

Gateway Gazette

Gateway Riders BMW Club

The Legendary Riders of the Midwest



April 2016

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Gateway Riders BMW Club
www.gatewayriders.com



President's Column

By Jim Williams

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Hi Everyone,

YES it's spring! I hope everyone is out enjoying the great weather. As I write this note to you, it's a fine day to be riding instead of being here in front of a computer. Which brings to mind another thought towards safety and riding etiquette amongst us riders.

One morning on the way to work brought thoughts of how we represent ourselves while riding. There was a young gentleman with his new sport bike enjoying the morning by riding recklessly: dodging in and out of traffic, not using turn signals, and tailgating the vehicle in front of him within 4 to 5 feet. As he found himself boxed in place beside me, I took the joyous moment to wag my (index) finger at him in disapproval! I also, had the chance to show my compadre my "Watch for Motorcycles" sticker on the rear, as he tailgated me during the passing of traffic.

So, did I make a difference? I'm not that naïve to think I did, but did I give food for thought? Probably not, so why should we try? It's a representation of what we love to do, and with that it's our responsibility to try to make a difference. Without trying, we accomplish nothing. As our club members go, I've never witnessed nor do I think for a moment that we behave in such manner. I think we as a club can and will always represent the best of this sport, but could we try to make a difference? We can do so by riding with more than just club members, and I'm sure that's going on anyway. So as we see an opportunity to discuss such things while riding, do so openly in front of "those" others, not just among ourselves. NO, I didn't mean for it to be a harsh discussion, but maybe one with concern and caring.

In a day of less time and more deadlines, it would be a kinder world with just a little care showing. We extend it to one another, because we know and care about fellow club members, so why not to the ones that could be a new friend, member, or just a road compadre.

I would like to inform the club we have a new rider amongst us, Tracy Anderson. In early April she completed the Basic Riders Course with me at Surdyke Motorsports in Festus. I'm sure she's still putting her training to use on the side streets, but should be showing up on her bike sometime. When you see her, please congratulate her!

— Jim

On the Cover: You never know what might show up at a Progressive Dinner stop. Last year at the dessert stop, recent new member Chris Erkmann (red hat) saw all the motorcycles in Marilyn's driveway and stopped by with his 3-wheeled Grinnall Scorpion III car, powered by a K1200LT engine. Photo by Marilyn Roberts.

Late Spring/Early Summer 2016 Events Calendar

Compiled by Jeff Ackerman, Events Director

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

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 Dierbergs mall on Hwy. 21, just south of I-270 (on the left hand or east side of 21 at the first light) OR by the Pink Elephant on Hwy. 141 and Schneider Road, just north of Hwy. 21 (across the road from the QuikTrip).

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 mall on 21 (south) or QuikTrip at 2791 Dunn (north) – See above.

Shop Rides: Forever Endeavor has shop rides every third Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are May 21 and June 18), followed by a hearty breakfast. Meet at the shop at 518 East Osage, Pacific, MO 63069. 636-257-8343.

* April 24: Progressive Dinner – Our most popular ride is on the last Sunday in April. See maps and info elsewhere in this (the April) *Gazette*. Breakfast (8 a.m.) – Phil Sulfstede and Mary Baker; Soup – Dave and Tracy Anderson; Salad – Ron Bier and Tammy Hatchard; Main Course – Cathy and Dave Bissell; Dessert – Jon and Susan Diaz.

* April 29 – May 1: 26th Georgia Mountain Rally at the Georgia Mountain Fairgrounds Music Park in Hiawassee, GA, off Highway 76W (1311 Music Hall Road, Hiawassee, Georgia 30546). See if your rain gear works (though they had dry weather all weekend last year, for the first time in years). There will also be a GS Giants adventure ride in conjunction with the rally. Marc Mergen - Rally Meister BMWCOGA rally@bmwmcoga.org.

* April 30 (Sat): Rider's Choice – Ride to Clarksville, or maybe to the Mark Twain Dinette (at the end of MO 79) in Hannibal, or wherever suits your fancy. Meet at the QuikTrip in St. Peters at 9:00/leave 9:30. Ride leader needed.

* May 6-8: Attend the second annual Hopewell Road Rally at the Hocking Hills State Campground on Hwy. 664 south of Logan, Ohio. This is a nice new rally in its second year. Several of us went last year and liked it. There is great riding in the area and the rally has a historical theme with effigy mounds in the area. For additional information or questions, email samrbooth@yahoo.com or check the Facebook event page under the name of the rally.

* May 7: Take a spring ride with Chris to Hardin. Meet at the QuikTrip at 2791 Dunn Rd., at 9:00 a.m./leave 9:30. Chris Kerckhoff, 314-422-1888.

May 14 (Saturday): Gateway BMW Summer open house. Details not complete at publication time but there will be food, test rides, door prizes, stunt riding by "Teach" McNeil, and you never know what kind of deals Honz will come up with. Previous ones have been from 10 a.m. till 3 p.m.

