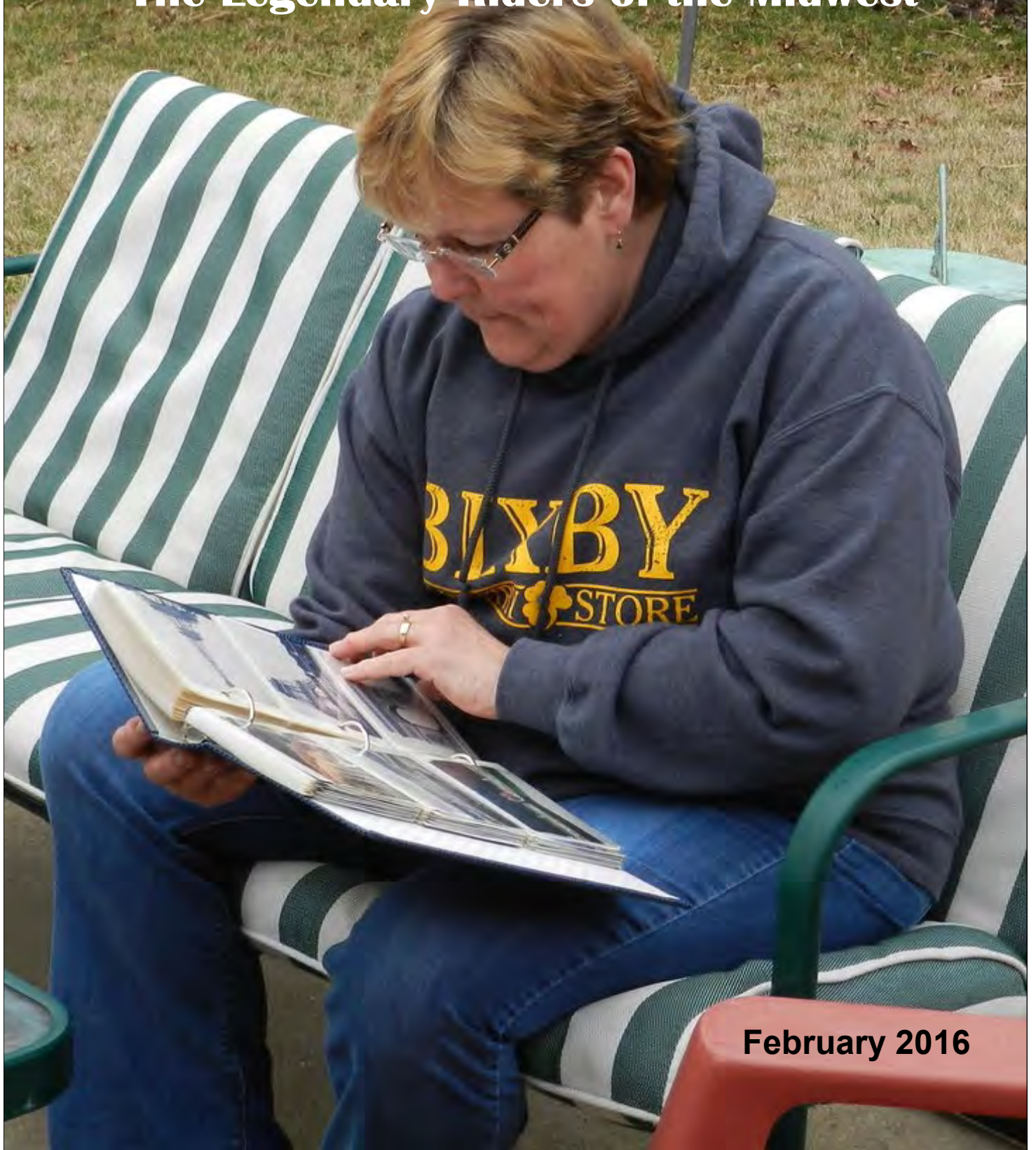


Gateway Gazette

Gateway Riders BMW Club
The Legendary Riders of the Midwest



February 2016

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Gateway Riders BMW Club
www.gatewayriders.com



President's Column

By Jim Williams

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

Hi Everyone!

