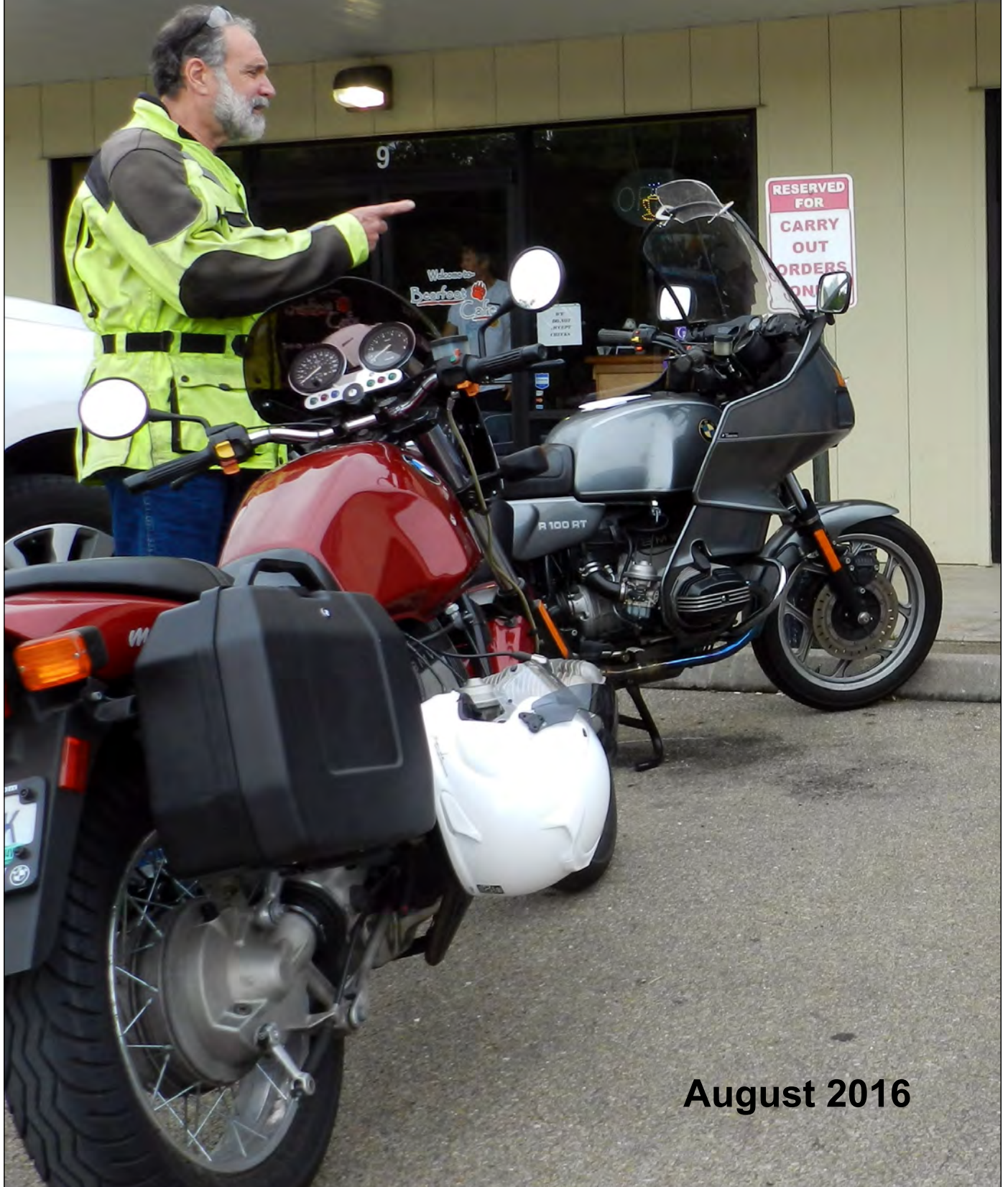


# Gateway Gazette

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



**August 2016**

Volume 44, Number 4  
Gateway Riders BMW Club  
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## President's Column

By Jim Williams

Hi Everybody. It's that time again, and just hope everyone is having a great summer so far? I've not had a lot of time to ride, plus the weather has been so hot. As I'm writing this letter, this week has been the exception. With it being in the upper 80's and low 90's it's been very tolerable. Been seeing quite a few riders from various motorcycle groups, so there must be plenty of poker runs, benefits, and rallies to attend. Speaking of rallies, our national seemed to have had a bit of weather with it, but nonetheless I heard good attendance reports and stories of plenty.....(Jim Shaw).....:-) From the pics posted online, one could assume there's doubles of us out there! (Dave Leligdon)

Being mid-summer, we begin thinking about our rally this coming fall. Just a bit of update, with some changes in the Rally Meisters this year, we can assure you that everything is still going great. Your new head committee for the rally is Jim Williams and Al Schroer, with Dave Bissell. I'm told that we have rally pins and you should see a sample at the August meeting! Please give Cecil a pat on the back for once again designing our coveted rally art. Thank you Cecil! One more thing, we've always had a good turnout of members for volunteering at our rally. I'm one of them, but I would like to encourage our newer members to come out and help out, even if it's just one shift on coffee duty. The camaraderie is well worth the effort.