* May 15: Strawberry and Chicken Festival in Ruma, IL. Fortunately it doesn't conflict with rallies this year. Meet at the Dierbergs mall at 9:00/leave 9:30 (NOTE – The GS group will leave at 9:15) – We may split into two groups with the GS group taking the lesser traveled "levee" roads (with gravel in varying amounts). The road group can take the Bluff Road. Jeff and Mary Ackerman, 314-239-4504.

* May 18: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Rd., St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:00 p.m. sharp.

Continued on next page

* May 20-22: 2016 European Road Riders Rally; a nice rally in Burkesville, KY, put on by the Nashville club. The club has several people going; contact Larry Floyd or Jeff Ackerman.

* May 22: Ron is leading a scenic south county ride; he knows all the great backroads. Meet at the Pink Elephant on Hwy. 141 and Schneider Road at 9:30/leave at 10:00. Ron Bier, 314-623-1363.

* May 27 – 29: 27th “Great Chicken Rally; join them at their new “Chicken Rally” venue in the beautiful Sequatchie Valley (Coke Ovens Historical Park Mountain View Circle) in Dunlap, TN. Info at www.bmwmoal.org.

* May 28 (Sat.): Ride to Broussard's for Cajun food in Cape Girardeau. Meet at the McStop at Pevely at 8:00/leave 8:30. Phil Sulfstede, 314-910-9663.

* June 4: Take a ride for BBQ with Chris. Meet at the Dierbergs mall on Hwy. 21 at 9:00/leave 9:30. Chris Kerckhoff, 314-422-1888.

* June 3-5: Be sure to attend the 37th Land of OZ Rally and make Don Hamblin happy. He found a new venue last year that is really nice at Warnock Lake, Atchison, Kansas! Rediscover the "Land of Oz" and discover a Kansas you never knew existed! The club will have several people going. Updates and info: www.kcbmwmc.com. The GS Giants are holding an adventure ride in conjunction with the rally. This event is free with your admission to the Land of Oz rally. More info and register at www.GSGiants.com (NOTE: this is a different adventure ride than the MTRA ride in the following listing).

The Midwest Trail Riders Association is putting on a new adventure ride this year, the Show Me 500. It is an AMA National Adventure Ride. The MTRA has put on a trail/dual sport ride, the Show Me 200, for 26 years. The “200” is a dirt bike only course that is very challenging. The “500” will be a good ride for big bikes; it will be KLR/GS friendly. Info on both the “200” and “500” rides can be found here: <http://www.ridemtra.com/> go to “newsletters” then “newsletter 72 January-16.” Contact George Siegfried with questions. They have a great following for the “200” as the event is generally filled before the date with pre-entries. They hope to make the “500” as good, too. Both events are the same date and camping and meals are included.

* June 9-12: 40th Iowa Rally at the Middle Amana Community Park. It’s a nice rally with lots to do. See purestodge.org for more details (However, no more endless adult beverages). The club always has several people going.

* June 12: Ron is leading another scenic 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 9:30/leave at 10:00. Ron Bier, 314-623-1363.

* June 17-19: MOTOMO RALLY – 44th Missouri State Rally -Located in the city park in Crane, MO (approx. 30 miles SW of Springfield, MO on state Hwy. 413). It’s a nice little rally but can be hot. See www.MotoMo.org.

* June 18: Take an early summer ride with Phil. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Phil Sulfstede, 314-910-9663.

* June 20: 24th Annual Ride to Work Day – Let the Events Director know if you rode to work today and he will give you ride credit. This is one that the retirees (like your events director) will miss out on but I doubt that breaks their hearts. However, if you ride to the hardware store or anything remotely resembling work today (even if you are retired) let me know and I will give you credit. <http://www.ridetowork.org>.

* June 25: Summer Solstice Swim Party/Barbecue/June General Meeting at the Ackermans. See the map below. Bring a covered dish (with food in it), swim suit, and a towel, plus a chair if you can. Meet at the Ackermans at 1 p.m. Please RSVP by June 24th; so we can get drinks, pork steaks, bratwurst, or sazzas for everyone – The Club IS BUYING! No hotdogs unless you want them. Jeff/Mary, 314-838-2161.

