

Gateway Gazette

Gateway Riders BMW Club
The Legendary Riders of the Midwest



June 2015



Hello Club Members!

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Deadline for the next issue is August 9, 2015. The Gazette is published in February, April, June, August, October and early December.

Hot weather is upon us. It was cool and wet for so long, now its hot and wet! As I write this, two downpours today along with sunny skies and ridiculous humidity. It makes me think of how to prepare for riding in any season. My personal comfort zone is below 85 degrees. Above that, I think about getting out of the sun and into air conditioning. I find as I am getting more experienced (translate that to older), I have become very comfortable riding in temps in the 40's, and not so comfortable riding with temps in the 80's and 90's. A big part of this move to lower temps is a result of getting a heated jacket liner. I put off "plugging in" for too long. I remember freezing in cloudy weather at 45 degrees with cold toes and cold hands. With the heated jacket, I don't think twice about the 40's. This past winter, I was out in sunny weather hovering around 32 and loved it!

This warm weather reminds me of a club ride led by Rich Race, to see the great Victorian Mansions on the brick streets in the old town section of Quincy, Ill. The ride was topped off with a great lunch spot with a commanding view of the Mississippi River. This was several years ago and it was going to be a very hot day. I prepared for this "longer than usual" trip by choosing my warm weather riding gear... denim jeans, tighty whiteys, and a cotton t-shirt. Hahahahaha! I was roasted! Starting from the seat area throughout my whole body, I was uncomfortable! After that big mistake, I got myself over to Gateway BMW and bought some of their pricey BMW, high-tech, riding underwear, the short version. I am now officially in love with BMW clothing. Lesson learned.

Starting from the feet up, I love the BMW All Around boots that keep me warm or cool, and dry, with my favorite pair of Klim socks. I love the Santiago pants over the "no seam, moisture-wicking, ugly green, can't tell the front from the back" underwear. These pants are a made from mystery material, they keep me warm in winter with REI silk long underwear, and cool in summer too. I have all manner of BMW gloves that just refuse to wear out. My favorite pair are made from leather with a flannel lining. I bought them at the old BMW Motorrad on Forest Park, circa 1998, and they still look like new. For summer I go with the Airflow gloves. I usually run with an Olympia mesh jacket and my Schuberth C3 helmet.

Experienced riders know that if it's hot and the sun is beating, you are better off covered up! Think about what you are wearing as you ride this summer. If you think its too hot for you, take the car! You need to be comfortable! We want to see you at the next meeting or party being happy about riding and being a member of the Gateway Riders. Enjoy the season.

—Al

On the Cover: Jim Williams, Dave Leligdon and Rich Race put the final touches on the raffle bike before it was started and ridden for the first time since refurbishing. Photo by Marilyn Roberts

Summer 2015 Events Calendar

Compiled by Jeff Ackerman, Events Director

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

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

SOUTH: The McStop at Pevely (Exit 180 off I-55 at Z) OR the south end of the Dierbergs 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 I-70 (exit 222) by I-370 at Mid Rivers Mall (on the north side in St. Peters); or the BP just south of Hwy. 40 (I-64) on Long Rd.; or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

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

Shop Rides: Forever Endeavor has shop rides every 3rd Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are July 18 & August 15), followed by a hearty breakfast. Meet at the new location, 518 East Osage, Pacific, 63069 {a few miles west of the old shop on old highway 66 on the south side}. 636-938-7336.

We will be posting some impromptu rides during the week over the summer. Watch the Facebook page and the website or an email. These will typically be short notice rides for lunch or dinner when the weather is nice.

* June 21: Celebrate the first day of summer with a nice long ride. Rider's Choice – Ride to Clarksville, or maybe the Lighthouse restaurant, across the Mississippi Bridge at Louisiana or something in Hannibal or wherever suits your fancy. Meet at the QuikTrip in St. Peters at 9:00/leave 9:30. Ride leader needed.

* June 28: Pack your small cooler and take a picnic ride with Phil. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Phil Sulfstede 314-910-9663.