Many of us know about Dean Olsen's medical situation, but at this time it is my understanding that he's doing a bit better. He still needs plenty of our thoughts and prayers. Dean's rehabilitation is still on-going, so our encouragement is needed. He's in St. Mary's Rehabilitation Center at the moment. I'm sure at least a friendly call could be in order.

— Jim

P.S Let's get ready to rally!!

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**On the Cover:** At the Bearfoot Café in Potosi, Phil points to the sign, "Reserved for Carry Out Orders Only." Obviously Phil and Marilyn can't read. Did they move? No. This was an airhead brunch ride combined with a ride to the Washington County Fair in Potosi. Photo by Marilyn Roberts.

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# Late Summer/Early Fall 2016 Events Calendar

Compiled by Jeff Ackerman, Events Director

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

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

**SOUTH:** The McStop (McDonald's/Phillips 66) at Pevely (Exit 180 off I-55 at Z) OR the south end of the Dierbergs grocery on Hwy. 21, just south of I-270 (on the left hand or east side of 21 at the first light) OR by the Pink Elephant on Hwy. 141 and Schneider Rd., just north of Hwy. 21.

**WEST:** The QuikTrip off I-70 (exit 222) by I-370 at Mid Rivers Mall (on the north side in St. Peters); or the BP just south of Hwy. 40 (I-64) on Long Rd.; or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

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

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**Shop Rides:** Forever Endeavor has shop rides every 3<sup>rd</sup> Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are Sept. 17, and Oct. 15), followed by a hearty breakfast. Meet at the shop at 518 East Osage, Pacific, MO 63069. 636-257-8343.

Honz is having a campout at Rouge Creek on Aug. 20 followed by a ride on Aug. 21. KLIM is supplying soda, chips, and bratwurst. See the Gateway BMW website or Facebook page for more details.

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August 20: Gateway BMW has been chosen as one of the 20 dealers nationwide to host a BMW 100<sup>th</sup> Anniversary Open House from 10 am to 2 p.m. There will hot dogs, chips, and soda. Sponsored by the BMW MOA. Be sure to bring your coupon from the August MOA magazine for a free gift (gift available at any BMW dealer during August) but why not attend the open house and get your gift then.

\* Aug. 21: NOTE: DATE CHANGED TO SUNDAY because of the Gateway Open House – Late summer ride with Phil. Meet at the BP station on Long Rd. at 9:00/leave 9:30. Phil Sulfstede 314-910-9663.

\* Aug. 26-28: 20<sup>th</sup> Galena Campout. Join the BMW Motorrad Club of Northern Illinois in Galena, for their campout at the family friendly Palace Campgrounds near the Mississippi River.

\* Aug. 27: NOTE: DATE CHANGED TO Saturday – GS Ride in Warren County, we will take a variation on one of the 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 BP station on Long Rd. at 8:00/leave at 8:30 . Jeff Ackerman 314-239-4504.

Aug. 28: There will be flat track racing in Jerseyville, including vintage flat trackers, Bultacos, and an AMA Pro ½ mile race. Gates open at 8 a.m. at the American Legion Fairgrounds, 1401 West Main St., Jerseyville, Illinois. These are sponsored by the flat track racers “Class of ‘79” to raise money for injured racers.

No formal ride Labor Day weekend. Try the Springfield Mile on Sunday. It is great racing with the winner and second place typically separated by inches. Donelson has tickets on sale or organize an impromptu ride.

\* Sept. 9-11: The Wisconsin BMW Club invites you to RALLY FOR A REASON, at the new location - Camp Wawbeek (1450 State Hwy. 13, Wisconsin Dells) an Easter Seals Camp. Rally Fee Includes two nights of camping with plenty of hot showers available and a rally mug to the 1st 500 attendees. Friday night Live Music! Friday night hotdogs 'till gone. On Saturday morning there will be a breakfast buffet (for a fee), and a pig roast that night. There will be guided and self-guided rides through some of the most beautiful areas in the Midwest. Also included are door prizes, vendors, awards, nightly 50/50 drawing, non-motorized field events, seminars, and much, much more!! Onsite dorm style bed space, some are semi-private, also available (\$10 per night fee to Easter Seals) Pre-registration \$39.00 adults/\$28 child (6- 15) by Aug. 27, at the gate \$49.00 adults/\$32 child (6-15). Many items still in the planning stages so watch the website and Facebook page for updates by going to <http://www.wiscbmwclub.com> for details, vendor registration information, and event news. Contact Sharon Ernest or Brian Manke at 2016DELLSRALLY@GMAIL.COM for further information.