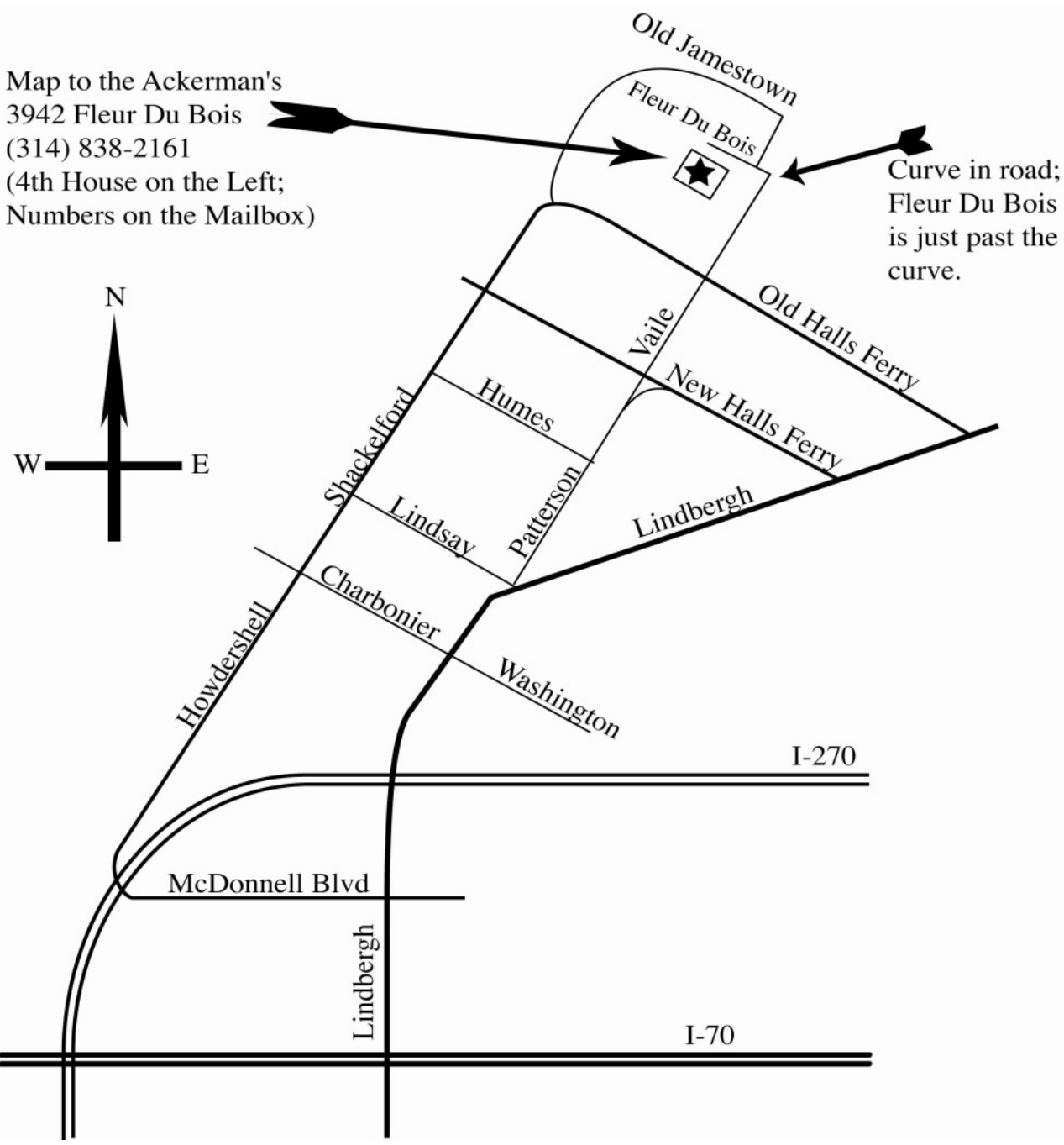
* July 2 (Saturday of July 4th weekend): Pack your small cooler with lunch and take a scenic picnic ride with Phil. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Phil Sulfstede, 314-910-9663.

Events, continued from previous page

NOTE: Ron Bier is planning on having a party for the club at his place this fall on Sept. 17.

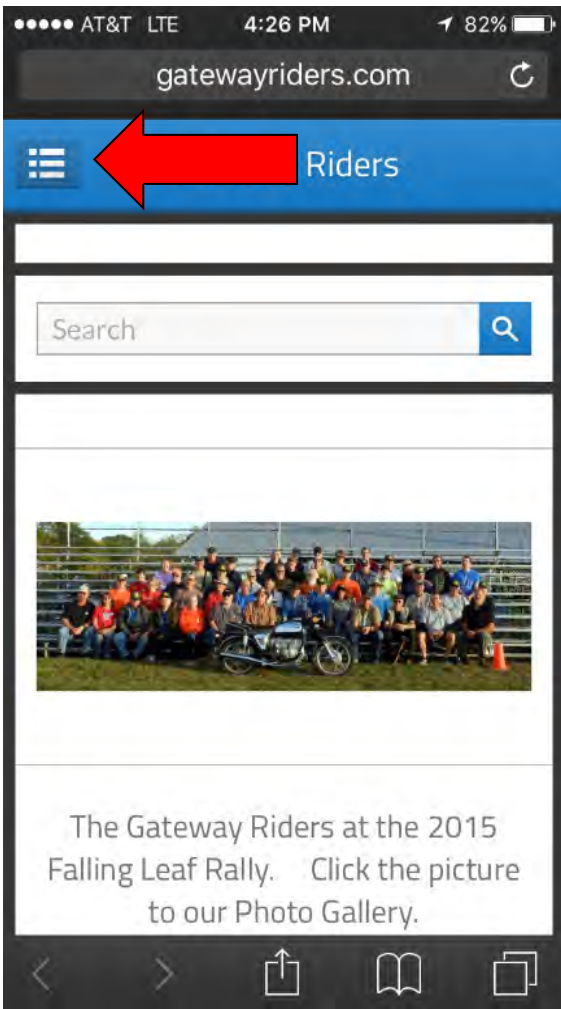
Events that are starred * are point events. Any motorcycle rallies greater than 200 miles away or any BMW rallies are point rides, even if not listed. Note: See the MOA magazine or website: www.bmwmoa.org for more rally info. **GR**

