

THE SHAFT



The Journal of the Riders Association of the Mid-South



<http://www.bmwrams.com>



Riding The Trans American Trail 2018

These notes were posts from my face book page during the ride Through Colorado, Utah, Idaho, and Oregon. I have picked the fun and interesting days for the news letter.

I hired a guide who met me in Jackson TN late July we loaded the bikes on a trailer and drove to Trinidad Colorado to start the last leg of the trail for me. I had previously ridden the TAT trail through Tenn, Miss, Ark, OK, New Mexico and I had also rode Colorado but wanted to ride it again.



Saturday July 28th -We rode 299 miles the first day. Great day lots of gravel, a couple good mountains including Marshall pass. We found a camp site close to Sargents, CO right before dark. Hustled to get the tents up before a bad thunderstorm with hail hit. My first hail storm in a tent! Awesome. About half way through the storm there was a little break and I had time to grab the burner and boil a bag of our dried foods. Hot beef stew tasted fantastic in the wet weather. I have a snug pack tent which weathered the storm very well. It was a cold night I had to use my fleece liner in my sleeping bag. We got up early, had coffee and oatmeal. Zach, my guide, started the morning maintenance checking the bikes and found his front tire flat. We started with new tires and heavy duty tubes. A flat the first day! Always pack extra tubes! After fixing the tire which takes longer when hand changing, we got a late start instead of an early one. We made a wrong turn and spent a while getting off a mountain so, we ended up looking for the trail for a bit. We finally made Lake City. We were planning on making Silverton by Sunday night, so did not hit the mileage goal for the day. Long day for very little miles.



We had two great days of riding passes near Silverton. Monday we rode the big passes in Colorado. Cinnamon- 12,640' California- 12,963' Corkscrew 12,257' I dropped twice on Ophir 11,789'. Ophir although not the tallest of these passes gave me the most trouble on the down side. I dropped twice and had to really go slow, a rock slide that continues to drop rolling rocks on the mountain makes this side hard to handle. Plus upcoming traffic has the right of way so you meet Razors and Jeeps and this puts you in the ditch to pass on the baseball sized rocks. Very hard

to take off again. These passes are all very narrow with drop offs. I had a great run on these passes. Monday Night we stayed in Monticello in Tepees. Lol. Tuesday we made Moab. As we started out of Moab my luggage rack broke just as I topped a huge mountain. We rode went back into town and found a welder - wasted afternoon- Stayed in Moab that night. Next few days were - miles of sand (I thought I was having a heat stroke 106 degrees one day) Yes I wore my full gear - Klim all the way. From Delta Utah to West Windover Utah with a quick run over into



Nevada. 260 miles. Some great scenery and some good riding.

We came off the trail some on Friday - first we stopped at Bonneville Salt Flats so we could take photos and run the bikes on the raceway. :).

One of my favorite motorcycle movies The Worlds Fastest Indian was filmed here. It was wonderful to see the flats and ride on the salt. Too bad I didn't have the Ducati that day. The DR 650 loaded down with camping gear just didn't bring the speed LOL! Zacks back tire was new when we left and just disappeared quickly. Weird. We rode to Pocatello Idaho where the Honda dealer had the tire we needed.



Arrived around 5:30 and the rushed us through before they closed at 6. One of the employees offered us a place to camp in his yard. We passed as we wanted to stay on the trail to start earlier the next day. We found a great camp site on the river near American Falls. Enjoyed a good dinner from the dried foods we brought and a beautiful sunset. Woke up in the early morning freezing had to put on my riding gear to get warm lol made coffee with my heavy gloves. As soon as the sun came out it was hot again. Packed up and hit the trail again. I didn't get many good photos as the smoke from the forest fires has a big haze all over the mountains.

Saturday - Aug 4th.

Rode some beautiful areas. Stopped in Arco Idaho for lunch at Pickles Place. Zach tried the new Pickle Ice POP. Not good. We rode through to Sun Valley Idaho. Crossed one big mountain. Zach stopped and rescued three damsels in distress and fixed their flat on the way down the mountain. We found a campsite just outside of town. The rain came around 6 am. Here I encountered some weird bugs with pinchers that found a way into the tent. I killed 5 inside the tent. The only time bugs got inside.



Sunday-AUG 5th

Ran into a rock slide that closed the road. Had to back track then made it to Featherville

Idaho. Nice little Place with a hotel restaurant and bar tucked into the mountains in the middle of nowhere. Not a great mileage day but great views and met the nicest people in Featherville. Actually the entire place is for sale. I might move there and start a motorcycle resort!