Continued on next page

\* Sept 11: Rider's Choice with lots of fall festivals, church dinners, etc. going on. Meet at the BP station on Long Rd. at 9:00/leave at 9:30. Ride leader needed.

Unfortunately, there is no Trail of Tears Rally this year.

\* Sept. 17: Ron Bier is having a BBQ at 11:00 a.m. at 401 Schneider Hill Ct. 63026, up the hill from the Pink Elephant (see the map for the salad stop for the Progressive Dinner this year). Ron is providing burgers, bratwurst, and side dishes plus water. Please bring your own beverage if you want something besides water. Please RSVP by September 12 by email, text or mail: [Rbland85@live.com](mailto:Rbland85@live.com), 314-623-1363. Please give number of people and your name so Ron knows how much to buy. Don't park on the street and try to line up the bikes when parking so he can get some photos.

\* Sept. 16-18: Dinky Dozen Campout – Camp, ride, and fellowship with the Dinks. No rally fee - just pay the 4H grounds nightly camping charges! Approximate NIGHTLY camping costs are \$12 for tents, \$20 for campers with 30 amp, or \$24 for campers with 50 amp hookups. Check out more details and any updates on the Dinky Dozen Facebook page here: <https://www.facebook.com/DinkyDozen>.

\* Sept. 21: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Rd., St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 p.m. sharp.

Sept. 24: The Village of the Blue Rose (south of Louisiana, Missouri) will be hosting its annual Country Fair and Picnic on September 24, 2016. This year, they have added the "Ride for the Roses," a charity motorcycle poker run. The ride will start at St. Charles Harley Davidson and wind its way up to the Village ending at the Country Fair and Picnic. Registration is 9 a.m. to 11 a.m. with the first bike out at 10 a.m. The concept of the Village is unique. The primary mission of the organization is to provide nurturing residential and employment opportunities for adults with developmental disabilities in a Christian environment which fosters spiritual, physical, and psychological growth. The means to achieve this is being done by developing a center of hospitality and welcome, where visitors can relax as they enjoy the panoramic view of the river. The Village sits on a beautiful private residence on 60 acres with a breathtaking view of the Mississippi River in Clarksville, Missouri. The Village consists of several homes for the residents, a bed and breakfast, restaurant, antique store and a flea market.

\* Sept. 24: Pre-Rally Tech Session at Dave Leligdon's at 9:00 a.m. Send him an Email at [dleligdon@sbcglobal.net](mailto:dleligdon@sbcglobal.net) if you need something for the session or want to cover a specific task. 2 Autumn Peak Court, in Summit Heights subdivision, just off Hwy. 141 and Hwy. 30, Fenton, Missouri. 314-575-9454.

\* Sept. 25: Rider's Choice with lots of fall festivals, church dinners, etc. going on. Meet at the BP station on Long Rd. at 9:00/leave at 9:30. Ride leader needed.

\* Sept. 23-25: 30<sup>th</sup> Hoosier Beemers Rally at Muscatatuck County Park in Vernon, Indiana, one mile south of US 50 on State Road 7. Contact Jeff Kernen, [jrkernen@yahoo.com](mailto:jrkernen@yahoo.com).

\* Sept. 30 – Oct. 2: The 4<sup>th</sup> "RAMS Rally" is back to the original weekend this year. The RAMS, invite you to our new rally location at Parker's Crossroads RV Park and Campground, 22580 Highway 22 North, Parker's Crossroads, Tennessee, 1.5 miles north of I-40, exit 108. GPS Coordinates: 35.809182 -88.389067. For more information, visit: [www.bmwrams.com](http://www.bmwrams.com).

\* Oct. 1: Phil is leading a mystery ride but you know it will be good. Meet at the QuikTrip in Eureka at 9:00/leave at 9:30. Phil Sulfstede, 314-910-9663.

\* Oct. 7-9: Our 41<sup>st</sup> Falling Leaf Rally at Potosi, Missouri, 60 miles south of St. Louis. Take Hwy. 21 south to Hwy. 8, turn west through Potosi to Hwy. 185, bear right to the Lion's Club grounds. Dave Bissell 636-274-4741.

\* Oct. 15: Hot Dog Roast – Sadly there is no hay ride this year but the post rally hot dog roast will start at 5:30 at Phil's place (675 Gateswood Dr., Florissant, MO 63033 – See the April Newsletter for the Progressive Dinner breakfast map). Bring a covered dish or dessert, your beverage (if you don't like beer or soda), plus a chair if you can. The club is providing hot dogs, buns, plates, beer, soda, etc. and we will probably give away the left over door prizes from the rally. Phil Sulfstede, 314-910-9663.