MAP TO THE ACKERMANS:



Finding the Event List on a Smart Phone

By Rich Race, Web Guy

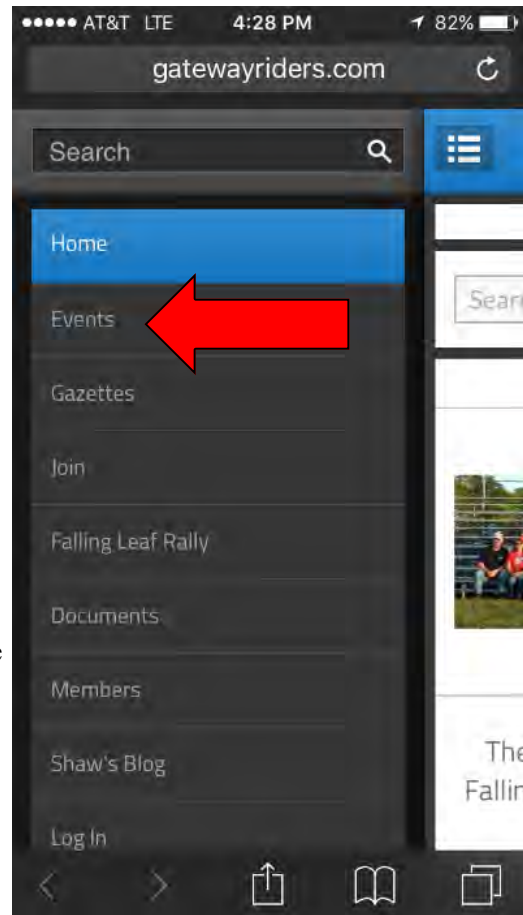


The Gateway Riders website can be viewed on a smart phone (sorry, flip phone users!). The website will be dynamically reconfigured to be viewed on whatever brand of phone and operating system you have (well, most of the time). This is an awesome feature of our web host, Weebly.

While I have some influence on the appearance by designing our website, the look of the dynamic reconfiguration for smart phones is determined by Weebly designers. For example, the menu for a smart phone is represented by a small graphic in the upper left corner that looks like three short lines. (see the red arrow on the left.)

Press on the menu icon and all of the selections appear in a drop down box (see the red arrow to Events on the right.)

When you touch Events, the list provided by our Events Director Jeff Ackerman is displayed, formatted for your particular phone. This list starts out as the same list available elsewhere in



the *Gazette*. However, if event details are changed, Jeff may update the online version. You may also download the events list.

Depending on your phone and how you have it configured, you may be able to read the *Gazette* or do anything that you would do on a laptop or desktop computer. **GR**



Pies at the Woo's Folly ride, 2-28-16.



The group at Diamond Mineral Springs, Woo's Folly ride.
Photo by Dennis King.

Riding Royal Enfields in India

By Chuck DuVivier



I recently rode in Goa and the western Ghats of southern India. The ride was organized by the International Fellowship of Motorcycling Rotarians (IFMR India) and a touring company, Enfield Riders. Our group included Rotary Club members from around the world (right): 6 Germans, 3 Australians, 2 Indian riders/guides, 2 mechanics, two Indian Rotarian hosts, my wife Kate and me (left).



Goa was established as a Portuguese colony in 1510 and continued in that status until 1961. According to the local guide, the importance of the spice trade to the Portuguese Empire drove the growth of the colony to exceed the importance and population of Lisbon in the 14th and 15th centuries. The state of Goa today has over 400 churches.

We all know the Royal Enfield Bullet here in U.S. In India it is the Big Dog of motorbikes. Twelve Bullets chugging down the road really got people's attention. There are other smaller bikes in India, mostly less than 250ccs--Suzukis, KTMs, Hondas--and plenty of bikes from the largest motorcycle company in the world, Hero, but none are as respected as the Enfield Bullet.

Learning a new set of riding skills was needed. Rules...no rules. Lanes...no concept of lanes. No speed limits, set your own pace but beware of the "speed breakers" or speedbumps, sometimes marked, sometimes not. The speed breakers varied from gradual up and over bumps about a foot high, to others that felt like running an 8' curb, or sometimes they were in pairs, or triples, or four in a row. There were also a series of 4" bumps, as many as 20 in a group and the Enfield suspension travel didn't like those either.

Riding in heavy traffic was like walking in a crowd of people. The main stream of vehicles could still allow cross-traffic to flow through with a little concentration and dodging. Traffic coming in from side streets rolled in and you just slowed or dodged around it. Buses and trucks kept a steady pace, making their directional desire obvious and you yielded to them (or else). And of course there were always pedestrians in the mix, or carts pulled by oxen or tractors, and lots of cows just moving in a leisurely way up the road, down the road, across the road or just standing in the road. The slower the traffic went, the more intense it was for the motorbikes, most of which gave the right of way to the big Enfield Bullets.

Passing on the open highways at speed usually worked fine: pull out to where you can see, although seeing what was ahead was optional, and then go for it. Occasionally your view ahead might be of two trucks headed toward you (using all the pavement) but that would sort itself out before becoming a real crisis. You only need about 3' to get through anyway.