I'm happy and honored to be able to serve the GWR this coming year. I certainly hope that I can serve you in a way that will not only be memorable, but at least one more happy year with you all.

I thought it might give you a bit of info about your president because so many of you are new members and may not know me. I still haven't had the opportunity to get around to everyone this past year. Please feel free to come up and say hi!

I came to the GWR in 2008 by the way of Cathy Bissell poking her face in my helmet one day at the Cedar Hill's post office. I had ridden dirt for many years throughout my youth, but gave it up to be a "responsible" father and husband. I'm also an MSF instructor during the riding season; I will be teaching 7 classes (so far) this year. Ok, enough about me.

I believe we have a great start to this year. There have been a few changes and we've got a few more yet to finish up. The Constitution and By-Laws committee is wrapping up, and should be finalizing with the Executive Committee soon. We've made a change in the Rally, with new Rally Chairs. I feel that we will be in great shape with the rally before that time gets here. Al Schroer and I are writing a budget and procedure manual for future Rally Chairs.

Our winter has really been a mild one; I still need to get busy on "Big Red." She needs new shoes and TLC all around so we can be ready to take advantage of a possibly early spring! Happy riding!

Jim

PS Just saw Al. He informed me that our Super Bowl Party had a good turnout—thirty-five in attendance All the food was demolished, and clean-up was painless! Thanks Al, for hosting once again!

On the Cover: Cathy Bissell looks at some of the club's historical photos at last year's St. Patrick's Day party, held at Chris and Peggy Kerckhoff's home. There might be a St. Pat's Day party this year if someone volunteers to host it. Photo by Marilyn Roberts.

Late Winter/Early Spring 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.

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 Rd., 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 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 March 19 and April 16), followed by a hearty breakfast. Meet at the shop at 518 East Osage, Pacific, MO 63069. 636-257-8343. Check first because of the weather and time of year.

* Feb. 28: “Woo’s Folly” ride to Diamond Mineral Springs. Meet at the QuikTrip at 2791 Dunn Rd. at 9:45 a.m./leave 10:15. (We’ll take cars if the weather is bad.) Jeff Ackerman 314-838-2161.

* March 5: Phil is leading a ride; the exact destination will depend on the weather and roads. Meet at the BP on Long Rd. at 9:00/leave 9:30. Phil Sulfstede, 314-910-9663.

* March 12: As of press time for the *Gazette*, we have no volunteer for the St. Patrick’s Day party. If you would like to host the party, let the events director know and we will get the information out.

* March 13: Annual spring ride to St. John’s Gildehaus for the chicken dinner. Meet at BP on Long Rd. at 9:00/leave 9:30. Jeff Ackerman, 314- 838-2161.

* Mar. 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 earlier, so arrive no later than 6:30 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

* March 20: Ron is leading a 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, 314-623-1363.

* March 26: (Saturday) Take an early spring ride with Jim. Meet at the QuikTrip in St. Peters at 9:00/leave 9:30. Jim Shaw, 314-566-1930.

* April 2: (Saturday) Spring Tech Session for the new season at Dave Leligdon’s from 8 till 2. Let him know if you have something special to be done so he can be prepared. 2 Autumn Peak Court, in Summit Heights sub-division, just off Hwy. 141 and Hwy. 30, Fenton, Mo. 314-575-9454.

NOTE: The Dogwood Trails rally in Mississippi is usually the first weekend in April. However, I haven’t seen anything on it yet (it was canceled last year because of a conflict with Easter). I will send out a note if I hear anything.

* April 9: Phil is leading a ride west. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Phil Sulfstede, 314-910-9663.

* April 17: Another ride with Ron. Meet at the Pink Elephant on Hwy. 141 and Schneider Rd., just north of Hwy. 21 and across the road from the QuikTrip. Meet at 9:30 a.m./leave at 10:00. Ron Bier ,314-623-1363.

* April 20: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Road, St. Louis, Mo 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 p.m. if you plan on eating. Meeting starts at 7:00 sharp.

Continued on next page

Events, continued from previous page

* April 24: Progressive Dinner – Our most popular ride is on the last Sunday in April. See maps and info the next newsletter. 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.

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 information.

