. One thing to note is that the screens will have a slight fold towards the middle to help reduce the wind pressure on the screen at highway speeds. This is important because as you increase the size of the windscreen to provide more protection you are also providing more wind loading on the BMW windscreen support mounting system.

## My Experience:

I am 5' 11" and am told that I have a standard torso to leg ratio with inseam of 32. I ordered the Tall and Extra Tall AeroScreens and changed them out more times than I can count before settling on a decision (or better put...my wife riding in the pillion position told me which was the best option). What I learned after road testing in various winds is that the Tall Screen in the low (or non-raised position) is probably ideal for a rider in the summertime with no passenger. The



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Tall Screen in the high position for solo riding provides good over helmet airflow while still allowing air around the sides. Bottom line is that if I wasn't going to ride with my wife on the back I would have purchased the Tall screen. However, adding a passenger on the back adds a more complex set of challenges with airflow coming over the top and around the sides as it is redirected by the rider. Therefore, we found that the Extra Tall Screen in its highest position provided my wife a comfortable ride without buffeting to the face shield on her helmet. At the highest setting I am still looking over the top of the screen when riding. Many sites talk about a yard stick test where the ideal screen height is determined by putting a yard stick on top of the screen and then adjusting the screen height to the point where the yardstick, when level, touches the tip of your nose. This is the case for me when the Extra Tall is in its highest position (21-1/4" in height – measured in the middle of the screen). When I put the screen in its lowest position it is the same as putting the Tall in its highest raised position. After purchasing the Extra Tall I have ridden numerous rides that incorporated cold air (34°) to warm air (86°), technical riding in the twisties and extended highway riding. I have found that keeping the Extra Tall screen in the low position for all of these conditions gave me all the protection and visibility I needed and allowed me to ride visor up if I wanted to get a light breeze on my face. In the rain, the raised position is nice to have for added protection. It is important to note that none of the screens offers the "airless pocket" that the RT provides...however, after riding the GS, I have

come to appreciate advantages of not "living in the airless pocket" as you get more of the sensation of riding a motorcycle than you do with the RT. The added benefit is allowing the expensive vented riding gear you purchased to have the airflow it needs to do its job.

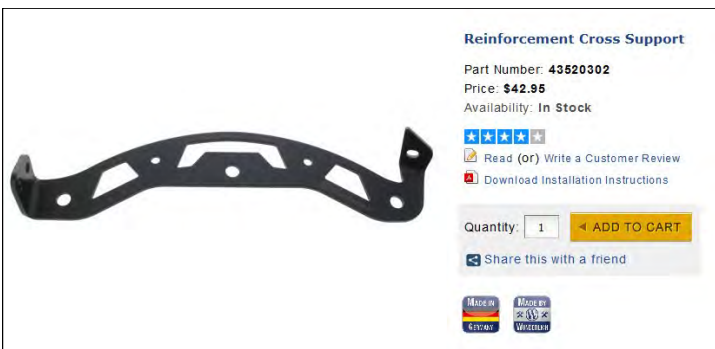
While you are ordering the AeroScreen that works for you I also suggest you purchase the AeroFlow Headlight Cover as it should not add any more to your shipping and it is a must have. When you ask your dealer how much it would cost to replace the headlight assembly I guarantee you will be inspired to protect your expensive headlight with an AeroFlow Headlight Cover. Some guys choose the more expensive cage but this is more about fashion than true protection. The cage does little to protect from airborne stones and rocks which are the primary threat to your headlight assembly. The screen may look "bad ass" as some have described it but it doesn't do the job that the AeroFlow Headlight Cover does. And it is cheap insurance and makes your bug removal process easy.

**Bottom Line:**

I am very pleased with my decision to go with the AeroFlow Touring AeroScreen and believe this is the best product offering on the market. I think your decision is straightforward. If you are 6' 2" or less and never plan on putting a passenger on the back, feel confident in ordering the Tall height. If you are over 6' 2" and plan on riding with a passenger you are going to want the Extra Tall. It's as simple as that. To make any of the screens perform better (i.e. less movement at highway speeds, I highly suggest that you purchase and install the Wunderlich screen support which consists of the following two products:

**Screen Reinforcement:**

**Reinforcement Cross Support:**



Part II coming in February! GR

## Riding with the Guys

By Marilyn Roberts

I don't normally lead rides. We have a good schedule and I figure doing the *Gazette* is plenty. But mid December was approaching and El Nino was gracing us with some fine weather for this time of year. I jumped right in and asked on the club's Facebook page if anyone was riding later in the week on Thursday or Friday, and voila, I was a ride leader. My plan was a ride to Hermann via Hwy. 94.

