

THE SHAFT



The Journal of the Riders Association of the Mid-South



<http://www.bmwrams.com>



My Albatross The Tat (Trans American Trail). Part-1

Memorial Day 2010 I trailered my 230 CRF Honda from Tn to WV where I flipped it hill climbing at our family reunion. The next week I endured tremendous pain from a dislocated shoulder and a shattered clavicle. The concussion, which knocked me out and had me delirious for two hours after the wreck, needed to subside and I had to be cleared by the neurologist before surgery. 5 days later I had a plate and screws inserted to rebuild my Clavicle. After weeks of physical therapy and a year of pain I decide to stop riding dirt. I figured after all my years of enjoying dirt riding I was getting too old to take the spills and would become a more avid street rider. I sold the CRF and moved on. In 2014 a friend called me from an auction. He talked me in to buying a KLR 650 as an investment. I bought it sight unseen as I was going to sell it asap for a profit. The day he dropped it off I decided to ride it around the block. I could barely pole vault up on the heavy big tank of a bike. I rode it around town thinking what a slug. Parked it in my garage and decided to sell it ASAP. David Mays heard through the grapevine that I had purchased the bike. He called and talked me into riding the Tn section of the TAT with him before selling it. Of course, for some crazy reason I agreed. I loaded it with camping gear, increasing the weight, and met him in town to leave. When I rode up and leaned the bike over sideways to plant my left foot, so I could stop his eyes opened wide, he lifted his shield and said, "You can't touch the ground on that bike". I said, "I am not planning on stopping much and they all ride the same after you take off". I believe he was worried from the start. We rode interstate from Jackson to Tellico Plains TN. Here we had reserved little cabins at a nice bike friendly campground at the start of the trail. If you are ever in East TN looking to camp in a nice place stay here. Great people they cook you breakfast and scare you to death with a video of the first water crossing on the TAT. It is not deep but a slimy rock coated crazy slippery mess. I believe he psyched me out as I went down asap on the KLR and had a nice cold bath to start my trip. The roads in this part of the trip were mainly gravel, some dirt, but nothing I would claim as even mediocre skill level to ride. I went down a few times basically from getting in uneven situations where I could not get a foot down and just fell over. It was hilarious! I would be flailing around with both legs trying to get where I could hold the bike and David would be laughing himself silly at me as I just basically fell over. Conclusion: The KLR was too heavy and way too tall for me.

We had a great time looking for places to camp each night. One night, close to dark we did not have a camp close by. We rode up on a church just finishing a homecoming. They let us camp in the church yard, gave us hot dogs and marshmallows for our fire, and left the church open so we could use the bathrooms. Wonderful people.



The rest of the trail through Tennessee offered things like a candy factory in Lewisburg where we met the nicest man. I have been there three times now and stay in contact with him. He emails every year to see if I am coming to see him. I am planning on stopping in there the week of Memorial Day this year as I ride to the ROK Rally. The rest of the trip contained a few fun stops along the way to see historical places, wonderful mountain views and more nice people. We rolled back in to Jackson after dark three days later. I had bald tires the last half the trip and was extremely worried I would not make it in that night without blowing a tire. A day of pavement to start the trip on my dirt tires was not a good idea.

I was starting to learn about adventure riding and I was starting to love it. In the next few newsletters you will hear how I have been fighting with the TAT since 2010.

"I turn my head to the inside of the curve, roll the throttle wide open, and break free from the world that affords me the passion to ride"

Cherohala Mountain Trails Campground

Tellico Plains Tennessee

<https://www.cmtrails.com/home.html>

Tellico



Interesting Rides/Road Trips



TOURING BIKES



2018 Southern Discovery Spring Rally

April 6, 2018 - April 8, 2018

Hoenwald, TN

www.tndualsport.com

The BMW RA National Rally

July 19, 20 & 21st, 2018

Tioga County Fairgrounds
in Wellsboro, Pennsylvania



<http://bmwra.org/news/national-rally>

SPORTS BIKES

The ROK ON Rally

Memorial Day
Weekend- 2018

Our friend and RAMS member Jim Linneman extends an invitation to the BMWROK Riders Of Knoxville rally. The ROK Rally is returning to T.W.O. Creeks again May 24-27th. This rally sells out every year and only pre-registered attendees will be allowed. No ride ups on day of rally! We pride ourselves on having the friendliest rally around. Cost is \$50 until May 15th and, if space available, \$60 after that date. We limit attendance to 100 riders. More information is available by clicking on the attached link. <http://www.bmwrok.org/2018-rok-rally.html>



DUAL SPORTS

Des Moines, Iowa will be the site for our 2018 BMW MOA International Rally.