GR

Gateway BMW Events:

Saturday, **February 27**. Annual Delish Dish Cookoff. Free. Bring your best chili for the cook-off, but sign up and get more info from Marklyn first at 314-427-9090. Event time is 11 a.m. to 12:30 p.m., set up is at 10:30 a.m. Prizes are \$75, \$50, and \$25 gift certificates to Gateway BMW. Come out and taste all the chilis and cast your vote.

Friday and Saturday, **April 1 and 2**. Motus Days. Gateway BMW is now carrying the U.S. made Motus brand. Come out and see the bikes and take a test ride. See www.motusmotorcycles.com for info on the bikes.

Friday-Sunday, **April 22-24**. The Annual GS Challenge at Honz's cabin near Potosi. Sign up at the shop if you want to learn off-road skills on your GS or other off-road bike from RawHyde instructors. Fee applies. And this event is a heck of a lot of fun.

Saturday, **May 14**. Summer open house. Details forthcoming but there will be food, test rides, door prizes and you never know what kind of deals Honz will come up with.

A joke from Steve Quindry called The Carburetor is Frozen

People often complain about the police, but you rarely hear about the positive things they do, such as this incident involving a motorcyclist and a frozen carburetor.

Last January on a bitterly cold winter's day, a North Dakota State Trooper on patrol came upon a motorcyclist who was stalled by the roadside. The motorcyclist was swathed in heavy protective clothing and wearing a full-face helmet to protect the face from the cold weather. "What's the matter?" asked the Trooper.

"Carburetor's frozen," was the terse reply.

"Pee on it. That'll thaw it out."

"I can't." said the biker.

"OK, watch me closely and I'll show you." The Trooper unzipped and promptly warmed the carburetor as promised.

Moments later the bike started and the rider drove off, waving.

A few days later, the local State Troopers' office received a note of thanks from the father of the motorcyclist.

It began: "On behalf of my daughter Jill..."

Scoring Events Points

By Jeff Ackerman, Events Director

The Gateway Rider's club has run an activity (events) points contest for over 25 years. This is a friendly contest for bragging rights for club participation. New members and maybe many older members may not know the details of how activity points are scored during the year. The events points contest has traditionally run from the Christmas party of one year, through the last event in November of the next year with the results being presented at the December meeting. The contest awards points for participating in motorcycle and club related activities. Higher points are rewarded for activities requiring more effort. The contest has evolved over the years to better reward efforts that help the club like hosting a club event or writing an article for the *Gazette*.

The scoring is as described in the following paragraphs, with the member receiving the maximum points for any single category for each event (e.g. hosting a Progressive Dinner course will get you 5 points total as a host, you wouldn't get an additional 2 points if also rode to another course). Points are only earned for events that are listed in the club's events calendar. Certain things, like attending impromptu club rides or events like Gateway BMW's open house are fun to do but don't earn activity points since they aren't listed as point events in the events calendar. The difference between points events and impromptu rides is that the points events are listed in the *Gazette*, posted on the website, and often announced at the meeting. This gives everyone in the club a chance to be aware of the event so they can attend. Impromptu rides allow flexibility in the schedule to take advantage of the weather or other circumstances; however, since not every member may know about them or have a chance to attend, they aren't considered point events. I also try not to change the starting place and time after the *Gazette* is published, so those members using the *Gazette* (like me) to check on the next ride aren't surprised because the event was changed and they didn't happen to look at the website or Facebook.

One point is given for attending a club event (as listed in the club's events calendar). A second point is given (for 2 total) for riding to a club event. Two points are also awarded for writing an article for the *Gazette* (but not for doing a regular piece like the events calendar or President's column). I have also given 2 points total to those who don't ride to the pool party in June if they get into the pool (after all, it is a pool party). If someone drives a work vehicle (e.g. Marilyn hauling door prizes to the rally) or hauls an ailing club member to an event in their car, they also get two points since they would rather be riding. Attending a motorcycle rally, even if not specifically listed in the events calendar, is also worth a point, two if you ride to it. This information on rallies is part of the footnote at the bottom of each events calendar.