Events, continued from previous page

\* Oct.16: Ron is leading a ride to a Ste. Genevieve to a great lunch place followed by pictures at the scenic overlook north of town on Hwy. 61. Meet at the Pink Elephant on Hwy. 141 and Schneider Rd. at 9:30/leave at 10:00. Ron Bier 314-623-1363.

\* Oct. 19: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Road, St. Louis, Missouri 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 p.m. sharp.

\* Oct. 22: Take a ride for BBQ with Chris; this is a “make up” for the ride rained out on June 4. Meet at the Dierbergs grocery on Hwy. 21 at 9:00/leave 9:30. Chris Kerckhoff, 314-422-1888.

Oct. 23: St. John’s GildenHaus Sausage Dinner. Take the scenic route down to the church. We’ll leave early to beat the crowd. Meet at the BP on Long Rd. at 9:00/leave 9:30. Jeff Ackerman.

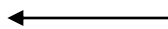
Events that are starred \* are point events. Any motorcycle rallies greater than 200 miles away or any BMW rallies are point rides even if not listed. Note: See the MOA magazine or website: [www.bmwmoa.org](http://www.bmwmoa.org) for more rally information.  
**GR**



Das Rally:  
George, Dave and Phil  
rode together (left)  
Dave (right)  
Ava and Harvey  
(below)



It was mid-90s at the Iowa Rally—Larry, Phil, Paula, Mary, Craig and Jeff.



Mary sleeps through the heat at the Iowa Rally.



## Vintage Bike Night Fright

By Larry Floyd

If you have never been to the Vintage Bike Night event at the Schlafly Bottleworks, you really should put it on your to do list. It is located on Southwest Avenue, just a block from the Manchester intersection in Maplewood, and usually held on the first Monday of the month. This year, the Fourth of July holiday fell on the first Monday and the event was slipped to Tuesday. I generally take either my 1977 R100s with a Velorex sidecar, or my 1982 Daytona Orange R100s restomod. These both fit into the vintage category and are my locally ridden "showoff" bikes. Which one I select to take mostly depends on which one is actually running at the time! Both of them have good enough paint that I don't feel embarrassed about handing out cards advertising my motorcycle refinishing business. I have painted some of the parts on motorcycles that often come to the event.

It is always fun to walk up and down the rows of machines, some beautifully restored to stock, some heavily modified, some rarely ridden, others thick with road dust. People love talking about their bikes, and people love talking to people about their bikes. It is easy to strike up a conversation and there is always something interesting to learn.

I thought the change of the date to Tuesday to accommodate the holiday and the heat would keep the crowd down, but I was pleasantly mistaken. I usually meet other Gateway Riders there. Jeff Ackerman is a frequent visitor, and also Al Schroer and Todd Bray are generally in the audience. But tonight, only Art Mester and I represented the Gateway Riders. I brought my 1977 R100s sidecar rig, and Art rode his Royal Enfield. We parked them in the same row, and went to the garden area to have a pleasant dinner.

After eating, we walked around the yard, marveling at all the iron on display. The Harley crowd tends to group up on one side of the lot. You can expect some killer paint jobs, and would not be disappointed in the shiny array of both new and old Harleys. A few sported outrageous ape hangers, wildly raked front ends and more chrome than a '69 Cadillac.

In other areas, there were some true classics. Indians, Triumphs, and a couple of Moto Guzzis. Of course, BMWs were also well represented. There were several showroom condition early Hondas, a couple of 750's and some pristine 350 scramblers. I also saw a neat Honda 750 six cylinder, one of my favorite classic bikes.

Of course, cafe racers were also scattered about, each one a unique expression of both mechanics and art. A local scooter club is generally represented at the event. These are almost exclusively small cc rat scooters, which demonstrate that fun on two wheels doesn't have to cost a lot.

Art and I had a great time looking around and talking to other bikers but it was nearing 8 p.m., time to head home while it is still light outside. I hopped on my sidecar rig, started it up, and maneuvered slowly through the crowd to the parking lot exit. Leaving the event is always a bit nerve racking. There are hundreds of bikers standing around, and the only thing more interesting than a neat old bike parked on display, is a neat old bike actually running. Let's face it, looking cool is an essential part of the thrill. I was pleased that the old Beemer caught on the first punch of the starter button and immediately settled into that clicky, thumpy idle that characterizes a well tuned R bike. Me and my classic Beemer! Looking good, bro'.

When traffic cleared, I pulled out of the parking lot with Art right behind. The light at Manchester just happened to be green, so I rolled through, went about 100 yards, and then the bike suddenly just died. I could not restart it--no instrument lights, no vroom vroom from the starter, no nothing at all. My first thought was, "Thank God it did not die in front of all those bikers back at the Schlafly lot." At least now I had a more limited audience before which to demonstrate my shame.

With Art's help we pushed the sidecar into an adjacent parking lot. Now, what to do about it. I first thought about the kill switch. I had fiddled with the switch gear about a week prior when I was trying to run down a starting gremlin. However, beating on the switch assembly and jiggling the wires from the starter button had absolutely no effect.