Monday – Wed 6th, 7th. 8th - The trip was getting a little more like an adventure. We started Monday riding in Idaho. What great mountains and no traffic. We took a lot of photos on Zach's phone but lost them. We hit Oregon early afternoon. Washed the bikes to get the salt off from then run at Bonneville. Rode a few miles and found a campground. Then we realized the time changed so we could ride another

hour or two before dark. We started again and we were having a great ride! I was leading and we were about 50 miles from where we would stop for the night when Zach dropped his Honda XR650. I missed him following me and turned back to a huge black cloud of smoke. I was scared to death and almost dropped my bike trying to stop when I saw him come out of the smoke with his backpack. Apparently when he dropped the bike gas poured out of the over flow when he started to pick it up it caught on fire.

I guess this is where the term "adventure riding" starts to make sense. The next two hours we had to work feverishly to keep the sparks from starting a Fire. Luckily the bike was against a dirt embankment or we would have had bigger trouble. As it was the sparks that flew across the road were catching small shrubs on fire. We were able to throw dirt on them and put them out. They kept firing back up and we put the same bushes out over and over until we finally had all sparks and flames out. Zach lost everything except what was in his backpack. Camping equipment, tools, go pro(with all our footage of the passes etc), clothes, food, etc and our two gallon collapsible water bag. The roll map for the section of the TAT that we were



riding burnt as well. We had hit the SOS signal on his Spot tracker as soon as it happened hoping they would send help. No one came - the next day they called to see if we had really needed help. I am not saying anything else about them here.



We are now close to dark and we are worried, we should report the accident and the fire. I think someone should douse the shrubs with water as I have heard fires start back up days later. We thought we had to go 5 miles and make a right to get out to a small gravel road which should take us the 50 miles to a town. We decided to start two up on my bike. This turned into us driving in the dark until midnight. We decided to put up a tent and start again in the morning. This was the first time on the trip that I was a little nervous about safety. We camped on top of a mountain where there was a large clearing. I felt better thinking I would be able to see the bears coming. In the morning we packed up and back tracked These passes areas towards the accident. We figured to go back would be the safest and quickest way out. We knew we could go back out the way we came in. Along the way I heard a power

saw and found a man cutting wood. He was very nice and gave us water, told us we were going the right way and prayed for us to return safely. We stopped at the burnt bike site and drug it out of the road a little more and kicked all gas and pieces of metal etc out of the way and checked the bushes for any smoke. All was good, no glowing embers. I was starting to worry about gas. I have a larger aftermarket tank but we had rode awhile before the accident, rode around the mountain awhile and now have at least 60 miles to go before we find gas. We back tracked to Vale Org. I had about half a gallon left. At this point



we count our blessings we made it out, we were not eaten by bears, and Zach was not hurt which is the biggest blessing of all. After grabbing some food and gas, Zach reported the accident. They said no big deal leave the remnants there and go on. We decided to go to Ontario Oregon, A town with a cell phone dealer and a motorcycle dealer. We bought Zach a new phone and started looking for a bike. I was not giving up and not turning back, I was buying a motorcycle to finish the trip. This town did have a dealer but nothing used that would be set up and ready for the trail. We got a hotel rooms - FYI - Sleep Inn has washers and dryers. I did laundry while Zach searched for a bike. Late in the evening he finds one on Craig's list.

AUG 8

We had to back track about 45 miles to Boise Idaho to buy the bike. We lucked into a 2008 KLR 650 - 12,000 miles, 685 Kit, skid plate, engine guards, rear racks and the nice guy threw in tank bag, trunk bag, a lowering kit, shorter kick stand and a tube. The nice guy even changed the oil while we were driving over to get it. All for \$2800 - Zach had a motorcycle to ride! We are back on the road! We hit an REI and buy him new camping equipment, a tent, sleeping bag etc. We went to Walmart and got him some clothes and other camping things he would need. We bought new tools, chain lube, and some other small things he lost and hit the road. We rode over 100 miles to get back to the small town, John Day to start the trail again. We had to skip some of the trail as the maps were burnt for that area. He did have the rest of the maps in his back pack so we started the trail again the next morning. Zach kept a tremendous attitude through all of this. He was a great riding partner. We had about 700 miles to go! Breakfast of oat meal bananas and avocado, and of course, coffee! .