* July 12: Ron Bier is leading another south county ride. He knows all the great little backroads. Meet at the Pink Elephant on Hwy. 141 and Schneider Road, just north of Hwy. 21 and across the road from the QuikTrip (at Hwy. 141 & Schneider; 2600 S. Old Hwy. 141) at 9:30/leave at 10:00. Ron Bier 314-623-1363.

* July 10-12: AMA Vintage Motorcycle Days at Mid-Ohio Sports Car Course in Lexington, Ohio. (Remember, we are an AMA club, too). For info, visit www.AMADirectlink.com or call 1-800-AMA-JOIN. For tickets visit: www.midohio.com.

* July 19: Today is National Ice Cream day and if you didn't go to the National, meet at 9, leave at 9:30 from the Quik-Trip in Eureka. Dave and Cathy Bissell.

* July 23-26: 43rd BMW MOA Rally in Billings, Montana. Great riding, seminars, workshops, live music and friends – the list is endless. See the MOA magazine or www.bmwmoa.org for details.

NOTE: No meeting in July (except at the National, if you go.)

* Aug. 1: The Washington County Fair is underway at the Lion's Den in Potosi (where we hold the rally). Lead a ride down to the fair and spend some money to help out the Lions. Meet at the Dierbergs Mall at 8:00/leave 8:30. Ride leader needed.

* Aug. 8: Rain date for Larry's all-day ride ending at the Bixby General store that was rained out in May. Meet at the McStop at Pevely (Exit 180 off I-55 at Z) at 7:30/8:00; leaving early to beat the heat. Larry Floyd 314-223-5192.

* Aug. 15/ 16: Jay is organizing a swimming, and campout ride to Council Bluffs Lake, south of Potosi on DD. This year there won't be a meteor show (the Perseid's meteors are during the week). Come for the swimming in the lake and stay for the camping. Meet at the Dierbergs Mall at 9:00/leave 9:30. Jay Green 618-920-2314.

* August 19: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Rd. 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 7:00 sharp.

Events, continued from previous page

* Aug. 22: The VP is doing Bike and Swim Ride to celebrate summer and beat the heat. Go for a scenic ride followed by a nice swim at Johnson's Shut Ins. Bring snacks and a picnic lunch; dinner at the Caledonia BBQ on the way home. Meet at the McStop at Pevely at 8:00/leave at 8:30. Jim Williams 314-974-1815.

* Aug. 29: GS Ride in Warren County, we will take one of routes set up by the old KTM dealer and end up in Hermann. This is a GS (not a gravel road) ride and will include riding through Lost Creek for about 100 yds. as well as numerous low water crossings. Meet at the QuikTrip at Mid River's at 8:00/leave at 8:30. Jeff Ackerman 314-239-4504.

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

The Day the Raffle Bike was Started

In early June Dave Leligdon, Jim Williams, Rich Race and Larry Floyd did some final tweaking on the R75/5 and then Larry took it for a ride for the first time since it was refurbished. It still needs a few minor parts, such as mirrors.



Gateway BMW Night with '2 Ride the World'

By Mary Shawgo

Recently Bruce and I treated ourselves to a fun night out at the Gateway BMW shop. On Friday, May 29th we took in a free lecture given by Lisa and Simon Thomas of '2 Ride the World, the Ride for Freedom.' It seems that before 'Long Way Down' and the plethora of Adventure Riders that followed, the Thomases began a motorcycle trip that has spanned 12 years and continues on today. It has become for them, a life changing journey. What a great story!

We all grabbed a drink, a seat, and settled in to hear about what has to be the trip of any lifetime. A bit of a bumpy start caused by some technical glitches gave the audience a chance to ask some up-front questions. First off, how are they paying for this? Answer: To start out they sold their house and everything they owned (so they really do live in tents and on the bikes!). The continuation of their 'Guinness Book of World Records' setting achievement will hopefully come from funds acquired along the way including sponsors, fees gathered from talks such as this one, the sale of T-shirts and photos (which were amazing!) and private donations.