It is funny how a bystander can often think more rationally than the bike rider in an emergency. Art casually said, "Check the battery, maybe you have a loose cable." I saw no reason why I should have a loose cable, but I had no better idea, so it seemed like a reasonable thing to do.

Continued on next page

Yowzer! When I lifted the seat and removed the compartment tray I saw sparks coming from the positive end of the battery cable. The battery terminal had literally cracked in two, like a tooth with a huge filling fracturing under the pressure of a walnut. The end of the cable was still tightly screwed into the broken piece, now separated from the rest of the terminal. The remnant sticking up out of the battery case presented no clear way of reattaching the mounting hardware. At least the basic problem had been identified.

We both dug into our tool kits to see what we could collectively put together to engineer some type of temporary patch. The best solution I could come up with was a zip tie. I removed the screw and mounting nut from the broken piece, and then placed the ring end of the cable flat against the remnant of the terminal on the battery and tightened the zip tie as tightly as I could. It worked, but I did not know for how long this half-assed fix would last. It would not take much for the cable end to slip out of the grip of the zip tie. Art said he could follow me home, which was comforting. I really did not want to be on an interstate with the possibility of another dead stop in the middle of traffic in the fading twilight. I started thinking about secondary routes of get home and running "what if it dies here" scenarios through my head.

Once again, it is nice to have another brain processing the problem. Art then made a brilliant suggestion, "Why don't we look for an Auto Zone on the way home and just stop in and get another battery?" DUH! I happened to remember there is an Auto Zone just around the corner on Big Bend Boulevard, probably less than half a mile away. The sidecar rig started right up, and the zip tie held just fine for the three or four minutes it took to hang a left at the intersection and pull into the Auto Zone parking lot.

While we were removing nuts and bolts to get the battery out of the compartment, a guy pulled up in a car and asked us if we were riding with someone else. I stated we were not, and he replied that another rider was broken down by the side of the road a few blocks away and he thought we might be riding as a group. I told him I kind of had my own problems at the moment, but wished the other rider well. The battery was slippery and a tight fit and kept slipping back into the battery tray. It took both Art and me, one holding the top, the other fishing fingers in underneath to pry it out.

Now, this Auto Zone had at least three guys in the store. Only one seemed to be interested in working, and he was busy checking out another customer. After standing in the middle of the aisle with a busted battery in my hand for awhile, I finally got the attention of the one that I later surmised must be the manager. When I stated what I thought was pretty obvious, basically that I needed a battery, Manager Man pointed over his shoulder and said there were a "bunch of them over there." Marvelous customer service. But, you can bet I am not going down the street to look for a NAPA store at this point. Fortunately, I feel moderately competent at recognizing what a battery looks like and managed to find the lawn and garden display, thinking that "any old battery in a storm" might be a fitting adage. Art came in and immediately pointed to the motorcycle/ATV battery display which I had completely missed.

All I needed was a cheap battery to get me home. There is no such thing anymore. Batteries come in three configurations, expensive, ridiculously expensive, and outta frappin sight overfrickin priced. I decided to skip the cheap fix idea and go for an actual replacement. After matching the case size and positive/negative terminal locations on my useless battery, I found a suitable substitute. It was a glass mat motorcycle battery, ready to use without charging, just the right size, sporting more cranking amps than the one I had, and costing roughly about the value of the Crown Jewels of England. It was, of course, the most expensive motorcycle battery in the store, perhaps even the entire state, I don't really know. After all, nothing is too good for your BMW! I tried to soothe myself by repeating, "It's cheaper than a tow, It's cheaper than a tow....."

I hesitatingly surrendered my charge card to the one working clerk. Manager Man was out front smoking. The new battery did indeed fit perfectly. There were a few smashed fingers and choice words spoken trying to wiggle it into place, but all was well when the starter zinged and the two big jugs echoed that typical R bike thumpy idle.

At that point, I had no qualms about taking the interstate home, and no reason to subject Arthur to escort duty. The problem was identified and fixed.

Another fun night at the Sclafly Bottleworks! Whee! **GR**

# Truths Learned During Hamburg Rally Week

By Phil Shoulberg

Don't get off your motorcycle at Customs - As we approached the Customs checkpoint leaving Detroit and entering Windsor there was a line of waiting cars. Having been in the saddle for several hours, it was natural to want to get off the bike and stretch a bit. George Siede and I were in the same line and did just that. We were both admonished by the customs agent for doing so. I took a photo of George's exchange. An agent came up to me and demanded that I erase the image, which obviously didn't happen (right). He said that taking that picture was like listening to someone's phone conversation????? We found the US agents much friendlier.



1000 Islands is breathtaking - Not the salad dressing, but the area just south of Kingston, Ontario. We went over a long bridge and were able to look down on seemingly "a thousand" small wooded islands in a lapis blue St. Lawrence River. Unfortunately we weren't able to stop, but it's on my bucket list to go back.

