

Gateway Gazette

Gateway Riders BMW Club
The Legendary Riders of the Midwest

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President's Column

By Jim Williams

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

VP: Dave Bissell
636/274-4741
davebis@iastl.com

Secretary: Mary Shawgo
636-300-9507
meshawgo@att.net

Treasurer: Al Schroer
314-602-3500
aschroer@icloud.com

Rally Chair: Dave Bissell
314 629 5429
davebis@iastl.com

Membership: Cathy Bissell
636-274-4741
c22a22b22@gmail.com

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

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

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

Editor: Marilyn Roberts
314-591-5097
mrob46@earthlink.net

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

Fall has descended upon us, and some great riding weather has, too! Not really wanting to steal anyone's thunder on stats about the rally, but we did manage to have a quite successful one with a beautiful weekend. Campfires were going, riding was getting done, and the camaraderie was flowing. I overheard a few attendees saying they really love our rally. It's the end of a rallying season. Time to head home after hitting a rally circuit that can be quite extensive if you are retired! Even if you are not, leaving home maybe a couple of times a month to travel on the weekends can be a daunting task. Nonetheless, it's worth the time and effort to enjoy our sport to the fullest.

Our rally stat for 2016 was 486 attendees including day passes. I'm sorry I didn't get the count on Gateway Riders that were present, but there were quite a few. Our rally also didn't go without some stories to make it memorable; such as the brushfire in woods on Friday night, and the FULL size motor home that needed to turnaround in our loop up on the hill. I'm sure there are plenty of other stories, and I'm sure they'll get told so many ways till next year! I hope everyone can and will take the time to find Mike Halbert's video posted on the GWR's Facebook page. Thanks again Mike for making the effort and making it a special time.

I sent an email to the board this past week about a possible time to help with Dean's estate--going over to purchase some of his belongings. I just got off the phone with his sister Kathy. She was okay with our presence on a few dates this month: October 23rd & 30th between the hours of 11 a.m. to 2p.m. She said the family will be there on those dates if anyone wanted to come and look through the house and belongings. There are several things that might be of interest: '87 BMW K75, BMW R69/2?, 1990 Cadillac sedan, ladders, furniture, tools, bike lift, etc.... so if you can help out, please be prepared to purchase items of interest. The family is wanting these items gone ASAP. Dean's address: 1110 N. Rock Hill Rd. Rock Hill, Mo.

— Jim

On the Cover: The late afternoon sun catches the tents and motorcycles on the hill at the 2016 Falling Leaf Rally. Photo by Marilyn Roberts.

Late Fall 2016 Events Calendar

Compiled by Jeff Ackerman, Events Director

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

NORTH: The QuikTrip at 2791 Dunn Rd. 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 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 Road; 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 Oct. 15 and Nov. 19), followed by a hearty breakfast. Meet at the shop at 518 East Osage, in Pacific, MO 63069. 636-257-8343.

NOTE: We are going to try a weekday lunch get together on the second and fourth Wednesdays of the month. Meet at the Fazoli's at 1108 State Highway K, O'Fallon, MO at noon (on the east side of Hwy K, about a half mile south of I-70) for lunch with some of your friends.

*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 Mall on Hwy. 21 at 9:00/Leave 9:30. Chris Kerckhoff 314-422-1888.

*Oct. 23: St. John's Gildehaus 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.

*Oct. 30: Rider's Choice. Take a fall ride and enjoy the changing leaves. Meet at 9:00/leave 9:30 from the BP on Long Road (see above). Ride leader needed.

*Nov. 6: St. Patrick's in Ruma (Chicken & Strawberry Festival) has their Wurstmart (and pork loin) and Meat Shoot today. Meet at the Dierbergs Mall at 9:00/leave 9:30 – Depending on the road and weather, we may split into two groups with the GS group taking the lesser traveled levee roads with some gravel (NOTE – The GS group will leave at 9:15). The road group can take the Bluff Road. Mary and Jeff Ackerman, 314-239-4504.