Technical difficulties resolved, and flanked by their two BMWs, the Thomases launched their talk by explaining their reasons for starting such an awe inspiring project: 1) to have an unforgettable adventure on motorcycles while riding in all seven continents, 2) to support some charities along the way, and 3) to experience the places, people and cultures of other countries. Simon and Lisa passionately stated more than once that they have lived more in the last decade than they could possibly imagine. They would go on to share some of the most important life lessons learned along the way - those things that they wished someone would have shared with them before they started. A series of short videos and some stunning photos complimented the stories and provided some memorable images.

Unbelievably, what started out in 2003 as a 1 ½ year motorcycle trip out of the UK has expanded into a jaw dropping, twelve-plus-year journey that, to date, has covered over 405,000 miles. Simon riding a R1150R GSA Special and Lisa on her G650TT39 GS have ridden distances equivalent to 17 trips around the planet. They have yet to return to their home country of England.

As mentioned, Simon and Lisa are riding two BMW motorcycles. For the more technically inclined, both bikes have had the engines replaced and various modifications over the years. A complete description can be found at their website, <http://2ridetheworld.com/>. The couple agreed that they do have a list of top 'must haves' for their bikes: 1) front and rear suspensions that you can rebuild; 2) 21" front wheels for easier handling on more difficult terrain; 3) larger fuel tanks for obvious reasons; 4) good lights (i.e. Clearwater LED at 1200 lumens) so that if you must ride at night you have good visibility; a small lens is better to limit bug juice; and 5) communication system so that they can share the moment. They used Sena 20S communications system. It was interesting that they are both sticking with older bikes. As with the suspension selection above, they feel these older machines are easier for them to repair themselves or to get repaired in more remote locations.



As for the rest of the gear, here are some highlights:

- "What every you take should have a least 2 or 3 different uses." I noticed they carried two 'tarp-like' cloths (about 8' x 8') that they also used at hammocks, tied between supports to provide a wind break, to catch parts under the bikes during repairs, and as additional weather protection.
- "Top quality riding gear is a must – don't go cheap as you literally live in it." Their travels demanded gear adaptable for all four seasons. They prefer a warm undergarment topped with a lighter shell. A waterproof outer garment can be worn over that. They recommended strongly against wearing waterproof liners as they get too hot. And avoid all black gear, again you heat up quickly when the going slows down in warmer areas.
- After beginning with heavier, flip-open BMW helmets, they have progressed to lighter adventure helmets with visors to block some of the sun. Just recently they transitioned from Airoh to some Touratech Aventuro helmets, which weigh less than 1,400 grams. They also prefer goggles to face shields as it helps reduce eye dryness, etc.
- "Limit tools and spare parts." Focus on items that may be difficult to find in more remote areas. Include bearings, seals, jumper cables, front sprocket, spare tube, spare air filter, and O-rings.

- “Consider your tent choice very carefully.” They use a Helleberg, four season tent. The ground cloth, tent and fly are all attached making the tunnel style tent easier to assemble in bad weather. A back vestibule for dirty gear and a front one for cooking and living are a must and ensure the remaining sleeping area stays clean. The tent profile is long and rounded, reducing the impact of high winds. Their tent can sleep four in either direction and was not bright in color. It is less likely to draw unwanted attention when camping close to populated areas. Again, more info is available on their website.

It is difficult to recount all of the fascinating stories they shared with us. Scarier episodes were balanced with breathtaking photos of the people, Himalayas, Saharan dessert, South American Alto Plano, and night sky from the Australian outback. Although I couldn't begin to take on a journey like this one, I do think there is are some valuable insights to be learned from people like Simon and Lisa Thomas. Here are a few highlights:

Life is about successful compromise. Be honest with yourself before you set out. Don't be running away from a job you hate, etc. but towards something that you are passionate about. Weigh out the pros and cons against the goals you have set for yourself.

Move Past Fear. Despite not having a support team, fixers, photographers, or a secure funding source, the Thomases took on this challenge. They knew they would be leaving friends, family, and jobs behind. If you wait for everything to be perfect, you will never feel ready. You will never begin your journey.

Your best tools are a smile and a hand shake. The Thomases carry no weapons. They have handled any confrontation situation with a smile and handshake.