Use every tent stake - If I hadn't been inside my tent that first night in Hamburg, I'm sure it would have blown away! 2:00 a.m. found me pounding stakes (and probably waking my neighbors) in preparation for another potential storm. The next morning we learned that it took out a number of Vendor tents including several from NoMar. While never oppressively hot, the weather improved each day.



GS Giants put on quite a show (left) - Watched these guys (and gals) compete on the obstacle course set up on the side of a big hill. Despite the hot and dusty conditions, they were impressive. I just got a second set of wheels with TKC 80's mounted. Maybe I'll jump in next year!

The K1600 is an amazing bike - Had a an opportunity to take one for a test ride and was blown away by the smooth, never ending torque and the Ferrari-like audio. Unfortunately it's a bit small for my lanky frame (and a bit pricey for my thin wallet!).

Traveling solo is not bad - I rode up to the rally with George and Dave Leligdon. We took a scenic route around Lakes Erie and Ontario that George mapped out. We had a great time together, despite getting turned around a time or two. Coming home, Dave went on to visit his daughter and George chose to drop down below the lakes and circumnavigate. I headed back to Toronto to see an Indy Car race. I have to admit it was a little daunting leaving Hamburg alone and while I missed the camaraderie coming home, I thoroughly enjoyed the race and then being able to just follow my nose. I was able stop when and where I wanted. For instance, east of Toronto, what looked like a couple of tilting phone poles turned out to be a long abandoned ship hull in Lake Ontario.

Indiana 135 has to be one of the prettiest roads in country - I've ridden part of this winding north/south ribbon through Brown County on my bicycle, but had a chance to ride it completely from Nashville, Indiana down to Salem, Indiana. Lots of curves and elevation change through forested rural areas made for an exhilarating ride. The only drawback was ending up on straight, unshaded Highway 50 West through most of Indiana and all of Illinois on a 90+ degree afternoon.

You meet the nicest people on BMW's - This old Honda tagline applies. Had a wonderful time getting to know my fellow Gateway Riders (right) better, as well as visiting with Beemer riders from all over the US & Canada. Like the rally I attended two years ago in St. Paul, there were excellent seminars (more than one could possibly attend), tons of vendor booths and great evening entertainment. I'm already looking forward to next year in Salt Lake City! **GR**





## Going for the Learning

By Tracy Anderson

Being a new rider, I was on the fence whether to ride to the MOA rally in New York, and visit Niagara Falls. I'd had excellent teachers (Jim Williams for my Motorcycle Safety Course in Fenton at Surdyke Sports and my husband Dave), read a lot of books, saw many videos, and even practiced out on the roads, freeway, and twisty roads!

We planned enough cushion time for the trip and decided to visit Niagara Falls first, so I decided to go for it and we would take it at a comfortable pace. I knew that there were two great training opportunities at the rally, but I figured that I would concentrate on the learning and experience of doing, and that might be enough! It turns out that days of riding on the slab can be a little easier than a few hours of Jack's Pack rides.

So, after three days and two nights, we found a campsite near Niagara Falls and spent the next day walking the New York and Canadian side of the falls.

Once we arrived at the rally, I started looking into the classes. I went back to the registration table after reading the rally booklet and asked a fellow where he thought one of the training vendors might be setting up. I explained my (lack of) experience, first time riding my own ride to a rally, wondering if it might be possible to squeeze into the class: the parking lot one, on "delayed late-apex" cornering techniques, not the on-road, twisty back road, advanced motorcycle skills course.

Turns out I asked the right person, who told me that at every rally he takes every course he can, even though he has been riding for a very long time. In fact, he said, I'd like to give you my spot for that cornering techniques class, led by Streetmasters (Nancy Foote and Walt Fulton). Wow, that was really nice of him! He was a BMW MOA Regional Coordinator, John Malnor.

I'd like to share what was covered in that advanced cornering class in the next newsletter. That was a half day course, and then there was more learning because Dave set me up for a test ride of the new F700GS in the afternoon (a half hour group ride with others test riding).

The next day, John texted me and said he had to leave the rally unexpectedly and wondered if I wanted to take his spot in the on-road course. Sure! I said. After trying to reach the instructor all morning via calls, text, and emails, I was kinda looking forward to a nap. Especially given the night with no sleep, camping in 70mph winds and allergies. But how often do you get such an opportunity? I decided to suit up and ride to the area where they might be starting. That was when I got the confirming phone call: Where are you and how quickly can you get here?

I was in the last on-road class of the rally with three other very experienced riders on RTs. Luckily, one of the riders, Sandy from Canada, had been in the advanced cornering class and rode just behind me, so he put in some good words for me. I explained my three months of experience and less than 3,000 miles of riding, and then we were off! It was a great format: go over skills (and innovative demos) for about 10-15 minutes, then ride about 30-45 minutes using them. Jon led the group, and would exaggerate the skills, and we would all practice them. After that section of the ride, he would ask for feedback and any questions. We did that for 5 hours in the back country twisties.