*Nov.12: Chris has a late fall ride planned to Owensille. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Chris Kerckhoff, 314-422-1888.

*Nov. 16: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Road, St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out by 8 pm, so arrive no later than 6:30 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

*Nov. 20: Take a late fall ride and enjoy the sights with Jim. Meet at the QuikTrip near Mid Rivers in St. Peters at 9:00/leave 9:30. Jim Shaw, 314-566-1930.

*Nov.26: Phil is leading a "I'm sick of turkey ride." Meet at the QuikTrip near Mid Rivers in St. Peters at 9:00/leave 9:30. Phil Sulfstede 314-910-9663.

Continued on next page

Nov. 26: (Saturday after Thanksgiving) Forever Endeavor Holiday Open House from 9 AM to 2 PM. Come down and see spend some time with friends. Good food, gifts, and check out the bikes on the floor or make arrangements for your winter service. 518 East Osage, in Pacific, MO 63069 636-257-8343

*Dec. 2 (Friday): The annual Gateway Rider's Winter Holidays party is quickly approaching. This year, in addition to the party there will be a separate December general meeting on the normal 3rd Wednesday of the month but dues will be collected in January (however you can give Al Schroer, the Treasurer, a check at the party for later deposit). This year's party will be from 7 pm. to 11 p.m. at HSC BALLROOMS (Hearts of St. Charles) at 1410 South 5th St., Saint Charles, MO. (same place as 2 and 3 years ago). The banquet hall opens at 7 p.m. with an open bar till 11 p.m. Dinner will be served at 8 p.m. Dinner, coffee and desserts will be served. See below for directions. The cost for members is \$5 and \$10 for guests. Please RSVP to Al Schroer, aschroer@icloud.com or 314-602-3500 by Wednesday, November 23 and let him know if you will be there to celebrate the holiday with us. We are paying for 75 members and guests so don't be afraid to bring a guest. The holiday party is a fun event and a time to catch up with friends and enjoy each others company. So come and have a great time!

Directions:

If you are driving west across the Blanchet bridge, you will see HSC Ballroom on the north side of I-70 just after the river. Take exit 229B (Fifth Street north) and then take almost an immediate right into the Three Flags Business Center and go right along the outer perimeter road to HSC.

If you are coming from I-70 headed east, take Exit 229, then turn left (north) on Fifth Street. Turn right into the Three Flags Business Center and follow the outer perimeter road to the right.

If you are coming from the Page Avenue extension, get on S. River Rd. (Arena Pkwy.) and go north. River Road merges into Fifth Street. As soon as you pass under I-70, turn right into the Three Flags Business Center and proceed right around the perimeter to HSC.

If you are heading south down Fifth Street, turn left (east) onto Ameristar Blvd. Go 2/10 mile. The driveway is on your right. It is a narrow, up hill driveway that is hard to see.

Dec. 17: (Saturday): Gateway BMW Holiday Open House from 10 a.m. to 3 p.m. There will be lots of goodies and Honz is always making some great deals. If you are interested in a new bike, come prepared to buy.

*Dec. 11: Rider's Choice if the weather is good. Mel's Riverdock for smoked meat in Hardin would be a good choice. Meet at the QuikTrip at 2791 Dunn Rd. at 9:00/leave 9:30. Ride leader needed.

*Dec. 21: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Road, St. Louis, MO 63122. When you come through the doors, the meeting room is to the left. They need us out by 8 pm, so arrive no later than 6:30 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

NOTE: We need volunteers for the New Year's Eve, Super Bowl, and St. Patrick's Day (or Valentine's Day if that is what you really want) parties. The events for early 2017 will be in the December *Gazette*, to be distributed at the December general meeting (not the Christmas Party).

