



THE SHAFT

The Journal of the Riders Association of the Mid-South

<https://www.bmwrams.com>



Welcome!

Hello everyone,

This is your VP and editor. Spring is coming soon. Remember to get your bike in for service early. We have a great dealership, Performance Plus, in West Tennessee. Don't get stuck waiting for service when weather is nice for riding.

We have some fantastic motorcycles listed in our marketplace this month. I want to apologize for limiting the number of photos of the bikes, but with four bikes I felt it necessary. When there are fewer bikes I might put in more of each bike. Always try to send at least one good photo of your bike or anything for sale. We have some real classics this month. All of these bikes are offered by members to members. If you have thought about maybe buying a classic BMW, now is the time to look close at these. All of these motorcycles have been well maintained and are very easy on the eye. Great investment and just cool to own. If you want to try some off road and trails, the dual sport is a gem.

I want to thank Haavi and Pedro for joining me on our club ride to our meeting this month. Great ride, good folks. A good day. We saw a lot of deer in the countryside. Keep your eyes on the road and be aware of the total picture. They don't always wait for you to get on by.

Thank you all for your submittals this month. That is what makes the newsletter work. If you have a story or event that you would like to share, just send it to me at newsletter@bmwrams.com.

A special thanks to my wife Sam for her computer skills, patience and hard work. Enjoy!

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.

Best Regards,
Paul Whitworth
RAMS VP

MEETING MINUTES: February 2020*Spencer Bennett***February 2020 Meeting Minutes**

The meeting was called to order by President Art Manchester IV on February 8, 2020 at 1:00 pm at Bazar's Bakery and Breakfast in Hernando, MS. There were 24 RAMS and 7 motorcycles present.

Call to order

1. Art opened the meeting with a remembrance that this was the first anniversary of the passing of Larry Craig, former RAMS President, and enthusiastic rider. His loss was marked by a moment of silence and contemplation.
2. We have 1 new member for this month.

Jim Conley who lives in Eads, Tn and rides an R1100 RS.

3. We currently have 58 new and returning members for 2020.
4. There were no guests for the meeting.
5. Donut Volunteers are still needed for 2020. This job consists of picking up two dozen donuts (2 of which must be blueberry), 6 sausage biscuits and six breakfast burritos from McDonalds, and being at Performance Plus at 9:00 on the last Saturday of the month. All costs are reimbursed by the RAMS.

Dave Watkins has volunteered for the February 29 Donuts and Pedro Casuso has it for March 27. All other months are still open.

6. Art reminded the members that 2020 Dues are now past due and need to be brought current as soon as possible. The Secretary noted that all RAMS present were in fact current on their dues, so I don't know if it did any good.
7. Thanks to Meeting Hosts: Spencer & Rose-Anne Bennett

New Business

1. Spencer Bennett asked about the RAMS getting a tent for the Chartered Clubs Camping Area at the 2020 BMW MOA National Rally in Great Falls, MT. The president asked for a show of hands of those currently planning to attend this Rally and there were 9 who said they were going. This was noted and Spencer then made a motion that a tent be rented for the use of those RAMS attending, Paul Whitworth seconded the motion and after discussion the motion was passed unanimously by those present.

RAMS Rally Update

1. The 2020 RAMS Rally Chair is Paul Rhodes, ably assisted by Steve Clark as C0-Chair. They will be soliciting your assistance in making this year's RAMS Rally the best it can be.
2. Parkers Crossroads RV Park has contacted the Secretary and has been given the Rally Dates (September 25-27, 2020) and has asked when the RAMS can meet with them. Paul and Steve will set this up when they can and communicate it to the Park.

VP's Corner

1. Paul asked that all RAMS consider doing articles for the Shaft. He said that editing and grammar are not important as they can be corrected by the editor, but the stories are so please support your Shaft.

Old Business

1. If anyone still does not have their picture in the online directory, please see Spencer or Rosey. We need these for the 2020 on-line directory. The following RAMS do not have pictures in the directory:
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. Some previous year RAMS Rally Shirts are still available for \$3.00 each or two for \$5.00.

For the Good of the Club

1. Check RAMS website for rally schedules for other Club's Rallies.
2. RAMS Meeting hosts are needed for May, July, and October 2020.
3. The March Meeting will be held on March 14, 2020 at:

Las Delicias

5689 Quince

Memphis, TN 38119

Your Host will be Greg LieVan

Lunch will begin at 1200 and the Meeting will be at 1:00.

If a Pre-Meeting Ride is scheduled it will be communicated by e-mail.

4. 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 Report

1. Balance in Bank plus petty cash = \$7435.59
2. Petty Cash = \$50.00
3. No Major Expenses for the month:
4. IRS Form 990 N has been filed for 2019 (this is the non-profit income tax filing with the IRS).

Movement to adjourn: Rosey Bennett

Second: Steve Clark

Vote: Unanimous to adjourn

Upcoming Events:

DATE:	EVENT:
Feb 29 9AM – 11AM	Donuts at Performance Plus / 5312 Pleasant View Rd, Memphis, TN Join your fellow Rams for coffee, donuts and fellowship and show support for our local BMW motorcycle dealership
March 14 12N-2PM	March RAMS Meeting Las Delicias / 5689 Quince / Memphis, TN (901) 800-2873
March 28 9AM – 11AM	Donuts at Performance Plus / 5312 Pleasant View Rd, Memphis, TN Join your fellow Rams for coffee, donuts and fellowship and show support for our local BMW motorcycle dealership
April 3 - 5	Hill Country Hangout / Kerrville, TX 78028 See Ram's Website for more information
April 4	Robert's Spring Ride to Eat (RTE) / Boyette's Family Restaurant, Tiptonville, TN 38079 (More information below)
Sundays Weekly (except holidays) 8AM – 10AM	Drifters Restaurant (formerly known as Mama Judy's Country Kitchen), 80 Levina Gate Rd, Lavinia, TN 38348 Opens: 6:00 AM Ride: After breakfast Check Rams Calendar for details

Hi all,

My suggestion for the winter doldrums is to put this SPRING RTE on your calendar and you'll be part of the magic of wishing for better riding conditions in the new season, promise!