Everybody loves motorcycles. They were much more approachable on bikes than if they had gone by car. This makes all the difference – but we know that, right?

Take responsibility for when things go wrong. To illustrate this point, Simon and Lisa told us of their trip through the Amazon. I found a great BBC You Tube video at <https://www.youtube.com/watch?v=DRccPZfK-0o>. In summary, Simon fell off a primitive bridge far from anyone or anywhere. He was injured and over the next few days Simon was very ill and would pass out repeatedly. He lost feeling in one side of his body and the sight out of his eye. He questioned why he had put Lisa and himself in such a bad situation. After three weeks of torturous travel through mud and rain, Lisa ended up towing his bike with a four-foot strap for a last 30 miles. When they reached a Sao Paulo, Brazil hospital, he was told his neck was broken in two places as well as dislocated. They didn't know how he had made it or had not been permanently paralyzed. Six days later, on the day of his release, Lisa collapsed in his hospital room. She had a bad case of malaria and ended up with her own six day stint in the hospital. Making it through has proved to be one of their proudest accomplishments.

Plan your route well but remember that your most important tool is flexibility. Begin by posting a map on the wall to make it real. Then mark your 'must see destinations' but be willing to alter plans to follow where the journey takes you.

Life is not always about practicality, it is about passion.

Make choices that allow you to be as self-sufficient as possible. Be prepared to carry lots of water. Fuel is often easier to get than water.

The trip is about the people you meet not the miles your cover. This trip started out being about the bikes but is now definitely about the people. It has changed Lisa and Simon as people and their strongest memories are about the individuals they have met along the way. They said it was humbling to have the poorest people with very hard lives share half of what they have with you. They said it is important to understand that people, by and large, are focused on living from one day to the next and taking care of their families, not on politics, religion, or career paths.

I would like to share a final antidote. During the Q&A, Lisa was asked about her loud pipes on the bike. She said she strongly believes that (yes, you guessed it) 'Loud pipes save lives.' I was a bit shocked as this isn't something I agreed with. Then Lisa went on to explain why. In remote area such as India, cars and buses would often bump their bikes, even forcing them off the road two or three times a day. This was not done maliciously but just because that is how they negotiate through chaotic traffic. The saying 'INDIA' stands for 'I will Never Drive in India Again' reflected Lisa's sentiment towards their time there. A loud 'brapp' from her bike would let the bus bumping up against her handlebar that she was there. She reminded us that these folks have no air conditioning so the windows are down and no radios for the most part so they are more likely to hear it.



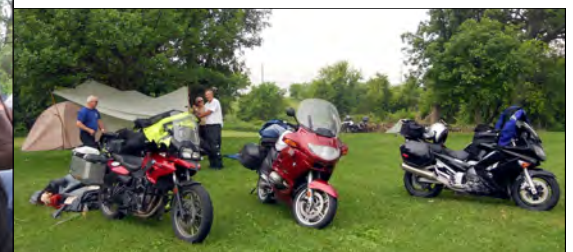
She continued to say that--and this was really amazing--apparently, in Africa baboons hang from overhead trees and tunnels and drop onto the back of motorcyclists. They may even bite you in the back. Again a couple of 'brapps' from the bike would frighten them away. This was also useful with other wildlife like lions and young bull elephants. It wouldn't, however, work well for preventing hippos from charging. So, I concede that loud pipes can save lives but reserve the right to point out that this is truer in India or Africa.

Among the crowd, along with the Gateway staff, we saw some familiar faces: Griff, Tom and Liz Huff, Marilyn and Bill Roberts, Phil Schoulberg, Dave Anderson, Lynn Ginalick, Steve Quindry, and Lisa and Cecil King (sorry if I am forgetting anyone!). Bruce and I hope they all enjoyed it as much as we did! Don't forget to check out Lisa and Simon's website at <http://2ridetheworld.com/>. It has lots of great stuff!