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

Falling Leaf T-Shirts Available

The 2016 rally is now history, but you can still have a memento of the event with an official **Falling Leaf Rally T-Shirt**. Only a few of these coveted tees remain. Pick up a few of these short-sleeve T-shirts for Christmas gifts or gifts for spouses, kids, relatives or friends. **Large (L)** and **Medium (M)** sizes are available in **Charcoal** (Dark Grey) or **Prairie Dust** (Olive Tan). These Ultimate Cotton tees are pre-shrunk 100% cotton, 6.1 oz fabric with a generous cut. Price: \$15.00 each. Contact Cecil King, bmwcec-il@yahoo.com, or come to a monthly meeting and grab one. (Image is on the front of the shirt.)



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Larry Floyd

4601 Crestline Drive
St. Louis, MO 63129

314-892-7012
bmwmotorfloyd@att.net



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45th Annual Chief Blackhawk Antique Swap Meet

By Bill Graham

Jim Shaw and I rode our new BMWs to the annual Labor Day Chief Blackhawk Antique Motorcycle Club Swap Meet and Show, an 80-acre swap meet at the Mississippi Valley Fairgrounds in Davenport, Iowa, with over 1000 flea market spaces filled with vintage motorcycles and parts. We decide whether to go every year based on if it is stifling hot or cooler, and this year in Davenport it was slated to be in the 70s for highs and mid 50s at night. Both the weather and the rally did not disappoint.

We left at 9:00 on Thursday morning, and, with a stop for lunch, we were at the rally grounds around 2:00. As they don't let attendees into the fairgrounds until 6:00 a.m. Thursday morning, little did we know that it would be totally packed already by early afternoon. We later learned that quite a few people stake out in the parking lot Wednesday evening and rush in for the best pickings the first thing Thursday morning. After searching a while for a camping spot, we ended up staking our tents out in the field, fairly far from all the action.



In addition to vendors swapping and selling, scattered throughout the fairgrounds are tons of vintage and antique bikes to view. There are also a few food vendors, and the fairgrounds serves a \$7 scrambled egg, hash brown, toast and coffee breakfast. I drooled over winning a new Indian that the National Motorcycle Museum was raffling off and bought a ticket, hoping to have Judy's luck. The Vintage Bike Show (left) competition was in an enclosed building, somewhat like a large warehouse. With bikes of "45" (in metric, about 750 cc's) being the focus, there were a lot of vintage Harleys and Indians, as well as many vintage scooters, many tricked to the max, but only a few vintage BMWs.

We were pretty much hooked on spending most of our time strolling and looking at all the vintage bike eye candy and kibitzing with owners and restorers.

So, there were some things we didn't do – Friday night a \$20 ticket privately sponsored vintage race with amateur riders on a quarter mile flat track, and Saturday, a Ladies Craft Fair (now, if Judy had been there...), a few technical seminars, and a field event with bikes over 35 years old. On Thursday evening I wish we could have seen the 90-minute newly released documentary, 'The Indian Wrecking Crew' (an Indian racing team of the late 1940s, interviews with the surviving crew members, and extensive racing footage), but we missed looking at our program until too late. Three of the original Indian Scout bikes used by the Wrecking Crew were on loan and displayed throughout the evening. Machine Gun Willie, the band that played the music for the movie soundtrack performed. Phooey for missing that opportunity!

Friday, we took off to see the National Motorcycle Museum in Anamosa, Iowa (right), 75 miles from Davenport. It was elected the Iowa Tourism Outstanding Attraction in 2015, with over 450 motorcycles and 100 years of memorabilia on display. Also in the area is the American Pickers Shop in Le Claire, Iowa, not too far from Davenport. We stopped by, but we got there at 9:00 and it didn't open until 10:00. Rather than waiting, we peeked in the windows at some of the pickers' great finds. Friday for dinner, we found a good Mexican restaurant in Davenport, minus the margaritas, darn it, but we had best make it back to the fairgrounds safely.