The Iowa State Fairgrounds will host on July 12-15.

Register two people for \$99 during the month of february (or one person for \$55)

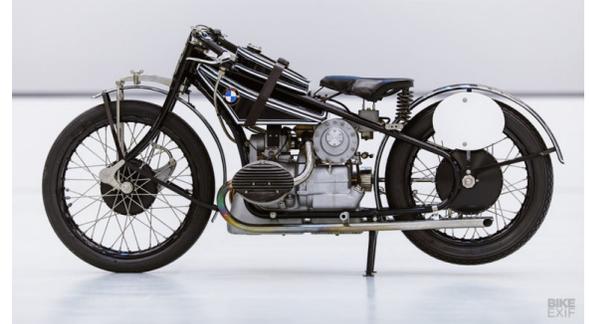
<http://www.bmwmoa.org/page/rallyintro>

Interesting Facts**BEHIND CLOSED DOORS: BMW'S HIDDEN SUPERCHARGED WR 750**

Story submitted by Butch Turner

BY Wesley Reyneke Image by Marc Holstein

THE BMW MUSEUM IS THE first port of call for any petrolhead visiting Munich. But there's an even more extraordinary collection of machinery just down the road, at the BMW Group Classic headquarters. Set inside the original Bayerische Motoren Werke factory, BMW Group Classic houses offices, archives, conference rooms and a café. But it's also home to a small gathering of rare and vintage BMW motorcycles and cars, and a couple of laboratory-level workshops. Access to this remarkable hoard is by special appointment only—but on this day we had one such appointment. And it was during a behind-the-scenes tour that I stumbled upon this vintage beauty. To be honest, at first I had no idea what I was looking at. So our guide graciously explained the history of the supercharged 1929 BMW WR 750 Kompressor. Then he threw in a plot twist: this isn't a restored WR 750, but a complete nuts and bolts replica. It's been executed so well, even an expert would find it virtually impossible to tell it apart from the real deal. The WR stands for Werksrennmotorräder (works race bike), which is exactly what the WR 750 was. It was a technological tour-de-force, built to take on speed records and racing championships. They got the former right; Ernst Jakob Henne set a land speed record of 134.68 mph on a WR 750 in 1929. The WR 750 had a 750 cc four stroke flat twin with overhead valves, a supercharger wedged between the seat and gearbox, and a single carb. It had no rear suspension, and a leading link front fork with twin leaf spring assemblies. Groundbreaking stuff, back then. The thing is, an original WR 750 is impossible to come by. Which is why collector, racer and master fabricator Jürgen Schwarzmann decided to build one from scratch. So he joined forces with friends Alfons Zwick and Erich Frey, and the trio eventually ended up creating a small series of WR 750 replicas (the exact number of which is a closely guarded secret). Their first challenge was finding a blueprint to work from. Only two of Ernst Henne's original record-breaking machines still exist: one belongs to BMW, and the other is in the Deutsches Museum.



To read more on the challenges of building the replicas click here: <http://www.bikeexif.com/vintage-bmw-motorcycle-wr-750>

SOURCE: *Resurrection: The BMW WR 750 Kompressor*, by Dr. Scott Williams, *Classic BMW Motorräder*, Volume 39, Number 2.

EXTREME ENGINEERING: THE MINDBOGGLING WATKINS M001

Story submitted by Chip and Suzann Mann

Watkins Motorworks | Image by Maciej Bejma**CURIOSITY IS A POWERFUL MOTIVATOR.**

When Jack Watkins first spotted Stellan Egeland's BMW Harrier, he was curious about how the suspension worked—and that curiosity wouldn't let up. Fast forward nine years, and we have this incredible contraption built around the powertrain of a BMW R1150 RT.

The pseudonymous 'Jack' holds a PhD in mechanical design, and works for an industrial firm in Gdańsk, Poland, where he heads up a design office of some thirty engineers. Plus he's a lecturer and researcher at the Gdańsk University of Technology. So if anyone's qualified to scratch that sort of itch, it's him. It started with Jack figuring out and reconstructing the Harrier's front suspension design digitally. The design was then

shelved for a while, before being resurrected, reworked, and fleshed out into a full motorcycle. Another four years later, and the Watkins M001 was finally complete. It could have been done quicker—but Jack has work and a family to juggle. So the project was relegated to evenings only. He doesn't have the experience (or workshop) to build such a machine, either. So he turned to Mateusz Kozlowski at Moto Spec in Gdańsk for help. The bike's individual parts came from the network of suppliers and craftsmen that Jack had built up at his day job. But all the assembly and mechanical work was done by the pair at Moto Spec, guided by Mateusz's knowledge. As you can see, the work was extensive. Beyond the power plant and some of the running gear, the Watkins M001 is almost entirely custom-made—like some oversized, mind-bending LEGO Technic set.