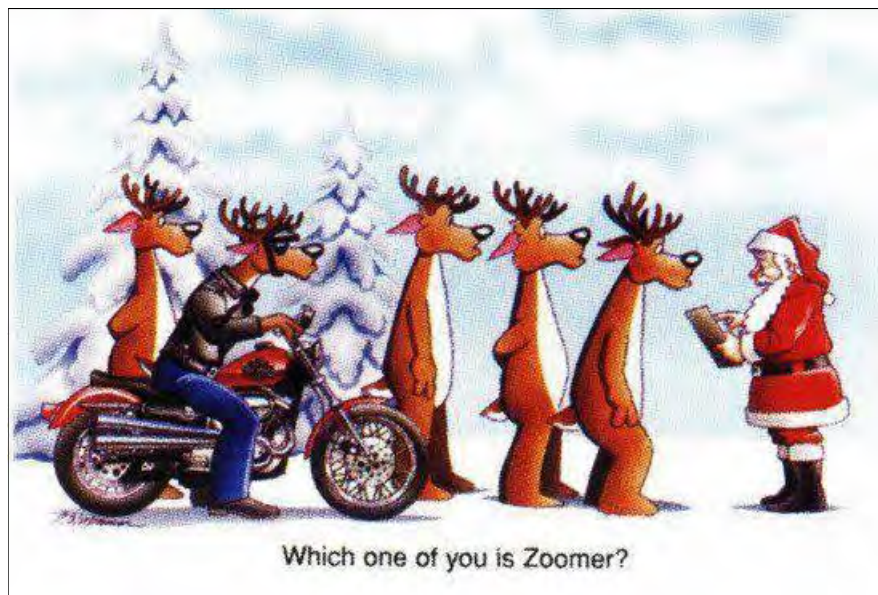
Thursday was the pick day of the week with sun and temperatures in the 60s but most people were busy on Thursday and not Friday, so Friday it was. As it turned out, I whacked my bare right foot into a wooden crate on Wednesday and did some damage so Thursday would have been out for me anyway. Friday was pretty iffy re the foot but it was very comfy while riding, not so much while walking, but at least I could get the riding boot on.

Unfortunately Friday was overcast and the temperature didn't reach 60. It wasn't too bad and we had a great ride. I took some flack because starting temperatures were in the 40s. Jeff said, "I hear it's too hot for you if the temperature is above 75, and too cold if the temperature is below 76." Posh! I'm a Georgia Mountain Rally veteran. I've ridden in the 40s in pouring rain. There were 6 of us: Prez Al, Jeff Ackerman, Haugen, Larry Floyd, Larry's buddy Phil Drieci, and me.

Riding my R nineT with carbon fiber wheels, I thought I was taking the curves pretty well and kept a brisk pace—not a Phil Sulfstede or Jack's Pack pace, but decent. At the restaurant in Hermann I took some grief that I might have been a bit slow. I never know whether to believe those guys or not. Could have been joshing me, eh? I should point out that Haugen and Al lollygagged at the back, partly out of sight for half of the ride. I thought maybe Al was on his phone checking the stock market numbers. Bwahahaha.

Our destination was the Downtown Deli ([www.downtowndelihermann.com](http://www.downtowndelihermann.com)) on East 1<sup>st</sup> Street (Hwy. 100). Jeff and I had eaten there before but no one else had. The deli has hearty sandwiches with names such as The Great Hamdini and The Godfather, soups and salads, and homebaked bread and homemade chips. But the place is known for its ice cream—frozen custard, cones, sundaes, concretes, shakes, novelties. This would be a good ice cream ride destination in the summer.

After nearly 3 hours of eating and conversation we adjourned to the street. In a matter of a couple minutes I found myself standing by my bike in downtown Hermann completely alone (fortunately I prefer solo riding for local rides). Bikes took off in all directions. For those new to club rides, this is typical. The ride home is every man for himself. I rode home the way we came, and was lucky enough to have clear road ahead until near Hwy. 40 a few miles from home, i.e. nothing to slow me down. Gosh, I love the R nineT. **GR**





# The Gateway Gazette

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