I am a copious note taker, but there was no time for notes, just lots of opportunity for hands-on practice. After the course, instructor Jon DeVecchio of Street Skills LLC in New York provided us with a great summary of all the skills he covered, along with great descriptions. An organized teacher! He graciously gave me permission to share this summary. For that summary, see <http://www.gatewayriders.com/documents.html>, where it is always available for review.

Below are some additional resources, including his website, where he has lots of articles, information, and upcoming training sessions on the road and on the track. Hey, it could be a destination ride/vacation, right?

I want to thank all of you for your patience, help, and support on many levels (especially the Dave I am married to!). I look forward to more learning on and off the road!

### Further Resources

Street Skills resource page for articles, videos, podcasts: <http://streetskills.net/resources/>

Continued on next page

Street Skills course info: <http://streetskills.net/fast-track-to-precision-riding/>

This article explains trail braking in the simplest terms: <http://www.cycleworld.com/2014/05/28/the-brake-light-initiative-treatise-on-motorcycle-control-using-your-braking-skills> **GR**

## 3-Way Hyper-Lites on the 2016 BMW R1200RT

By Jim Shaw

Combination running/brake/turn signal LED lights & flasher unit.

Two 16 LED/modules, 8 red & 8 amber per module.

Price \$99 + S&H (\$3.55 USPS)

Braking option: flash continuously or 5 seconds each time brake is initiated.

Mounting is by using adhesive strips on LED strip.

Instructions provided were detailed except for color code for turn signal wires.

Instructions said to remove tail light assembly to connect turn wires but I found the colors on a website.

See photos for location and how Posi-Taps connect to Can-Bus wires.

Switched power is found on the Red/Green wire at connector under front seat.

Left turn color code is blue wire with red-stripe.

Right turn color code is blue wire with black-stripe.

I connected wiring to appropriate wires in order to test my work prior to cutting wires to final length.

After successful operation I located LED modules and flasher unit then cut wires, reconnected them and retested operation.

I allowed continuous flashing by not cutting the green wire loop.

Instructions say to mount LEDs on side of fender near reflectors but I placed them on top of tail light housing.

If mounted on fender, modules and wiring would be exposed to road debris.

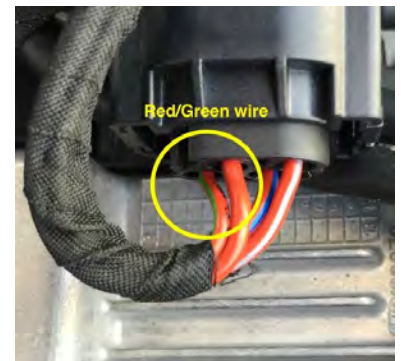
Item is made in USA and has a 1 year warranty.

I have a 2-way Hyper-Lite unit of my 2008 GT and they haven't failed in over 8 years/120k miles. **GR**



Brake lights on.

Switched connection point. →



Left signal on.

Posi-Tap connections. →



# Replacement of Stock Clutch with Barnett Plates on a 2008 BMW K1200GT

By Jim Shaw

*Why?:* Squeaky/squealy engagement for last 80k miles. Result: No noises.

Note: Once clutch was engaged, no slippage - therefore delay making fix & expense of stock parts.

*Parts:* 22 aluminum screws \$55, 1 gasket \$38, 1 O-ring \$4.25 & plates \$165.

*Tools:* 30mm socket \$13, impact wrench to remove clutch basket \$30 rental, BMW clutch basket wrench \$73. Also: T-25 torx & 4mm hex bits, torque wrenches - I owned.

*Procedures:* BMW factory CD manual & Barnett instructions. References: I-BMW & BMWLT websites.

Removal of engine cover was performed on sidestand so minimal oil leakage.

Make note of location of the 1 short screw. Screws are onetime use so save 1 long and 1 short and pitch the rest.

Remove pressure plate screws with 4mm hex driver and place all parts in clean pan for re-use.

Remove old plates in order for reference. Remove basket 30mm nut (RH) with powerful impact wrench (nut tightened to 140 ft./lbs) while using BMW tool to hold basket in place. New friction plates must be soaked in oil (what you use in bike) for 10 minutes, then remove excess oil before assembly. Inspect basket for excessive wear.

Friction plates only fit in one direction and place the notched tang in narrowest basket slot.

All steel plates must be installed with smooth and sharp edges in opposite directions.