To read the rest of the story click on the link: <http://www.bikeexif.com/extreme-motorcycle-engineering>

Ladies Corner



Katydid Collection

Biker Hair don't Care Women's Trucker Hat - KDC-TC-162 \$22.95

Great for a day in the sun or a weekend driving on the Bike! This trucker hat is sure to draw some attention and everyone asking where you got it!

HAT INFO:

letter stitching | adjustable tab with mesh back | 80% cotton 20% polyester | one size fits most | distressed to give worn look

https://www.etsy.com/listing/400421671/free-shipping-biker-hair-dont-care



Cable Wrap Ring with Prasiolite and Diamonds \$495 - \$545

Sterling silver Faceted Prasiolite Pave diamonds, 0.28 total carat weight Ring, 10mm



http://www.davidyurman.com/products/women/rings/cable-wrap-ring-with-diamonds-r11345dss.html?ecid=cse_brand_pla_google_us_us%20-%20pla%20-%20rings%20-%20w%20-%20brand_rings%20-%20w%20-%20brand_&gclid=EAJaIQobChMI-Ov92c6N2gIVBbnACh3CZgxCEAQYCCABEgJbM_D_BwE

STUFF for SALE OR TRADE

This a replacement pair of gloves from Gerbings for a pair I sent back for repair. My old ones were medium, so they replaced them with medium, but these are so small I can not wear them. \$200 dollar pair of gloves new in the pack I will take \$100 dollars for them.

paulrhod@bellsouth.net



Selling! Bikes, shop equipment, parts and accessories.

BMW's R90s, R69us, R100s (clone), R27 (250cc single) R90/6 (rolling chassis), '84R100RT (final edition), '70 SWB R75/5.

; 750cc Ducati, Oxy/Acc rig, A/C welder, comercial M/C lift.

Detail pictures on request.



Marshall Robilio

901-685-7367 H

901- 604-6884 C



Selling my '09 LT. 35402 miles with new tires. This Luxury Touring bike is in excellent condition. Ready to load up and cruise on down the road. Contact me with any questions.

Thanks,

Bruce

bruceottway@gmail.com



Minutes by: Spencer Bennett

RAMS Meeting Minutes – January, 2018

The meeting was called to order by President Larry Craig on March 10, 2018 at 1:30pm at the Railgarten Diner in Memphis, TN. There were 24 RAMS and 12 bikes in attendance.

Call to Order

1. We have no new members for March.
2. We currently have 70 returning members for 2018.
3. There were no guests for the meeting.
4. Larry extended Thanks to the meeting hosts: Thank you Hank Widdop!

New Business

1. Spencer Bennett asked if anyone was interested in a group ride to the Riders of Knoxville Rally in Del Rio, TN over the Memorial Day Weekend? He and Larry Craig are going and anyone interested in joining them should contact one of them. Please note that this really does require pre-registration as they limit the number of attendees to 100.
2. Spencer also asked about getting a tent for the RAMS at the MOA National in Des Moines, IA. After some discussion he was asked to conduct an on-line survey of the RAMS to see how many plan to attend so we can make sure we have enough people there to make it worth while. He will do so and report back at the April Meeting.

RAMS Rally Update

1. Steve Clark is the 2018 RAMS Rally Chair and Paul Whitworth is Rally Co-Chair.
2. Spencer Bennett and Larry Craig met with the PCRV Owners and negotiated a contract for the use of the Park for the next three years. Highlights of the new contract are:
 - Prices were maintained at the present rate except for camping which was raised to \$7.50 from the present \$7.00. We will continue to get Thursday night as part of the package.
 - There will be three of the renovated bathrooms available this year and the previous Men and Ladies Rooms will continue to be available.
 - The Saturday Meal will be Brats or Chicken and PCRV will look into getting someone to do barbeque. If they can get this done at the same price (\$8.00 ea) then we can decide if we would rather do that than the Brats and Chicken.
 - 2018 Rally Information Flyers need to be developed and gotten to the Parkers Crossroads Visitors Center for distribution to local businesses.
3. Paul Whitworth pointed out that Rally Committee Chair positions are still open for the following and asked that everyone consider volunteering for either the Chair position or to help on one of these committees:

Registration –

Rally Shirt Sales –

Name Tags/Schedules –

Coffee & Refreshments –

Food –

Door Prizes & Vendors –

Awards (Distance, Age, etc.) –

Poker Run –

Local Rides –

Trash/Sanitation –

Next Meeting: April 14 Lunch 12:00 then Meeting 1:30

Doo-Dah Sidecar Rally and Tax Revolt
Village Creek State Park
20 County Road 754 Wynne, AR 72396
Phone: (870) 238-9406

Thank You The Dale and Bennett Families..