The swap meet rally has changed over the years. It used to be free when it was much less commercial with few vendors and swappers, then it progressed to a few bucks, and this year, it was \$35, which only bought a spot to pitch a tent for the weekend, \$20 a night for RVs, most with no hookups. The meet is also different in that rather than all weekend with Saturday being the main day, Thursday and Friday are the two main days for viewing and vendors. Some people begin packing up even on Friday night, and by Saturday afternoon, half the people and vendors have left. That is a bit strange, being as vendors came from as far away as California and Canada. Due to that, Saturday morning Jim and I went to breakfast, packed up and

Continued on next page

headed home. All in all, it was a short trip, but jam-packed and very enjoyable.

Side notes - I suppose no one can escape political doings before a presidential election. Some attendees put up Trump for president signs with wording not mentionable here. I snapped a picture of a couple that I'll be happy to show to anyone who asks at our club meeting. Aside from the rally, our new bikes handled like dreams (My 2015 GSA is the best bike I've ever owned). Jim and I both purchased the Sena 20S communication system and linked them up on this trip. Talking while on the road was as clear as if we were standing next to each other in a room! And, as an added bonus, I used mine two days straight without a charge!

FYI: The theme for Chief Blackhawk's 2017 meet is "Motorcycles of the 70's." To attract attendees, the following is an interesting blurb in this year's swap meet brochure:

The seventies represent a decade with huge change. On the early years, the British were strong and varied, the Germans and the Italians were also a big presence. Harley was steady. The Japanese were here and gaining ground, but had yet to own the market. By the end of the 70s the British were all but gone, the Italians were weak, and Harley had yet to explode. Motorcycles were starting to have more plastic. As 1980 approached the Japanese were filling the market with affordable quality bikes in sizes and models to bring huge numbers of new and returning riders into the sport. So dig that 1970 motorcycle out of your barn, basement, garage or shed and join us in 2017. **GR**



Cathy's new door prize jugs—so much easier when it comes time to draw tickets!



George and Marilyn were the first two to place their bikes in the Bike Show area. George rode last year's rally bike down.



Rally Vignettes

By Marilyn Roberts

So he comes up to me at the Door Prize desk and says he's been to a museum in Kansas City where he saw a picture of Amelia Earhart, and I look just like her. Really? He continued to jabber away and I realized that he was going to continue to jabber. I found something else I had to do and shook him. The next morning he found me out front and called me Amelia. Fortunately Bill wandered out and I wandered away, leaving Bill to talk with him.



Cathy Bissell outdid herself collecting large plastic coffee containers to use as door prize ticket repositories. She got 18 of them from Dave Andy Anderson. Government types must be under a lot of stress, needing gallons of coffee. Some rally goers had their usual problems understanding “blue goes in the red coffee cans, white grand prize ticket goes in the grand prize jug.” There were pink 50-50 tickets in both. There were white tickets in the red cans. There were blue tickets in the grand prize jug. One guy realized his mistake just as he'd finished putting all of his blue tickets in the grand prize jug. I said, “No worries, I am good at this.” Indeed, I have had lots of practice since I began working the Door Prize desk a few years ago. With tape on the end of the checkered flag stick (it marks the grand prize jug) I fished for blue tickets through the one-inch hole in the top of the jug. Turns out, his weren't the only ones in there and I fished out 7 of someone else's tickets, too.

Even though we had parked our RV, a Winnebago Travato 59K named Winifred de Bago, in a corner behind the Lion's Den, many people found it and wanted to know more about it. During the weekend we gave tours to 28 people. Ray from Ray's LED Lights approached and I prepared for another tour, but he walked straight to my R100R Mystic and spent the next 30 minutes admiring it and telling me how I could save alternator wattage by replacing the bike's bulbs with LEDs, and that I didn't need to close the fuel petcock. He moved on to the starter, sure that it was a Valeo (it is), and said that around 40,000 miles the starter would die because the magnets would fall off due to failing glue. In that event, I should look for a used Saturn car starter, which he says will replace the Valeo much cheaper than buying a new Bosch, and it's a stronger starter.