Insert friction plates in basket and align steel plates so that inner hub fits always. After assembly 30mm nut must seat against inner hub on transmission shaft. I used a box tube extension on BMW wrench that I could put my foot on while using a torque wrench to tighten 30mm nut. After some effort I reached 130 ft./lb. And when nut started to turn I stopped, assuming that I might be stripping it. Next was assembling diaphragm spring on metal ring, inner hub with throw-out bearing and 5 hex screws. Screws must be tightened gradually or bearing will bind. I did pre-lube all parts including the thrust washer on transmission shaft, basket and hub, throw-out bearing and slave cylinder assembly. Next was to install cover by tightening the 15 screws to only 2.2 ft/lbs.

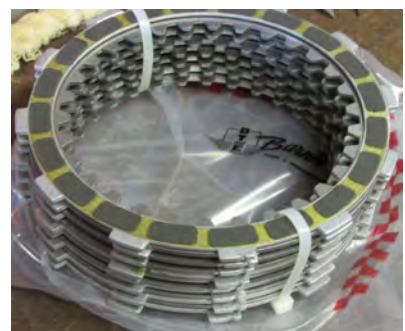
I used RTV because threadlok breakaway torque exceeds 2.2 ft./lbs. After assembling slave cylinder it was time to test my work. I first exercised the clutch in & out of gear by pushing bike. After sensing success I started engine and did some engagements and releases at idle, then a test ride. Successful operation and no oil leakage.



Clutch pack w/o diaphragm assembly



Basket w/gear-mesh at lower right



New plates w/ orientation notches

Continued on next page

Clutch, continued from previous page



*Dia. Spring - throw-out bearing*



*Basket wrench, 30mm nut/socket, impact wrench*



*New friction plate over original*

## Merlin the Mystic      By Marilyn Roberts

Back in 1994 when I was searching for my first bike, I had it narrowed down to one of two BMW models: the K75 and the R100 Mystic. I had seen ads featuring the Mystic and I liked its looks. It was the beginning of my love affair with roadster styling. I also saw a K75 at BMW Motorrad of St. Louis on Forest Park Parkway. I asked saleslady Betty what the difference was (yup, I was a noob). Among other info, she simplified it for me, "That one is smoother than that one." You know which is which. I chose the K75 but I never forgot the Mystic.

Fast forward to the year 2006. I was newly retired and pining for a Mystic so I said so on Facebook. They are somewhat rare: produced only in 1994-95 with approximately 270 imported to this country. Mandy Langston (now married to Ryan Manley) shot back, "You mean like this one!" along with a picture. It was located in St. Louis at Motorrad in Dog Town! My hand was called. It is worth pointing out that Mystics are bastard R100Rs. The engine was borrowed from the GS, mystic red was the only color you could get, the frame was painted black, the sidecovers were restyled, and there was a shorter license plate bracket. The handlebars were lower, the seat and tail were restyled, chrome parts were added around the headlight and instrument surround, and the muffler was tilted inward. The seat is lower than the R100R. One website calls it a street fighter but I'm not sure I would agree with that.



So I moseyed down to Motorrad where Bob Honz had set up business with George Saunders. There it sat and it immediately began talking to me, saying, "Buy me, buy me." So I did. Honz was firm on his price and to this day he says he will buy it back from me for the same amount; he **really** wants it back and it's become a bit of a joke between us. There were 19,700 miles on the clock. The tires were very old; one of them was manufactured in 1996. It started and ran rough but it had sat for quite some time. Part of the deal was new tires and a tool kit. The tool kit is quite extensive; you don't get tool kits like that anymore.

I took the bike to airhead guru Dave Clark at Forever Endeavor. Tom Donovan cleaned the carbs, they checked it over, and pronounced it in pretty good shape. A previous owner had added braided brake lines but other than that, it was stock. Over the years I added the cafe fairing (painted to match by me and Larry Floyd), added a regulator/rectifier when the diode board burned up, added a charging system monitor, added a diode board when the regulator/rectifier failed, and added BMW city bags.

The bike has stranded me 2.5 times (the half was when the diode board burned up and Dave Bissell got it started by repeatedly riding it down the slight hill at the Gateway Riders meeting that night and I limped home, trying not to stop anywhere). The other two times the bike stopped dead at exactly the same spot, which I now call "The Corner of Death." One time was caused by the positive lead connection shaking off the battery, and the other time was when the regulator/rectifier failed. Interestingly, the last time it stranded me I got it in my head that I could push the bike a mile to my house. Wet weight is 470 pounds and the route to my house was slightly uphill. How hard could it be? I got about four houses up the street from The Corner of Death before I realized my folly. Serendipitously, the woman who lived at the fourth house arrived home as I panted, head down and leaning on the bike, in front of her house. It was a warm day and she invited me inside for a cool drink and to sit down until the Gateway BMW broom wagon arrived.

I have seriously considered selling this bike a number of times but it continues to talk me out of it. Early this year I decided to keep it no matter what, and I replaced the 10 year old tires. I don't ride this bike a whole lot. I consider it kind of a collector bike. **GR**