Trailer –

Bike Show –

Swap Meet –

Signage - Put Up and Take Down-

See the Rally Chair of Co-Chair to volunteer.

4. Paul also asked that each RAMS Member bring a friend to the Rally as this would add greatly to our attendance number and profitability. If you have no friends, bring a stranger!

VP's Corner

1. No VP discussion this month.

Old Business

1. If anyone still does not have their picture in the online directory, please see Spencer or Rosey.
2. If you would like a RAMS patch (old logo only), decal (old and new logos) or need RAMS business cards, please get with Spencer.
3. 2015 RAMS rally shirts are available for \$3.00 each or 2 for \$5.00. Most sizes are available. See Spencer.
4. Larry Craig has 18 of the 2017 Rally Shirts for sale at \$10.00 ea.

For the Good of the Club

1. Check RAMS website for rally schedules.
2. The April RAMS Meeting will be April 14, 2018
NOTE: There will be a rally cookoff/eating binge at the Saturday evening meal and this year's theme is "Cooked on a Stick". All RAMS Are invited to attend and participate in the cooking and eating. Camping will be on a pay as we go basis with a couple of sites reserved by the hosts and more needing to be rented as these fill up (3 tents per site).

Lunch will be Brats and fixings provided by your Meeting Hosts and will be at Campsite 11 or thereabouts or at Cabin 6 if it is raining. Please bring your preferred beverage and a chair if you have one. Your Hosts are: The Dale and Bennett Families.

3. If you have an item you would like to see in the next meeting agenda, please get it to the Secretary by Wednesday prior to the meeting and it will be added to the next meeting agenda. This is not required for an item to be discussed, but it will make sure it gets in the mix. Send the information to: officers@bmwrams.com

Treasurer's Reports

1. 2018 RAMS Dues of \$25.00 are due and payable.
2. Balance in Bank plus petty cash = \$6218.19
3. Petty cash = \$ 50.00
4. No Notable expenditures for this month.

Movement to adjourn by John McWhorter, approved unanimously.

Widgets, Doohickey's & Gadgets

Heated Clothing RX by Spencer Bennett

<http://www.heatedclothingrx.com>

During the trip to Florida for the North East Florida BMW Rally in January I had an issue with one of my Gerbig heated gloves. The glove still worked fine but the grommet that protected the wiring from pulling out tore lose from the fabric. This allowed the wiring to begin to come out of the interior of the glove and mad disconnecting them at gas stops a hassle.

When I got home I decided to see if this could be repaired locally and found that no one was able to help with it. It seems that most local tailors are just not set up to do work on gloves, as they are mostly a throw away when worn product.

Since Gerbing no longer warranties any products not using the microwire technology (so much for "lifetime warranty") I decided to see if they would repair the gloves for a fee as they are perfectly serviceable in all other ways. When I called the Gerbing warranty repair number (877-248-3080) I found that their repairs are now handled by Heating Clothing RX. I contacted them and they were happy to take a look at the gloves and see what could be done. I shipped the gloves off and they were able to repair them at what I considered a very reasonable price with what appeared to be new liner material.

I also found out that they are able to repair most electrically heated clothing

The contact information is:
 Heated Clothing RX
 1031 E Mountain St.
 Building 308, Suite 106
 Kernersville, NC 27284
 Tel: 877-248-3080

and would be happy to take a look at whatever you have that needs work. If your older Widder or Gerbing or Eclipse gear has some issues, give them a call and they might be able to salvage it for you.

Just for Fun!



These people must not be BMW riders look at that cheap tent..haha

Webmaster:
webmaster@bmwrams.com

Door Prize / Vendors

Email your articles and submissions to:
newsletter@bmwrams.com

Deadline for submissions to The Shaft is the 25th of each month with publication shortly thereafter!

The Shaft Editor:
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Spencer Bennett

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2018 RAMS Rally Chair

Steve Clark

Rally Co-Chair

Paul Whitworth

BMW Club
 Riders Association
 of the Mid South



BMW Riders Association
 (Chartered Club #1)

www.bmridersclub.com/bmwra.htm



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 Motorcycle Owners
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BMW Motorcycle Owners of
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