We awoke Friday morning to the Lion's Club team reaming out an underground sewer line behind the Lion's Den. Seems it was clogged with lots of poop and paper from the outdoor men's room. Much of said poop—or maybe it was just mud—decorated the workers' fronts. Three entries to the pipe were open: one by the old concession stand, one near the kitchen door and one about 2 feet from the Ackerman's tent. As I watched a man peer into the opening near the Ackerman's tent (left), I couldn't help but think about the sewer fiasco of a few years ago when the Potosi fire department blasted out the sewers. If you haven't heard that story, ask someone who has been around a while.

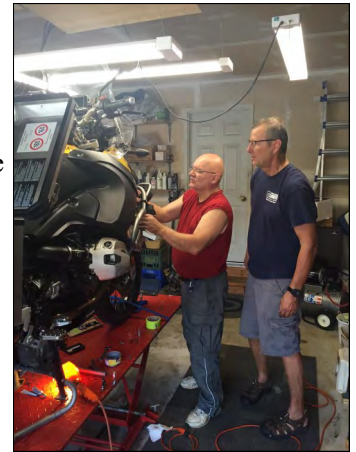
Friday night was forecast to be as chilly as Thursday night was, so I suggested to Bill that we plug in the RV. So at 10 p.m Friday night I goaded Bill into going out to plug us in. No, we didn't do it during the day when it was light and warmer. Dew was heavy and our breath was visible in the flashlight beam. Hmmm. Thirty amp into a 110 outlet. We got out all the adapters we had and the extension cord and surge protector. We jury-rigged the wires and adapters together in an unnatural order. Bill was dressed in shorts and t-shirt and looked to be shivering as he tried the plug in each of the 4 outlets on the pole, only to find out that none of them were live. We ran the heat off propane that night. The next day we learned from Lion's Club personnel that that pole isn't live and they didn't want it live. We plugged in to an outlet on the Lion's Den for Saturday night.

I wanted to enter my R100R Mystic in the Bike Show, which is why Bill drove the RV down. I rode the bike. I don't have bags large enough to carry camping gear and clothes on the Mystic. After removing the bugs from the ride down I took it over to the show area on Saturday afternoon. Because the Mystic has a self-retracting side stand, I had Bill accompany me to the show area with a block of wood to put under the side stand. When I push the side stand out while seated, I cannot see the end because the left jug is in the way, so I wanted Bill to pull the side stand out and place it on the block of wood. We must have positioned the bike on a small rise because as soon as I removed my weight from the seat, the bike rolled forward slightly, the side stand flopped up and the bike lurched to the left, depositing it and me unceremoniously on the ground. Naturally, there was a group of people standing nearby to witness the whole thing. There was no damage except a couple of large bruises on me. The Mystic won the show, by the way. **GR**



Dave's Garage opened up for the Fall Tech Session on September 24 th. Eight club members attended and performed various tasks. Rich Leslie arrived first and wanted to check synchronization of the throttle bodies on this oilhead. He was kind enough to have removed the fairings from his RT which made the job a lot easier. We installed the twin-max vacuum tool which checks the vacuum on each throttle body. No adjustment was necessary as the vacuum was the same on each side during idle and at higher engine revolutions.

As we were finishing up, Phil Schoulberg arrived. Phil wanted to replace the alternator belt on his new 1200 GS. I checked the flat rate book, "remove belt cover, remove belt, install belt, replace the cover." This should take about ½ hour. Now before he gets to that Phil had to remove the engine guard/crash bars. Rich offered his services (right). An hour or so later they were ready to remove the belt cover. The new belt went on without a problem. It was now time to reinstall the crash bar assembly.



During this time other members showed up and helped themselves to "coffee and." I was helping our new member Don Faber balance the carbs on his older airhead. He first wanted to install a new diaphragm on one of the carbs. When he finished we balanced the carbs and then used the spoke method (to perform this test you attach a short motorcycle spoke with its nipple to the spark plug. The thread of the nipple is the same size as the end of the sparkplug. Reinstall the sparkplug wire. By placing a screwdriver across the spoke and the cylinder head you short out the plug on that side.) You short out one cylinder in an attempt to set the mixture on the other. Like many of the older bikes Don's was idling on one cylinder. If you short out one cylinder and the bike dies, it's only running on that cylinder. We spent a fair amount of time trying to get both cylinders firing at idle. It was left at a runnable but not perfect balance. I think the carbs need a good cleaning. To that end I now have an ultrasonic parts cleaner that does a great job of cleaning out the small bleed ports on these Bing carbs.