Thursday August 9th We rode 160 miles. To Prineville Oregon. I told Zach a few times I thought it was hotter than when we were in Utah. When we hit town at 4:00 it was 107! I was hoping Oregon would be cooler. We had some great riding with lots of ruts, rocks, Hugh pot holes and lots of Gravel. Took some amazing photos. Saw some antelope, a coyote, a big bird maybe an eagle high up on a cliff and even slow walked through a herd of diametric sheep. With 3 guard dogs barking at us the entire time. Near the end of the day just when we thought we would clear one day without a problem my right

luggage rack broke in the same place the left one broke. We tied the rack up and put the bag on the bike with a Roc Strap then rode slowly to town. We stopped at Prineville Auto body and they welded it back for us and would not let us pay them. Great folks. We hit a restaurant for dinner. Camped by the river that night with a big rock back of the tent beautiful area just outside Prineville. We lost over 100 miles of trail in the maps that burned on the bike so we should will make it to the coast by Saturday. Friday was a great day. Rode along a beautiful winding river for a few miles. Then hit some roads with weird dust almost like powder over hard ruts. Made it hard to see the ruts and it was slick in places on the rock hard ground. Slid out a few times but did not go down. As we entered the mountains the smoke from the fires made the air heavy and mixed with the dust hard to breath at times. The smoke was so bad the views from the moun-



tains were extremely restricted. I felt bad riding through the charred forest for miles. Just so very sad. We also saw beautiful mountains with lush greenery. We traveled one road for miles with high pines on both sides.

Awesome. Made it to Tiller Oregon. Camped by the river in a

camp ground. We should make the coast early Saturday.

We started out early feeling full of ourselves because we had overcome a burnt motorcycle and were still rolling and with all the down time we were going to finish only one day later than we thought. Of course that didn't happen.

Around 10 am I try to jump over a downed tree (do this all the time it was small) hit it kind of sideways and slid the bike over the hill. We had to un bag the bike then push and pull while slipping and sliding back again and again until we finally were able to bring it back to the road. I was worn out. We hit a huge rocky mountain that no one has mentioned in all my readings about the trail this far in. It was rough going – no one down on the mountain though ! The rest of the day was disappointment after disappointment – due to the forest fires we were turned back a few times. This threw us off the trail and wasted time looking for alternate routes. We found ourselves nearing dark with a decision to make camp and not finish until Sunday or ride it was. 14 ½ hours from breaking camp at 7 am we hit Port Orford Oregon 9:30 at night. I am expecting a great end to the Trans American Trail – not even a sign to say we made it. This is a small town – I have no idea why the trail finishes here. Everything was closed except one bar – We were starved. They would only make us French Fries and Onion Rings – we had two orders of each and a beer. All the hotels (not many) were booked due to people evacuating the fires. Two camp grounds were booked. Around midnight we decided to sleep in the visitors center parking lot. At



day break we took photos on the beach, ate breakfast, borrowed a tool from a nice Harley rider to change my sprocket for street riding and rode over 550 pavement miles back to Ontario Oregon – Stayed at the same Sleep Inn where we sat looking for a motorcycle a few days earlier. The next day we split up I will write in the next newsletter about the next two weeks of riding out west to finish my summer riding trip. I am adding some of the best photos.



“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”

Tella Price

Interesting Rides/Road Trips



TOURING BIKES

2018 RAMS Rally Sept 28 - 30

**Parkers Crossroads RV Park and
Campground**
22580 Highway 22 N
Parkers Crossroads TN

GPS coordinates:
35.809182 -88.389067

**LOCATED 1.5 MILES NORTH OF
I-40 EXIT 108**

www.bmwrams.com

SPORTS BIKES

Progressive International Motorcycle Show - New York Nov. 30 - Dec. 2

Jacob K. Javits Convention Center
655 W 34th St New York NY



The 2018-19 Progressive International Motorcycle Show coming to New York See All The Latest Bikes From All The Major Motorcycle Manufacturers Ultimate Builder Bike Show, Demos, Entertainment, Celebrity Appearances 100s of Vendors And A Whole Lot More!!!