Three points are given for leading a club ride or facilitating a club event. A ride can have multiple leaders if we split into groups like the road group and levee group for the rides to St. Patrick's in Ruma. Besides being ride leader, this also includes things like Larry bringing the hot dogs to the hot dog roast or Sharon and Larry taking money at the Christmas party. Working at the Falling Leaf Rally is worth three points (plus two more if you ride to it or drive a work vehicle, or 1 more point if you don't ride or drive a work vehicle). Two points are given for attending the MOA National rally, plus an additional point if you ride to the National. Working at the National will get you another point (3 total for attending/working; 4 total for riding to the rally and working at it). Five points are given for hosting a club event, typically a club party or one of the Progressive Dinner courses. This takes the most effort so it should receive the largest number of points. This includes helping the host (e.g. Phil bringing his grill to the pool party and helping grill).

Hopefully, this clarifies how the events points are accumulated. If you have any questions, please contact Jeff, your events director. And remember to get me the attendance roster from any of the club events. **GR**

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Gateway BMW Motorcycles

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2690 Masterson Ave.
St. Louis, MO 63114

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Toll Free
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Email
honz@gatewaybmw.com

Website
www.gatewaybmw.com

Bob Honz
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Tom Huff
Motorcycle Sales



2015 Mileage Contest Results

By Jeff Ackerman, Event's Director

The top finishers of the 2015 Gateway Riders Mileage Contest were briefly given at the December meeting. This document gives the complete results for those members who furnished some beginning and ending mileage. This contest covers all the motorcycle miles ridden by Gateway Riders, not just miles ridden on BMW's. It has traditionally been running concurrently with the yearly points contest, namely from December through the following November. Your events director, Jeff Ackerman, inherited tallying the mileage contest towards the end of 2015. The club gives a big thanks to Ed Ovshak for tallying the club mileage for a number of years.

First and second place overall plus the top female rider were taken by three recent retirees: Jeff Ackerman and Phil Sulfstede plus Mary Ackerman as the top female rider. Several fairly new members also did well, including Jim Puckett, Dave Anderson, and Steve Guyot.

Member:	Miles	Rank	Member:	Miles	Rank
Ackerman, Jeff	24252	1	Kerckhoff, Chris	8919	14
Sulfstede, Phil	21659	2	Graham, Bill	8382	15
Puckett, Jim	18911	3	Green, Jay	8188	16
Bissell, Dave	15828	4	Haugen, Bill	6254	17
Ackerman, Mary	15576	5	Schroer, Al	5777	18
Anderson, Dave	15566	6	Gibson, Rob	5649	19
Shaw, Jim	15566	6	Lang, Ed	5427	20
Griffin, David	14796	8	White, Larry	4200	21
Floyd, Larry	14405	9	Leligdon, Dave	3434	22
Childress, Fielding	13482	10	Siede, George	1721	23
Bissell, Cathy	12704	11	Gibson, Deb	355	24
Guyot, Steve	11540	12	Olsen, Dean	221	25
Halbert, Mike	9829	13	Anderson, Susan	200	26

It is also interesting to note that we had two members who put more miles (Dean Olsen) or about the same number of miles (George Siede) on their bicycles as they did their motorcycles. There is more than one way to enjoy two wheels.

It's still not too late to get in on the mileage contest for 2016. Just get your mileage to Jeff, who will get it recorded. If you get a new or different bike, be sure to let him know its mileage too. Have fun, be safe, and enjoy the riding in 2016. **GR**

MotoAmerica Race Marshalling

By Dave Hawley

Sorry that I was largely absent from rides and meetings this year; I have a good excuse. Very late in 2014 I got a call from Stewart Higgs, the owner of the British Superbike Championship and who I have known for some years. He told me that there would be a new road race Championship in the USA to replace the failing AMA Superbike Championship. It would be run by a new organization MotoAmerica, headed by ex-MotoGP champion Wayne Rainey, and would I like to be Chief Marshal and organize the corner workers? The first round would be in conjunction with the MotoGP at Circuit of the Americas in Texas and then move on via Road Atlanta, Virginia International Raceway, Road America (Wisconsin), Miller (Utah), Indianapolis, Barber (AL), Laguna Seca (CA) and end at New Jersey Motorsports Park. It wasn't a hard decision.

I'll write a longer article about this later in the year. There are many tales to tell from what a nice guy Wayne Rainey is to the low point of a double fatal incident at Laguna Seca.