It really is such a treat to be able to attend something like this. So thanks so much to Bob Honz and the whole crew at Gateway BMW. Our Gateway Riders club is fortunate to have a great dealership right here in our back yard that does such a fantastic job promoting the lifestyle . **GR**

Pictures From the Iowa Rally Submitted by Larry Floyd and Doug Schneider

The club had a good showing at the Iowa Rally in early June despite a less than favorable weather forecast. Those attending were Larry Floyd, Jeff and Mary Ackerman, Jim Shaw, Doug Schneider, Margo Bode, and Kim Ireland. The club won the largest club award, and Margo won "Wisest Woman" according to Doug, and Mary won sidecar.





Riding above the clouds.

Chuck DuVivier is back in the USA after a ride with some San Diego BMW club friends through Alsace, Carpentras, Gorges du Verdon, Briancon, Lucarno, Arabba, Lienz returning to Munich. More than two weeks of perfect roads, perfect weather and too much good food. There is still plenty of snow on the high passes and the roads are clean because of the dry weather. They rode more than 2000 miles and Chuck's 2005 GS still has enough tread on the tires for a trip this fall.



At the bottom of the Plockner Pass, Dolomitti.



Mike and Larry on the way to the Euro Rally in Kentucky.



Ron getting help from George on a 4-12-15 ride. Al and Jim look on.

Dear Gateway Riders Club Members:

May third was, I believe, my fourth Leaders ride. The turnout was great. We had twelve bikes show up with a total of fourteen members. The number of members joining my rides has grown over the past two years. I thank all of you for participating. I plan to lead many more rides and hope to start some rides from the Eureka QT location at some point.

I have never been a part of something so great before. This has been such a nice experience meeting and getting to know some of the club members. I still need to make my rounds to some I haven't had a chance to talk with.

I appreciate the welcome from everyone since I have joined. I also thank everyone for putting up with me. I tend to go on too long when you get stuck in a conversation with me. There are many patient people in the club. Again, just thanking all for including me in your great club.

Sincerely, Ron Bier

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Rocky Horror

By Larry Floyd

The gutter was wide. Oh yes, and deep, also. To make matters worse, it was lined with rocks: big, lumpy, sharp-edged rocks. Only for a brief moment did I contemplate challenging this tank trap. The city street we were on was not particularly wide, but there were grassy lawns on either edge without gravel or otherwise rough transition, and turning around looked like the most viable option.

Mike Burke and I had started that morning on the return trip from the new Land of Oz Rally in Atchison, Kansas. Despite some unexpected chilly weather, the rally proved to be a great time and the Gateway Riders distinguished themselves by being named the Largest Club in Attendance, with a total of 10. The early morning air was crisp and the gear slightly damp in places, so I dawdled a bit getting everything stuffed into the duffels. It was on the far side of 7:30 when we decided to forgo the Girl Scout's pancake breakfast and just grab a quick coffee and roll.

By 10:30 I was starting to think about something for lunch. While I've gotten over much of my fear of leading, I still get angst-ridden when I have to locate a food stop. You see, the ideal target is a small, local, mom and pop type of cafe that is on or very near the route of travel and serves great food for stupidly cheap prices. Chain restaurants are just not acceptable on these motorcycle explorations of rural America. Hence my trepidation in choosing just the right place at just the right time.

My eyes darted from the GPS to the surrounding landscape, looking for a hand-painted sign announcing Grandma's Kitchen, or some similar landmark. A few pick up trucks, or even a couple of motorcycles in the parking lot would be a good omen. Alas, there was nothing but a few Dollar General stores and an LP gas outlet as we continued on our black-top journey, descending more and more into a state of intense hunger.

Finally, I reverted from visual scanning to modern technology. My GPS has a locate restaurant function. I don't like to rely on it, as it often proves to be out of date. Let's face it, small town restaurants have a tendency to come and go and the GPS doesn't filter out the mundane chain restaurant offerings from the quaint and unique. However, I was desperate, and willing to take a chance on technology. When I selected "Find Restaurants," I got two relatively close hits that appeared to be near our intended route. Both were in Arrow Rock. I vaguely remembered Arrow Rock from a brief trip through there many years ago to see a play at the Lyceum Theatre. Good enough, we would give it a try.