Southern India has wild and mountainous areas with some nice curvy roads. Pavement varied from new and very smooth, unaffected by the heavily overloaded trucks, to poorly patched and bumpy. Those sections rattled the bikes and broke them. I lost a front fender support, and another time, the rear fender almost fell off completely. Others had the pillion seat come off, kick and center stands falling off or being scraped off. The Enfield Riders company had a support vehicle with all the parts needed and an excellent mechanic available to make repairs, which was a least once a day. They serviced the bikes at night and usually could detect problems before we were aware of them.

There are no road signs and I could only tell where I was by the numbers on the kilometer markers. On my own, I would have been severely lost and worrying about getting lost all the time, so it was important to keep an eye on the rider ahead

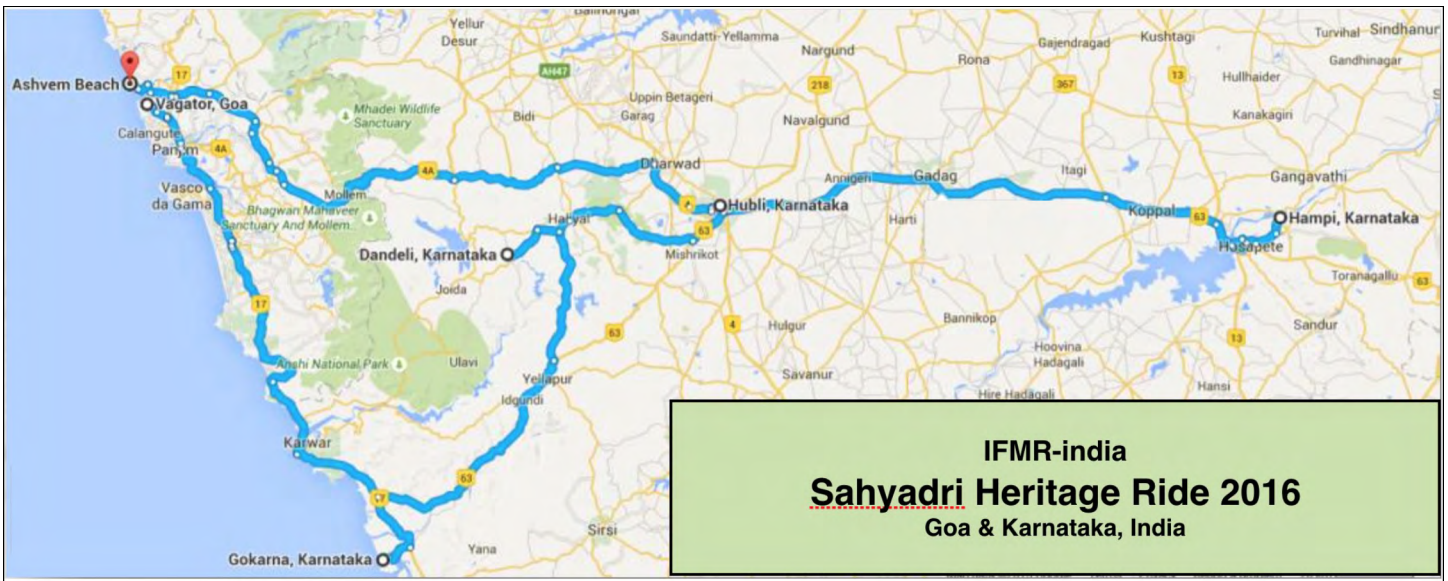
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of you. The guides did keep us together well, only once did we lose half the group, in Hubli, because the traffic was so heavy and that took 1½ hours to sort out. What's App and Find My Friends were essential to pin locations and allow texting back and forth so that the group could reunite.

It was the dry season in Goa and Karnataka states, the monsoon comes in July and August. Temperatures were in the mid-60s up to 85 by the coast and 5 degrees warmer inland. Starting in Panjim, we went south to Gokarna, through the forest and mountains to the Tiger Preserve in Dandeli, as far east as Hampi to see the ruins (1350-1550 AD) then back to Ashvem Beach, returning to Panjim.

If you Google Goa, it appears to be a paradise. It's not the Ganges Plain of northern India with much denser population and pollution, but it is a developing country. The hotels we stayed in were nice, as were the beach cabins, but it is not La Jolla or Malibu (although with attention to detail, it actually could be a lot nicer). We all had a great time. Nobody got sick except for colds coming back. The only mishap: one of our group slipped on the tile by the pool after he had turned his bike in, and broke his wrist and nose.

Flights via Abu Dabi were cheap and getting an Indian visa was a snap. IFMR India is planning a ride to Ladakh, Kashmir, where the roads cross the highest passes in the Himalayas. I can't wait to go! **GR**



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(314) 427-9090
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(877) 221-9090
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Spring Tech Day

By Dave Leligdon, Tech Guy

The day started off with a few early arrivals indicating they had no task to do other than having coffee and visiting with the other members. Phil Sulfstede said that he wanted to check out his heated clothing circuit as his gloves seemed to have stopped working. Voltage at the plug on the bike was OK. We connected the jacket mounted controller and it also seemed to be working. Continuity check on all items showed no open circuits. Everything was working. Maybe it was a blood flow problem with the rider.