I'm doing the job again this year, and once more it's starting at Circuit of the Americas, Texas on April 8-10th. If you haven't been to a MotoGP, and have never seen the likes of Valentino Rossi braking from close to 200 mph, back wheel off the ground, rear end fishtailing, with one leg extended, I can assure you it's quite a sight. And I can help - MotoGP and MotoAmerica need volunteer corner workers, for both flag and track. If you don't know how to be a corner worker, then we teach you. I think the training is pretty good, because it's me that does it at every MotoAmerica round. I'm also the Flag Captain for MotoGP this year - they split the flags and track workers into separate groups as there are 400-500 people needed in total for a World Championship round. Yes really.

Are you interested in helping out at any of the rounds? Email me if you want to know more at dhawley@motoamerica.com. GR



Our group at the ice races on January 9. There were over 20 for dinner at Cracker Barrel and the races. And Brad Doyle raced a go cart on the ice! We weren't expecting that. Photo by Marilyn Roberts.



Your board hard at work at Bread Co. in January. Photo by Marilyn Roberts.



Thirty-five people enjoyed the Super Bowl on Al's big screen. I'd include pix of attendees but it was too dark for good pictures. Thanks for hosting, Al! Photo by Marilyn Roberts.

A Great Opportunity Right in Our Backyard

By Andy Anderson

Whether you recently transitioned (no...not in a Caitlin Jenner way!) from a road-only bike to a dual sport like one of the GS series in the BMW line or the Tiger series in the Triumph line there is a great opportunity to take the first steps toward getting experience riding these machines on a “light” off-road adventure. This ride is being sponsored by the Midwest Trail Riders Association and their members are putting together an exciting “safe-for-the-beginner or older rider” ride down in the Bixby area of the Mark Twain National Forest on the weekend of June 4th and 5th. This event will run at the same time as the AMA Show-Me 200 Dual Sport Ride which is a more aggressive event for the dirt-seasoned, experienced dual-sport riders like Tom Huff, Shannon Logan, Bruce Shawgo, Marilyn Roberts (*Bwahahaha! --ed.*), etc. It is a two day event that includes camping with showers and all the rest of the normal rally-like atmosphere.

After receiving the notice from Tom “White GSA” Huff I contacted the group to get more information just to make sure I wasn’t getting myself or my new 2015 GSA into something I am not ready for.

I wrote to George Siegfried, a.k.a. “Sieg:”

Me: I am a recent convert from a BMW RT to a BMW R1200GSA and want to start getting some experience riding off of the pavement and thought that this might be a good event to do that. So I am writing to confirm that your ride would be a good match for my goals?

Sieg: I do think our event will be a good match for you. We have done a dual sport ride for 26 years, but this adventure ride event is new. We are targeting new riders that don’t have small bikes and older riders that are no longer capable of riding our challenging dual sport ride.

Me: I am wondering if anyone is planning on camping or if the group has a camp site option for Saturday night?

Sieg: Just about everyone is planning on camping. There is plenty of room for tents to 40-ft. toy haulers like I use. We have a nice shower and restrooms, a good well, and an RV dump station. There are no electric hook-ups but generators are ok and there is electric in the johns for shaving, blow drying, etc. My wife and I will be there camping the whole week before, and a lot of riders will be camping Friday night, so come early and stay till the Monday after the event if you like. Camping free!

Me: Where is the meeting spot and time for the Saturday start, and where is the destination for Sunday?

Sieg: The start/finish both days is at our club grounds near Bixby Mo. Click on “VTRA riding area” on our website for directions.

Me: If my wife were to ride with me is she covered under the \$120 entry fee?

Sieg: Entry fee includes the route map/GPS tracks, Saturday evening dinner, Sunday breakfast, T-shirt and attendance prizes. Your wife is welcome to join in as a passenger on the ride, but she would need to pay for any meals and the T-shirt if she wants one. Just note on the entry form that you will be bringing a guest for whatever meals she will eat, and her shirt size if she wants one. We need a head count so we can order food and shirts; we charge our actual cost for the meals so you can just pay that at sign-up because we don’t even know meal and shirt cost yet, so send \$120 for now. If she is riding her own bike she will need to enter the same as you. The dual sport ride entry is \$160 because we provide fuel, lunches and a chase/sweep crew. On the adventure ride you buy your own fuel and lunches along the way; there will be lots of gas stations and eateries along the route.