The town of Arrow Rock is only a short diversion from State Route 41. The first restaurant on the screen was Michael's Tavern, and the distance from the intersection was only a few tenths of a mile. I think Michael's Tavern might have been a good option, but it was closed for a private function. There were a few gentlemen in suits milling around the front entrance, so I do not think a couple of motorcyclists in rain suits could have mingled inconspicuously and crashed the party successfully. The second restaurant listed was Catalpa's, which was on 5th street, one block over. The name sounds like someplace that aspires to be a tea room, rather than the kind of low life, but clean place I was looking for. I went down a few blocks then turned left on some cross street, then left again on 5th. About 4 or 5 blocks up I spied the intended address, however, the structure itself was obviously not an eatery. I then turned left at the next intersection to head back to Main Street, which should take us back to Route 41.

Then, at the intersection with Main Street and within spitting distance of a return to our road home, there it was, a drainage ditch the size of the Royal Gorge. I'm guessing it is a great thing to have next to the road in a monsoon, but this engineering marvel is nothing but a complete hazard if you can't ferry across it. I am absolutely not lying or exaggerating (ask Mike, he will tell you the truth), this ditch was between one and a half and two feet wide, and a good six to eight inches deep. That was bad enough, but it was also lined with rocks - big chunky rocks with sharp edges. I have never seen anything quite like this. Push a wheel chair or baby carriage through there - no frickin' way. Heck, there was a good chance of tripping if you tried to walk through that mess. I stopped short and looked carefully with an eye of possibly challenging the obstacle. I figured I would have to cross it at a 90 degree angle and carry some speed through it. Stalling in the middle would be disastrous; it would have to be crossed with enough momentum to carry through all the way. This would mean entering the street at a 90 degree angle with enough speed that you would cross the center line before being able to stop or turn. There was also a potential for bending the wheel rim when the front wheel first went down into the depression and then hit the edge coming back up on the other side. Considering the rock lining, the tire could easily be deflected between the rocks affecting the ultimate path of the wheel and ability to maintain control. I was also concerned that the oil pan would bottom out - yes, the ditch was indeed that deep. The compressed suspension due to the bounce induced coming up out of the ditch would reduce clearance and maybe scrape the oil pan or center stand. Getting my 700GS through there would be iffy; attacking the hazard on Mike's RT would be foolhardy. Even Evel Knievel chickened out when he tried to jump the Snake River Canyon. The precedent was thereby set and I signaled Mike to turn around. We retraced our earlier route to get back to Main Street. I misjudged by a block or so, and we ended up at another part of the drainage ditch; however, the structure was much more shallow and proved to be navigable for both bikes.

We motored on for about another 45 minutes until I pulled off at a gas station. Next to that was Granny's Café; it was closed. **GR**

Three Wild and Crazy Guys By Larry Floyd

I was sitting in the McDonald's McStop at exit 150 in Pevely, sipping a senior coffee and thinking about what I would do with the rest of my Saturday. Then the first wild and crazy guy came through the door, sealing my fate.

Once a year, I like to lead a Gateway ride to the Bixby Country Store which is in - where else but Bixby, 20 or 30 miles south of Potosi. I don't really lead the ride so much for the destination as I do for the lovely roads slithering up to it. It seems the Gateway Riders kind of expect someplace to eat when the ride leader makes his final stop, and the Bixby Store is about the only place around this area to do that. In fact, it has become quite a cult hang out for motorcycle riders in the area. The real jewel is the route that I take to get to it.

The ride starts at the McStop with 30 miles of boring interstate heading due south. At exit 180, the fun begins. I melt onto B, then hang a right onto WW and pass several wineries, which somehow seems so much classier than passing by the beer brewery downtown. Then, I ease onto T, soaking up the pavement until reaching OO, where there is a transitional jaunt that loops around Fredericktown to a gas stop at 67 and C.