No one else claimed the lift so I thought it would be a good time to change the oil in my KLR. I had a filter but I had to run to the auto parts store for some oil. While waiting for the oil to drain out Chris Kerckhoff wondered if it would be a good time to change out his accessory plug. "I have the new plug and it should only take a few minutes to do." Stripping out the old and soldering on new terminal ends took some time with most of it waiting for the soldering iron. It's a small 40 watt pencil type and takes a while to heat up. It turned out that the hardest and most frustrating part of the job was reconnecting the wires to the nearly hidden battery terminals. In the end the job was completed to Chris's satisfaction.


Jeff Ackerman wanted to use the new GS 911 to reset the maintenance light on his new bike. It's a straightforward job if you use a laptop and USB cable. I am still trying to get the unit to work in the Device to Device (i.e. GS 911 to i-Phone) mode, via the Wi-Fi feature. I have been working with the help desk at Hex-Code in South Africa to resolve the problem.

Next up was Dave Anderson. He brought his wife's new (to her) GS 650. It's a beautiful white bike with all the farkles. Dave wanted to add an extension to the positive battery terminal to a location under the seat. This would give easy access for charging or a jump start if required. The battery is located under the tank cover near the handlebars. This location makes it difficult to get at the terminals. I had a nice piece of heavy gauge red wire and the required ring terminals for the job. The battery end was straightforward but it took some doing to find a suitable location for the exposed stud under the seat. Now that we know how to make the addition, any other G or F bikes are welcome to have the modification made.

It's always a pleasure for me to host the Tech Day and my thanks to all of those who showed up. **GR**



Tech Day. Photo by Chris Kerckhoff.

BMW Motorrad Dealer	Gateway BMW Motorcycles
Address 2690 Masterson Ave. St. Louis, MO 63114	Bob Honz General Manager
Telephone (314) 427-6090	
Toll Free (877) 221-9090	
Fax (314) 427-9195	
Email honz@gatewaybmw.com	
Website www.gatewaybmw.com	

Dave Clark's Forever Endeavor Cycles

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Bathroom Adventure in Potosi

By Marilyn Roberts

On Thursday morning, April 14 Al, Phil and I journeyed to Potosi to replace a sink that had been broken in the ladies shower room. The Lion's Club had removed the sink and disposed of it, but left the faucet and connection parts.

Al drove his Toyota to blow out its cobwebs, swinging by to pick me up and then stopping at the QuikTrip in Fenton to pick up Phil and his tools (and some donut holes). We stopped first at Potosi Lumber so that Al could check on water heaters (the club is buying 2 water heaters and the Lion's Club will pay to have them installed).

We roused John Higginbotham of the Lion's Club from his home and he drove down to unlock for us. The restroom doors were boarded up to prevent other Lion's Club grounds users from using those bathrooms. The day was warm outside but the inside of the bathroom/shower building was like being in a cave. I was glad to have on long pants and a fleece vest.

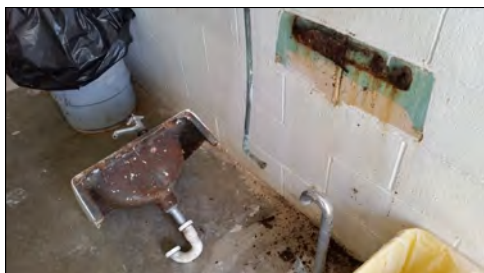


John unlocked the Lion's Den so we could see what their club had done inside. The tables are new plastic-topped ones and the ceiling lights have been replaced with new units that are brighter. He said they have plans to replace the broken floor tiles and to replace the wallpapered wall surface behind the podium. We stressed that the wall should be painted drywall and not more wallpaper.

Al and I had been eying the chipped paint on the outer bathroom building and thinking it would look nice painted the same color as our shed, which we painted last year. Al asked John about it. John said, "I don't care if you paint it pink." Well, okay then. Phil said we need to blast the wall first. That's a job for another time.

While Al and I toured the Lion's Den, Phil was hard at work in the shower room. It didn't take long to determine that we needed some supplies: plumbers putty and a new socket because Phil had stripped his trying to drill screws into the concrete block (the new sink bracket holes didn't match the old ones, of course). So we went to Boyer Hardware in town not far from the Lion's Club grounds. None of us had been there before. We found some very knowledgeable employees and the owner who loaned us two types of drills that were stronger than Phil's battery operated one. They said if we didn't return the drills they'd confiscate Phil's bike at the rally. Phil and I eyed the mostly empty popcorn machine and vowed to get some freshly popped popcorn when we returned the drills.

Back at the Lion's Club grounds we couldn't find the putty and other things we'd bought. We thought we left the bag at the store so Al and I drove back to find out that they'd put our purchased goodies in the DeWalt drill bag and we'd had them all along.