Me: I am an AMA member, my wife is not. If we were to ride two up would that be a problem?

Sieg: She does not need to be an AMA member to ride 2-up with you. (She will need to sign the waiver when entering the club grounds, but nothing for now.)

Me: I know it says that two-up riders are welcome. However, based upon the 500 mile route would you say there are enough spots that are challenging enough that it would be appropriate for primarily road riders? Just looking for your opinion?

Continued on next page

Sieg: The course has not been laid out yet, but I will make it easy enough for a new rider on a big bike. I will try to use as much gravel as possible but only stuff that is open to regular car travel. Depending on rainfall there may be a couple low water crossings, but that's it. My goal is enjoyable and scenic. My planned route will go southwest from Bixby on Saturday and northwest from Bixby on Sunday. It will be around 250 miles per day to keep the fast guys entertained, but you will easily be able to shortcut by using your GPS or the map I hand out. We encourage you to slow down and enjoy the ride, only a few that run wide open and don't stop will ride it all. It's not a race, you don't have to ride the exact course, you can ride alone at your pace, or in small groups. Stop along the way with other riders and make new friends. Or ride Sunday's course on Saturday and Saturday's course on Sunday and be all alone.

Me: *If there is a web site that has amplifying information please let me know. All I have is the paper entry form that Tom gave me.*

Sieg: A lot of info can be found at <http://www.ridemtra.com/>. Go to "newsletters" then "newsletter 72 January-16." If you or anyone needs more info just email me direct at gsieg@htc.net.

In closing, I am hoping that some of you would be interested in joining me at this event and breaking out the camping gear for an overnight adventure. Hope to see you there. The Entry Form is located below and can also be pulled off the website listed above. Here is more info from the website:

The June 4-5, 2016 MTRA Show Me 500 Adventure Ride entry form is enclosed in this newsletter. The MTRA has applied and will be hosting an AMA National Adventure Ride! The series has been sponsored by Yamaha in the past, with events being held all over the U.S. The MTRA's AMA Show-Me 400 Adventure Ride will be held on the same weekend as our AMA Show-Me 200 Dual Sport Ride, on **June 4th & 5th 2016**, but with a very different route. Riders of the Adventure Ride will share in the fun with our Dual Sport riders for the camping, meals, attendance prizes, and camaraderie. The AMA Adventure Rides are geared toward more street orientated motorcycles, Super Ténérés, KLRs, GSs, V-Stroms and about any street legal motorcycle, large or small, that will negotiate a gravel road. The route is generally 200 to 250 miles per day for two days, but it's easy to add more miles or shortcut as the route is on mapped public roads. Riders ride at their own pace, with other riders, or by themselves. Lunch and gas stops are plentiful and you can decide when and where based on our suggestions. Two-up riders are welcome as nothing is too challenging or difficult. The route covers gravel forest roads, paved back roads and 2 lane highways, aimed at being a scenic, pleasant, easy-paced ride. (This is very much unlike any of our other events.) Our goal is to keep our older riders interested, and bring in novice riders, riders that may not be up to the grueling pace and challenges of our Dual Sport ride but would like to be out there riding and joining in the fun nevertheless. Entries and cancellations must be received by 16 May 2016. Late entries will not receive meals, T-shirt, or attendance prizes. If you have any questions or need for more information please contact Denny Arnett @ 314-732-5954 and kmdarnett@gmail.com.

JUNE 4 & 5, 2016 ENTRY FORM

SHOW ME 500 NATIONAL ADVENTURE RIDE

NAME: _____ AMA NO: _____ expires _____

ADDRESS: _____

(STREET)

CITY _____ STATE _____ ZIP _____

HOME PHONE: (_____) _____ - _____ Email ad-

dress _____

Bike Brand, Yr, Model & Displacement (AMA Reqmt.) _____

T-SHIRT SIZE (CIRCLE ONE) M L XL XXL

_____ *I will be bringing a guest for the Saturday evening meal and will pay at sign up.*

Name of Guest: _____

Entry Fee: \$120 (If you want a hotel room in Viburnum, you have to reserve the room on your own.)