Other Show locations:
CLEVELAND, OH
01.25.19 - 01.27.19

MINNEAPOLIS, MN
02.01.19 - 02.03.19

WASHINGTON D.C.
02.08.19 - 02.10.19

**For more info on this and other
locations:** www.motorcycleshows.com

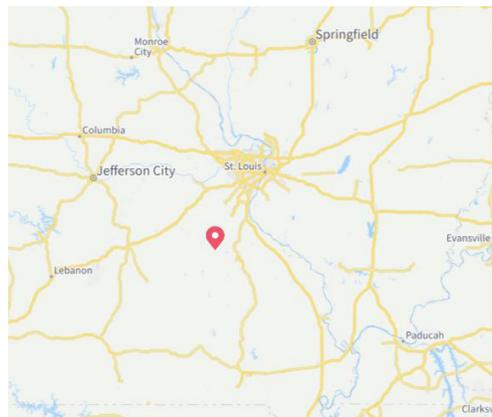
2018 Adventure Ribfest Oct 18 at 3 PM - Oct 21 at 3 PM



**Hosted by BMW MOA and BMW
Motorcycle Club of Nashville**

The **BMW Motorcycle Club of Nashville** and the **GS Giants** invite you to join us at for the Adventure Ribfest on the Waggoner Farm in rural middle Tennessee (GPS coordinates: 35.8629, -87.4328 or 35°51'46.6"N 87°25'57.9"W). Enjoy great paved roads or dirt roads and trails with many creek crossings for a true adventure. The GS Giants will be hosting the Trials Course as well as an off-road skills class. There will be plenty of primitive camping, lots of campfire conversations, entertainment, and some of the best ribs you'll ever eat. Check out our website at BMW

Motorcycle Club of Nashville for more information: bmwmcon.org/content.aspx?page_id=0&club_id=433756



Facebook:

[www.facebook.com/
events/591561141240964](https://www.facebook.com/events/591561141240964)

The new BMW R1250GS

MAKE LIFE A RIDE.

Author: ADV Pulse Staff

After months of speculation and leaked photos, BMW has officially announced details on the upcoming R1250GS adventure bike. The new GS model features an improved boxer engine for an additional increase in power across the entire speed range, improved emissions and fuel consumption, as well as a smoother ride.

At the heart of the new GS is a grunty 1,254cc engine (previously 1,170cc) putting out 136 hp and 105 ft-lb of torque. The engine also uses Shiftcam Technology which enables variation of the valve timings and valve stroke on the intake side. The intake camshafts are further designed for asynchronous opening of the two intake valves, resulting in a swirl of the incoming mixture that provides more effective combustion. The engine also features an optimized oil supply, twin-jet injection valves and a new exhaust system.



The R1250GS HP style variant includes a white rallye color scheme, golden spoked wheels, flat seat and short windscreen.



The new BMW R1250GS will be making an appearance at Intermot in Cologne and is expected to hit showrooms as a 2019 model. Pricing has not yet been announced by BMW.



BMW R1250GS Specs Released

- **ENGINE:** 1,254cc boxer twin (previously 1,170 cc)
- **HORSEPOWER:** 136 hp @7750rpm (previously 125 hp)
- **TORQUE:** 105 ft-lb (previously 92 ft-lb)
- **SEAT HEIGHT:** 850mm/870mm
- **TANK:** 5.3 gallons (20 liters)
- **WET WEIGHT:** 549 lbs (249 kg) (previously 538 lbs)

To read more click link below:

<http://www.advpulse.com/adv-bikes/bmw-r1250gs-announced/>

Ladies Corner



Speed and Strength True Romance Moto Women's Red/Purple Armored Shirt

Maxam BKGRIPS2P Diamond Plate Universal Motorcycle Replacement Handlebar Grips, 25mm, Pink - Biker Girl Bling



\$119.95



\$14.95

<https://www.leatherup.com/products/speed-and-strength-true-romance-moto-womens-red-purple-armored-shirt>

<https://www.bikergirlbling.com/product/bike-bling/riding-gadgets/maxam-bkgrips2p-diamond-plate-universal-motorcycle-replacement-handlebar-grips-25mm-pink/>

STUFF for SALE OR TRADE

Please let us know if your item sells!



2009 Aprilia Tuono approx. 10,300 miles - factory race stage computer program. Leo Vince Exhaust - new Bridgestone tires- Upgraded battery and starter wiring

\$5800.00

Call Everett Blanchard - 731-324-2276 or everettblanchard@yahoo.com

Just for Fun!

WEEKEND PLANS:



FRIDAY

SATURDAY

SUNDAY

Chopper Exchange

Minutes by: Spencer Bennett

RAMS Meeting Minutes –April 2018

The meeting was called to order by President Larry Craig on September 8, 2018 at 1:36 pm, at the home of Steve and Donna Clark in Cordova, TN. There were 28 RAMS and 10 bikes in attendance.