From there, the next 85 miles are spectacular, often mesmerizing if the seasons are kind and the air crisp as a fresh potato chip. C glides easterly, blending into N to the junction at 49 near Annapolis. After a short dofloppy (kind of a right, left, over the tracks kind of maneuver) I pick up K and tire-trek through the woods past Redford, where there is a sign and not much else, to the intersection with O. This is the icing, the filet, the whipped topping, the coating on the M&M, that causes me to lead this ride whenever I can. We just don't usually get this far south on a Club ride, and these roads are just too nice to not draw our attention once in awhile.

From there, I take O to cut up to 21, then grab some nice open sweepers on 72 until turning north on TT, which connects with KK which passes the Doe Run battery recycling facility. At 32, it is a mere mile or so to the Bixby store. This is where the ride officially ends; however, keep in mind this is still way south of Potosi, so getting home is still going to take some time.

It's a really nice ride. But, I am not going there today. Although the ride is scheduled, the weather just sucks. The radar looks like a big green and yellow glop of pond scum to the south of the McStop, and the forecast is for rain in St. Louis starting pretty soon. So, I am content sitting at the table and finishing up my coffee secure in the knowledge that no one would be wild or crazy enough to show up. I was wrong.

Jay Green was the first wild and crazy (W&C), Mike Burke the second, and Dave Anderson the third. When acting as Ride Lead, I apply the "rule of Phil," which states that, "If one looks out the window and it is raining, the ride is kaput, nada, no." When I looked out the window, the sky was overcast, but there was no rain, and there were three W&C's ready to ride. Damn! Alright, time to reformulate a plan and punt the tank bag. At the appointed time of departure, I throttled up to Sandy Creek Road and started my modified local route, thinking that I would meander around for a couple of hours keeping close to home and hope the wild and crazies became meek and sane.

Within minutes, it started to sprinkle. I caught Goldman Road and motored over to Old Lemay Ferry while continuing to pick up drops on my windshield and visor. As the sprinkle turned into a spprrinkle, and then kind of a light dribble, I made the decision to seek a rain delay. Good Lord, even football games are delayed now if there is lightning.

I caught route M and maintained lane discipline right to Holtie's Restaurant parking lot. When I got off the bike and removed my helmet, I was surprised to have my riding buddies give me puzzled looks and ask, "Why did you stop? It was only raining a little bit." My response was ready and practiced, "RAIN DELAY."

We went inside and sat down. Before the first drop of coffee hit the first cup on the table, the rain outside went from heavy dribble to rainsuit crotch penetration level and remained so for the next hour. At that point, as Ride Lead, I called the ride an official rainout and sent an email to Jeff to see if we can reschedule at a later date. The ride is a bit too long to do a double header, so we will just have to see if we can find an open date somewhere on the calendar. I last saw my ride companions in my water-blurred rear view mirror. They looked wild and crazy and also wet! **GR**

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8300 miles
Always garaged
Never been in accident or knocked over
Full Akrapovic Evo II Race Exhaust System with Titanium canister
Aprilia Race Computer/Fuel Map
DNA sport air filter
15 tooth OEM front sprocket (1 tooth smaller)
DID ZVM2 gold chain
Rizoma front sprocket cover
Brembo RCS19 adjustable front radial brake master with longer custom Spiegler stainless brake line

Rizoma Next brake fluid reservoir
Pazzo clutch lever (black)
Aprilia Mana handlebar risers & custom billet spacers (raises stock handlebar approximately 3 inches)
Aprilia European headlight wiring harness (both lights always on)
Rizoma Aero LED signals front & rear
Beltronics radar detector wired into Autocom system
Evotech Tail tidy
R&G Racing radiator & oil cooler guards
Crosstrax pegs (lowers pegs by 1")
Dark smoke windshield
Black billet right angle tire valve stems
Pro Bolt titanium rear axle nut
Seat re-worked by Dr. Vinyl (extra foam & gel added plus new cover)
Motorcycle meticulously maintained
All service up to date
All receipts/service records provided
All OEM removed parts for add-ons included
Bike is in St. Louis, Missouri
Price is **\$11,199**
Serious buyers may contact James Feinberg at 314-223-2938 **GR**

F&M
MOTORCYCLE REFINISHING

Larry Floyd

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St. Louis, MO 63129

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The Gateway Gazette

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