RETURN THIS ENTRY FORM & ENTRY FEE

TO: MTRA P.O. BOX 1203 MARYLAND HTS. MO 63043

Jack's Pack Winter Warm-Up Breakfast

By Al Schroer

Every year the informal riding group, Jack's Pack, gets together for a winter breakfast get-together at The Cracker Barrel in Fenton. I normally take the car, driving through snow, slush, rain, or super cold St Louis winter weather to meet up and talk motorcycle stuff. This year, we have developed some hard core, cold weather riders who wanted to get a ride in, before the 8 a.m. breakfast. I'm one of those hard core riders. I have an electric Gerbings jacket, heated grips, heated seat, and a well-faired BMW RT, all of which are designed to keep my core warm.

I don't mind getting up early on Sunday mornings. Sometimes I have to curtail my Saturday night partying so I am of keen mind in order to get up at 5:15, get on the motorcycle at 5:45 a.m. and feel safe. But I don't mind, I love the early morning rides to breakfast. I usually pull in to the 7-11 meet-up just as the Metro bus driver pulls over on Olive, to get her morning jolt of go-juice, just like me. She is beginning her shift, I am beginning my weekly fun ride. We know each other and smile.

Most of the hard core cold weather group are Gateway Riders, most of them ride BMWs, most of them have heated gear. This particular morning as I left my heated garage, it was 39 degrees. Not bad I thought. The very loose rule of thumb is that the Pack does not ride below 40. Lately, we have been breaking that rule and I'm okay with that. I have not gotten cold to where the temperature is all I can think about. Not to say I have not noticed as the temp dips into the low to mid-20's. On this dark February day, it did just that. Just as we were descending the hill on Old State Road, down to where it intersects with Hwy. 109, I could see the snow-covered hills of Hidden Valley, the ski mountain here in St Louis. The valley was pretty darn cold. I was thankful to be at a higher elevation as we crested the hill on 109 as it descends to Eureka. That hill was good for about 5 degrees! You notice that temperature differential when you ride before the sun comes up.

We always talk at breakfast about unusual things we see on this ride. Sometimes, Dave Anderson saves the ride in his GPS using "Tracks" and he gives the ride a name. This one was similar to a ride he has done before that he calls "Death by Curves," but this time, we did it backwards. Fun stuff. A few of us thought we saw a human skeleton in the road, some of us didn't see it. I did and it sure looked like a backbone laying in the middle of the road, complete with pieces of ribs coming off the spine. Eerie. As you ride, you think about things you see. We thought about how that spine could have fallen off the truck of some sinister being... but you can't dwell too long, there is a switchback ahead and you have to concentrate as you try to figure out if you should do this in first or second gear. Which would be smoother, which would be safer.

Here in St. Louis we have so many interesting roads that are surprisingly close to the metro area. I have learned many of them on those early morning Sunday rides. They are treasures to us in the sport touring motorcycling community. You should go out and explore some. **GR**

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R1200GSW/GSWA Touring AeroScreen Customer Testimonial (Part 2)

By Andy Anderson

Dear AeroFlow,

Thank you for sending me the AeroGards (AGs) and the Hand Flare Extensions (HFE) in their beta form to mount and test. I am writing to report on:

1. The mounting process for the AGs and the HFE
2. The noticeable impact to the rider and passenger once installed along with our Extra Tall AeroFlow wind screen.
3. The impact of adding the Cymarc windscreen support to the right side to add support to the screen in combination with a previously purchased and mounted Wunderlich screen support.

First, I want to compliment you on the time and thought that went into producing “frame worthy” hand drawn diagrams coupled with photographs to make the installation process understandable. The one point I would like to make for the customer’s benefit is to head the minimum 70 degrees and 72 hour cure time with religious fervor. The HFE, once mounted, take significant wind loading and as pointed out in the instructions “you only have one shot with 3M’s miracle tape” to get the adhesion fully cured to stand up to the conditions and environments in which the GSA will be operating. I was in 40°F weather so I took mine off and put them in a small room where I could control the temperature during the curing time after clamping the new HFE to the bikes OEM Hand Flare guards. After fully cured the mounting process was quick and painless following the instructions provided.