Once the sink was installed it was time to hook up the water lines, which didn't reach because it was a different sink. The new one is adult height. On our way out to go to the hardware store again, we addressed the loose sink in the front portion of the ladies restroom. With little help it readily fell off its rusty bracket. Actually the bracket was almost non-existent. Phil said, "That was ready to fall off in the next 30 seconds." That sink was enameled iron and would surely have broken someone's foot.



So, back to the hardware store we went—visit #3. We learned that there was not a wall-mount vanity sink to be found in Potosi so we decided to buy at Home Depot in St. Louis and make another trip to install it.

Once we got things buttoned up in the restroom we returned the drills—visit #4. Al checked on water heaters and found the price was reasonable and the employees helpful so he ordered two. Phil and I got popcorn.

Continued on next page



Did we test the water-tightness of the newly installed sink? No. The Lion's Club has the water turned off to the building.

Because it was a Thursday and Off the Hook on Hwy. 21 was open, we had lunch there. Noting that the restaurant serves a good-looking breakfast, we thought maybe we'd do breakfast on the way down next time. It was a long day—from about 7:30 to 3—but it was a fun time. **GR**

Forma's Low Adventure Boot By Marilyn Roberts

For years I'd been wearing a pair of tactical boots that I bought at Gateway BMW. They were very comfy but they weren't waterproof and a zipper pull tab broke off (I replaced it with a paperclip). And they laced and zipped, taking a long time to put them on. I had been admiring the looks of the new Forma Low Adventure boot—kinda gnarly. Parts lady Jesse has a pair and loves them... even wears them all day at work. I have a problem with boot fit because of the large area of scar tissue on the back of my left leg from the deer strike in 2001. It's a painful area if touched and I need boots that hit below or above the area.



So I tried on a pair of the low Forma boots. My initial impression was how stiff they were. It felt like I had casts on both feet. I walked around the shop for a while and decided they would work fine with a little breaking in. And I was correct. They are more forgiving now. In addition, I love the feel of shifting. Because the boots aren't namby-pamby soft, the shift lever snicks into gear more quickly. Yes, they are brown. Forma says that a black version will come out the middle of this year. The boots are not gender specific so they fit right in with today's transgender society. You can

wear them into any restroom you prefer.

The boots are waterproof, are CE Certified, are made of top grain leather, have internal molded plastic protection, have a nylon mid-sole with a steel shank, have soft padding with memory foam, have a hiking boot-like rubber sole, and come with a 12 month warranty. I also dig the vintage finish of the leather and the 2 straps with buckles that secure the boot to your foot, along with a Velcro flap. These boots are a quick on and off. Forma says the boots are lightweight construction. Not in my opinion. They have some heft to them, as you might expect from the steel shank, sturdy leather and lugged sole, but that's what I would want on my feet should I ever have another get-off.



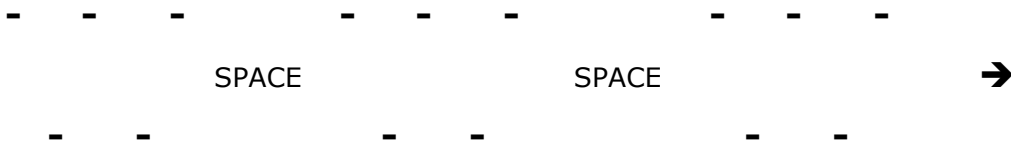
At \$238 I think they are a steal. They are well-made, protective and you can wear them on or off-road. **GR**

Group Ride Guidelines

Preparation: Have a full tank of gas, dress appropriately, bike in good state of repair - including correct tire pressure. Arrive in time for the pre-ride meeting. (15 minutes prior to leaving). Provide the ride leader your name and emergency contact information.

1. You are responsible for your own safety. Do not cause any hazards to others. If at any time you do not feel the ride is being conducted in a safe manner, be sure the sweep rider sees you leaving the group and find your own way to the destination. Have a map or GPS to find your way.
2. If you leave the ride for any reason, pull over where the sweep rider can see you. They will stop and you can advise them of your intention to leave the group.
3. Do not rely on other riders' actions to judge if it is safe for you to pass, pull out, etc. Make sure that *you* have adequate room and there is space for you in front of the vehicle you will pass.
4. You are responsible for keeping the rider behind you on the route. This means that if you make a turn and cannot see them, you must wait where they will see you before you proceed. You need to balance this with safety and pick a spot to wait that doesn't expose you to danger.
5. Ride staggered when appropriate. Minimum following distance is 1 second to the rider staggered in front of you and 2 seconds to the rider directly in front of you. Don't weave around in stagger formation, stay in position, either left or right of center. If the road gets curvy or the speed of the group increases, allow additional following distance or ride single file. Group size: 5-7 optimum. Lead at left of lane. Do not reverse directions unless necessary.