In the meantime, Jim Shaw fired up the GS911 and reset his maintenance schedule on his bike. Dave Anderson wanted to install a remote positive battery connection on his wife's new bike. On this model you have to remove the tank cover to get at the battery in case you want to jump start the engine. The bike already had a remote charger connection. We located some wire and the required terminal ends and proceeded to install the connection. As usual the battery terminals had so many extra connections we had to find a few longer bolts to assure a proper connection. George Siede was also doing some electrical work on this bike but I did not get involved in this work.

A few folks left and it was getting close to lunch time. Phil suggested a BBQ restaurant just down Highway 141 from my house and we took a lunch break. Jay Green returned home with me as he wanted to install a new Fuzeblock on his bike. This was the second generation design which improved on the connection for the 12 volt input. I fought an electrical problem with my GPS connection for a few days, weeks ago. I replaced all the wire and connectors but the power to the unit was still intermittent. I finally tracked the problem down to a crack in the printed circuit board at the 12 volt input on my old style Fuzeblock. It was this bad connection that was causing problem. I was happy to see that the manufacture corrected this defect. Jay and I worked to find a good location for the fuse block and its associated relay. We connected the necessary wiring with the required terminals and called it a day. All in all we had a successful gathering and I enjoyed the company of all. **GR**

Learning, Learning, Learning—Never Done!

By Tracy Anderson

In August I shared some information about the backroads Street Skills workshop (www.streetskills.net) at the July MOA National Rally in New York, and this month, I will cover the Street Masters workshop (www.streetmasters.info), which focused on the “delayed late-apex” technique of cornering.

It included other helpful information as well, both in the classroom and in cornering routes coned in the parking lot. In talking with Nancy Foote and Walt Fulton who led the course, the rally course was a challenging venue. It’s normally held in Southern California on a closed course that simulates real-world twisty roads, but at the rally they had a parking lot, 70 mile per hour winds overnight that took off with many of their multi-colored cones, and continued winds throughout the course that shifted cones.

Despite the challenges, we still learned a great deal, including the fact that all skills are perishable. Always aim to learn they advised, perhaps taking a class every year or so, to avoid any bad habits from creeping in and getting reinforced over the years. After some parking lot practice, there were riders who shared they didn’t realize that coasting or holding the clutch in during the curves was a bad thing, but with some helpful spotting by the instructors, they got that corrected and practiced to reinforce it.

In the class room, we reviewed the typical SLiPR (slipper) approach to curves, taught by the Motorcycle Safety Foundations (MSF):

SLOW (brake, roll off the throttle, and/or down shift before the curve, allowing you to maintain or increase speed while in the turn: slow in, fast out)

LOOK (look through the turn, choose your line of travel based on conditions such as road signs, painted lines, skid marks, and more. Head up, nose where you want to go, eyes continuing to scan/sweep for information like deer, obstacles, and more. The eye scan/sweep was actually a great tip provided during the backroads Street Skills workshop. Street Masters added: slow more at this step if you need it.)

PRESS (using countersteering to lean the motorcycle for turns over about 20mph: press right, lean right, go right.)

ROLL (use super smooth throttle control to roll on the throttle to maintain or increase speed, stabilizing suspension and tire grip.)

Street Masters advocated a reverse on the last two steps to make it “SLuRP” (at least that’s my way of remembering it):

SLOW

LOOK

ROLL (to sneak on throttle before the turn to stabilize the suspension. Street Skills also advocated the “kiss the mirror” leaning with the upper body to keep the motorcycle more upright for better suspension and maneuverability around potential obstacles that could be quickly swerved/countersteered around from that position)

PRESS (saving the lean as the last step)

Street Masters also discussed the typical approach to curves: travel on the outside of the curve, then the inside, then the outside. Instead, they suggested the delayed apex approach: outside, outside, inside, and defined the apex as where the corner ends and the straight away begins. And because most curves are followed by a curve in the opposite direction, after the inside line, you are set up to go again the outside on the next curve, outside, then inside.