Test Ride: I had ridden several hundred miles with the AeroFlow Extra Tall screen usually in one of three positions:

1. Lowest position - When group riding through the twisties one up. At this height it is equivalent to the tall screen in the fully extended position. I am 5’ 11” and find this windscreen position to be ideal for riding under 50 mph where optimal visibility is desired. I get smooth airflow over the top of the helmet and a light breeze in my face and around the sides on my arms and shoulders. Depending upon the direction of the ambient wind I will get some turbulence around the chest and neck that is eliminated with the AGs installed.
2. Middle position – This is the point where you dial up the screen via the manual OEM knob. The screen moves up and slightly forward and then begins to tilt backward as it continues to rise. That point where the top of the screen starts to move back is a sweet spot for one-up freeway riding in all temperatures.
3. Top position – This position is reserved for when I have my wife on the back. After testing of various windscreens we noticed that all the screens in the tall category didn’t provide the same comfort level for a passenger on the GSA that was afforded the rider. AeroFlow’s extra tall option screen, while designed to meet the needs of the tall rider (6’ 4” and above), also serves to remove the turbulent air that forms after passing by and over the rider using the lower screens (Tall and lower). My wife and I are coming off of years on RTs and are looking for some of that smooth airflow that is a hallmark of the RT experience. We find that the current Extra Tall Windscreen combined with the HFE and AGs provide the ideal balance of smooth airflow without the turbulence normally expected when you have the airflow to cool you down. To us we believe that AeroFlow has hit the sweet spot for motorcycle riding and comfort. I can ride with visor up and enjoy the light breeze, even down into the 20s temperature-wise and I can see over the windscreen at all levels, including the highest position when two up and still feel like I am on a motorcycle and not a small car.
4. The addition of the AGs and HFE changed the airflow most notably as you raised the screen. The higher the screen the wider the gap at the bottom and the greater the low pressure on the back side of the screen. The gap and greater low pressure tends to draw air around the screen and aim it at the driver and passenger. The addition of the AGs and HFE mitigated the turbulent aspects of this condition and diminished the perceived amount and velocity of the airflow.
5. After many more miles with the windscreen, I notice that there was no distortion normally associated with looking through a windscreen. As someone who likes to keep his bike clean I really appreciate the fact that the material used

in the AeroFlow screen will allow polishing without degrading the protective nature of the screen. I learned through research, that most screens have a protective film coating that provides UVA&B protection and keeps the screen from yellowing. However, if you get nicks or scratches you cannot buff them out as you will remove the protective film and ultimately have to replace your screen. Not so with AeroFlow's screens.

Adding Adjustable Screen Strengthening Brackets



During my initial tests of windscreens I had no stiffening support. This caused the windscreen to bend backward to the point of just barely touching the GPS mount. Having been through turbulent wind on my RT that caused the windscreen support bracket to break I determined that it is a "must" to add support to offset the wind loading on the screen. I added the following Wunderlich screen support (left).

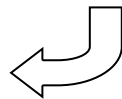
This product did a great job of supporting the left side of the screen. The left side of the windscreen remains firm and does not bend (tested up to 100 mph). However, the right side of the screen still has a tendency to flex in cyclical motion and that creates turbulent air on the right side. I am not sure why Wunderlich only offered a product to support the left side of the windscreen. After a lot of searching I came upon a firm out of the UK known as Cymarc and they produce a matching set of windscreen supports. While not as elegant a design as the Wunderlich product, the fact that it offers a matching pair of brackets makes it the best solution for the time being. With both in place the light turbulence my wife and I felt from the oscillating windscreen at highway speeds was gone.

Conclusion:

I am extremely pleased with integrated system that AeroFlow has produced for the new BMW R1200GSA's. The screen, the Hand Flare Extensions and the AeroGards are engineered to work together to offer the rider and passenger (especially with the Extra-tall screen option) with the best airflow option available. The choice of the materials is top notch. I have found the customer service to be top notch. I have been impressed by their desire for feedback from riders riding in different conditions configurations. I will close by saying that my impression of the firm and its designer, Paige Ortiz, is one of perfectionism. To me, this reflects how much they care about the quality of their product. **GR**



AeroFlow AeroGards



AeroFlow Hand Flare Extensions