Groups may be broken into smaller sub-groups, if necessary:



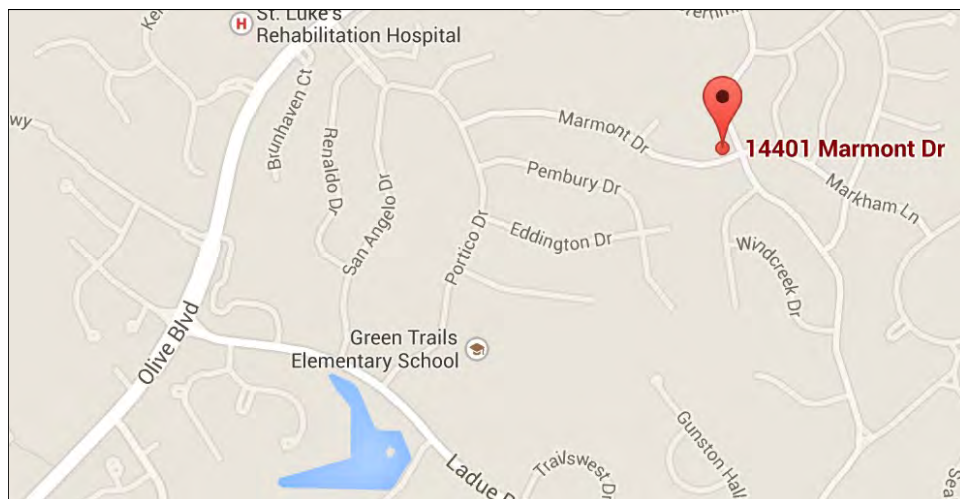
6. Do not pass other riders in the group. If you wish to move ahead or back within the group, wait for a stop and work it out with those around you. The group leader is always first and the sweep is always last. They may occasionally move to center of lane for visual checks.
7. Do not block intersections, run red lights, or stop signs. Others will wait across intersection.
8. The club strongly urges you to refrain from the use of alcohol or illicit or prescribed drugs or substances that could impair your abilities before and during the ride event.
9. Point out hazards with a hand or foot to warn other riders, but keep your visual focus on a safe path.
10. If you have a guest, please inform them of the road rules and ask them to ride in the position immediately behind the ride leader's motorcycle.
11. If you're not going on the ride, leave helmet off and wait until the group is out of sight before leaving. **GR**

Progressive Dinner Maps



Stop 1: Breakfast (8 a.m.)

Phil Sulfstede and Mary Baker
675 Gateswood Dr.
Florissant, MO 63033
314-838-9179



Stop 2: Soup

Dave and Tracy Anderson
14401 Marmont Dr.
Chesterfield, MO 63017
978-395-5555



Stop 3: Salad

Ron Bier and Tammy Hatchard
401 Schneider Hill Ct.
Fenton, MO 63026
314-623-1363



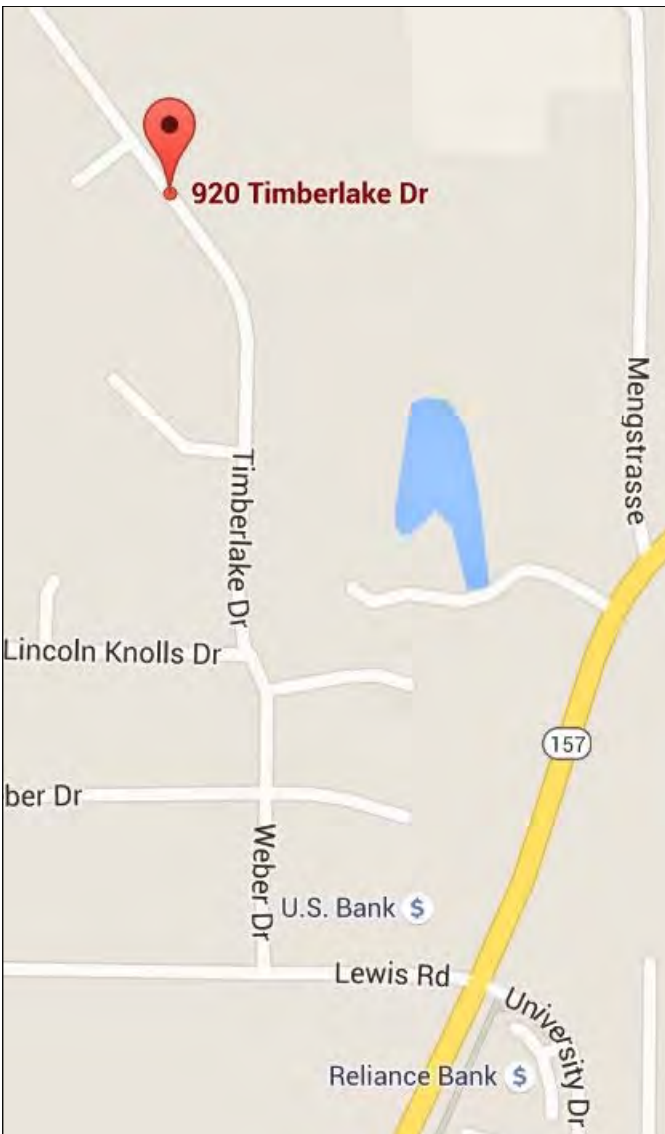
Stop 4: Main Dish

Cathy and Dave Bissell

7038 Wedgewood Dr.

Cedar Hill, MO 63016

636-274-4741



Stop 5: Dessert

Jon and Sue Diaz

920 Timberlake Dr.

Edwardsville, IL 62025

630-715-6673