However, if riders go to the inside too soon, they can end up in the other lane of traffic or off the side of the road as the curve continues. Here it’s good to remember that the majority of single vehicle motorcycle crashes account for nearly half of all crash fatalities, and most of those are due to failure to negotiate a curve. Street Masters, along with books such as The Motorcycle Safety Foundation’s Guide to Motorcycling Excellence: Skills, Knowledge, and Strategies for Riding Right (2nd Edition) by MSF, and Proficient Motorcycling: the Ultimate Guide to Riding Well by David L. Hough have also suggested middle, middle, middle as a great approach when you are not familiar with what is coming up around the corner!

Continued on next page

Street Masters suggested that you want to travel the speed that will allow you to stop within your site distance (and then go ten percent slower to cushion the tendency to go too fast, and account for possible gravel, animals, and more), a point also covered in the books mentioned.

Out on the course, we experimented with the delayed apex approach. However, many of the curves were so tight that we ended up under 20mph and into the realm of counterweighting (shifting the hips to the opposite side of the motorcycle and putting the weight on that outside foot peg while the motorcycle leans the opposition direction, and coordinating with the friction zone and the rear brake) instead of countersteering.

One of the most helpful experiences during the course was following directly behind an instructor on a motorcycle, as they demonstrated the skills we discussed. We had about 20 participants in the class, and broke up into 2 groups of 10, and the instructors attempted to jump into each group winding its way through the curvy parking lot course, catching those who could benefit the most from a demo right in front of them (like me!).

This technique of following the instructor also worked really well during the Street Skills backroads street course as well. I've also had the benefit of riding behind many experienced riders in the club on group rides, which has been incredibly helpful, including a great all day ride down to and back from Taum Sauk Mountain led by Seattle Dave with helpful tips and tricks, including my first gravel ride, and plenty of twisty curves.

Additionally, the Street Master course reviewed two skills that are essential and on almost everyone's list to improve: U-turns/tight turns and emergency/straight line braking. Instead of a tight box or cone formation for a U-turn, they had us ride up and start with a wide U-turn, then tighter each time we did it, emphasizing the early turn of the head/nose/eyes and the counterweighting skills mentioned above. Many instructors and professional riders suggest practicing these skills before/after rides, just to keep them from getting rusty.

Practice, practice, practice, right?! I look forward to more on my own and on the group rides! And if you haven't taken a class recently, consider it, and then share what you learn with us. I am grateful for the opportunity to take these classes, and for the MOA Foundation's complete underwriting of the Street Masters class (yes, free), and the partial underwriting of the Street Skills workshop. Something to consider at the next nationally rally, and remember that you can ask the MOA Foundation to help cover a training course as well.

And lastly I want to end with a thanks to all club members who worked on the Falling Leaf Rally last weekend here, just south of St. Louis in Potosi. It was during the local rides with members during the rally that made me realize that sure, riding for a new rider is about lots of learning, lots of practice, but it can also be lots of fun! Thanks everyone! **GR**

'Gadgets' by knjmoto.com

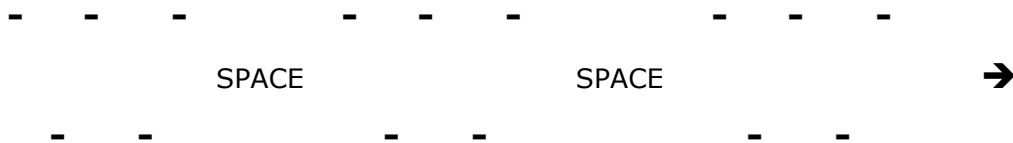


Group Ride Guidelines

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**