Call to Order

1. We have 5 new members for this month.
Jiang & Mandy Cui who live in Memphis and ride an F800 GT.
Pedro Rossi Caruso who live in Cordova and ride an F800 GS.
Marty Bond who lives in Memphis and rides a K1600 GTL.
John Whitworth who lives in Lakeland, TN and rides a K1200 GT.
2. We currently have 86 new and returning members for 2018.
3. There was 1 guest for the meeting. Wade of the Olde Bike Club was Steve Clark's Guest.
4. Larry extended Thanks to the meeting hosts: Thank you Clark Family.

New Business

No new business from the Officers

RAMS Rally Update

1. Steve Clark is the 2018 RAMS Rally Chair and Paul Whitworth is Rally Co-Chair.
 2. RAMS Rally pre-registration will close on Sept. 15, 2018.
 3. RAMS Rally Cups are here.
 4. Greg LieVan reported that Door Prizes are on track.
 5. There will be a new Poker Run Route this year, with Lunch at the Natchez Trace State Park Inn.
 6. Larry Craig announced that Rally Shirts have been ordered.
 7. Spencer and Rosey Bennett will provide movies for Friday and Saturday nights.
 8. Music will be from 2-5 pm on Saturday.
 9. Swap Meet will be Chaired by Marshall Robilio with Co-Chair Fred Bradley.
- There will be a Bulletin Board for the sale of items not brought to the rally (bikes, trailers, etc).
There will be a RAMS Club Table
Each seller must transport their own stuff to the rally and home afterwards.
10. Larry Craig will be cooking Thursday night for the Rally set-up crew.

VP's Corner

No VP input this month.

Treasurer's Reports

1. Balance in Bank plus petty cash = \$4950.23
2. Petty cash = \$ 50.00
3. Notable expenditures for this month.
Jot form Software = \$418.72 Host Gator = \$27.95
Rally Mugs = \$441.44

Next Meeting: September 30, 2018 at 0900 at: The large tent at the RAMS Rally

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.***

For the Good of the Club

1. Check RAMS website for rally schedules.
2. Spencer is getting a RAMS name tag order together and needs five orders to get them done. If you would like a name tag please contact him via e-mail at officers@bmwrms.com or spencer14554@gmail.com.
3. Spencer Bennett reminded everyone that the current President and Vice-President have indicated that they will not be able to serve in those positions next year. We typically do not think of this until the October Meeting and then rush to get a slate of nominees who are willing to serve. He asked that each RAMS Member consider running for one of these positions or for Rally Chair next year so we do not come up to the nominations with no forethought about potential candidates. The current officers would be pleased to discuss their duties with you and the duties of each officer are spelled out on the RAMS web site and in the front of the RAMS Directory (on-line and in the paper copy).
4. Bruce Ottway report is that Bruce is up and walking and hopes to make the RAMS Rally.
5. There is an Open House at Grass Roots BMW on Sept.16, 2016.
6. ***The October RAMS Meeting will be September 30, 2018 at 0900 at: The large tent at the RAMS Rally. Please remember that this is the first opportunity to nominate your RAMS Officers for 2019.***

7. 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@bmwrms.com

***Movement to adjourn by John McWhorter,
Second by Tim Reginold,
Approved unanimously.***

Widgets, Doohickey's & Gadgets

SolarPan™ - 8W Portable Solar Panel Charger

<https://espritparadise.com/products/solarpan-8w-portable-solar-panel-charger>



Sale price
\$37.95

LAMURO Campsite or Garden Supplies Storage Strap with 8 Hooks | Hanging Your Camping Gear from a Tree | Vertical or Horizontal Organizer



\$16.99

https://www.amazon.com/LAMURO-Campsite-Supplies-Horizontal-Organizer/dp/B07BLWZ5YQ/ref=sr_1_1?ie=UTF8&qid=1537972653&sr=8-1&keywords=LAMURO+Campsite+or+Garden+Supplies+Storage+Strap+with+8+Hooks+%7C+Hanging+Your+Camping+Gear+from+a+Tree+%7C+Vertical+or+Horizontal+Organizer+%3A+Garden

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:
Verla Price
newsletter@bmwrams.com

BMW Club
Riders Association
of the Mid South



BMW Riders Association
(Chartered Club #1)
www.bmridersclub.com/bmwra.htm

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2018 RAMS Rally Chair
Steve Clark
Rally Co-Chair
Paul Whitworth