Ride Safe everyone and see you in West Tennessee, Tiptonville on Saturday April 4th (First Saturday in April). Please register via Ride Master (<https://rides.jasonjonas.com/regRequest.php?id=680>) so I'll know how big a room to reserve and how many for the boat tour?

Boyette's Restaurant in Tiptonville, TN, 11:00am to 1:00pm Saturday April 4, 2020.

Added attraction for 2020: I am setting up Eagle exclusive pontoon boat tours that leave from the Ranger Station located across the street from Boyette's. The tours will be for RTE attendees only! Weather must cooperate for the boat's rides.

Morning Eagles exclusive Boat Tour Leaves at 09:00 to 11:00. 15 people limit, cost \$8.

Afternoon Eagles exclusive Boat Tour Leaves at 1:00 to 3:00. 15 people limit, cost \$8.

This ride is scheduled at the same time as the Bald Eagles' baby eaglets should be about two to three weeks old. The Ranger Station across the highway has had cameras on their nesting sites. So, if the Eagles cooperate and nest where the cameras are then you can see these magnificent birds close up. Additionally, the Ranger Station has other live examples of wildlife including two Bald Eagles that are injured and can't hunt for themselves, so you'll see Eagles regardless. <http://www.reelfoot.com/eagles.htm>

Boyette's serves family style and is described below: Since 1921 Boyette's has been one of west Tennessee's top restaurants. People from all over a four-state area make the drive every week to experience the true flavor of the south. Just make sure you're hungry, because their specialty is serving up generous portions of Catfish, Country Ham, Fried Chicken and more. Put it together with some homemade hushpuppies, onion rings and country vegetables and it's not just a meal it's an experience.

<http://www.reelfoot.com/boyettes/index.htm>

Boyette's Dining Room (N36 21.643 W89 25.985) Hwy. 21 Tiptonville, TN 38079

Ride Safe,

Thanks,

Robert Rehkopf

Ride Reports:

Lazrus Went to Florida

Spencer Bennett

This story actually begins in January 2019 when Marshall Robilio mentioned to me in passing that he was selling an R1150 R for someone and I might be interested in it for a “parts bike” as I had recently acquired a relatively high mileage one and this one might have some parts that I could use or bank against future needs. I did not necessarily need a “part bike” but Rosey said “Go look at it, what can it hurt?”

When I saw the bike, it was sitting on Marshall’s trailer looking rather forlorn, sort of like those ASPCA ads on TV, and it did indeed look like a good candidate for disassembly. The story behind its present condition was that it was part of an estate that was being disposed of, and the executor knew Chris, Marshall’s son, and was able to talk Marshall into helping him sell the bike, as all he knew about it was that it was a motorcycle. The owner, the Executor’s late brother, had apparently parked the bike in late 2006 (based on the last registration) on his carport and it had gotten covered up in rugs and other things and more or less forgotten.

When he passed away, his brother (the Executor) was cleaning up the house to get it on the market and was amazed to find a motorcycle under the supposed pile of garbage on the carport. The good news was that the key was still in it, the bad news was that the 2006 gasoline was too. Unfortunately, the title and the seat were missing as were the bags and most of the other normal paperwork. This is where Marshall came into the story as he figured that, as a “parts bike” it didn’t need a title as much as one that would be ridden and researching what had happened to the title and getting a replacement was a lot of work.

As they say on the home remodeling shows, it had “good bones” or in this case all of the parts were there and as best we could tell it had not been stolen so it seemed like an ideal candidate for a possible recovery, or at worst, a lot of low mileage parts. Did I mention that it had 3800 miles on it when parked? It probably got the 600-mile break in service and then had not had anything further since then.

I agreed to the purchase and set about seeing if I could get a title for it. I got a title search firm to run the title numbers for me and they came back as not reported stolen or with a lien, so I was able, for a small fee to get documentation that I could take to the local license folks and get a Mississippi title issued in my name. A short note of thanks here to Mike Dale, a former member of the RAMS who you may remember, who taught me years ago that you can accomplish almost anything if you are patient, polite, and persistent. In the case of getting vehicle titles, for example, you just have to keep pursuing it and asking what it will take, and the following up on what the officials tell you. Remember that the folks at the license office don’t really care if you get a title or not, they just want you to go away so they can get to the next person and whatever they can do to make that happen they will.

Once I had a title, I began to actually evaluate the carcass, labeled as “Rusty” at this time (I always name my bikes, probably a carryover thinking of them as friends rather than machines). Once a new battery was in place, the engine turned over and all of the lights seem to work as did the ABS although it made some unusual sounds. The tank had that wonderful vinegar mixed

with paint thinner smell and severe rust evident when viewed with a light thorough the filler neck, but the bones were still good and I needed a winter project any way.

I got the tank off and pulled the fuel pump and filter assembly, only to confirm that the rust was indeed severe and everything inside the fuel tank would have to be replaced. The tank itself appeared to be salvageable though and I soon had it soaking in a diluted mixture of “Milkstone Remover” and water. This is a mild acid mixture that dissolves rust but does not seem to affect paint provided you dilute it to about a ten to one mixture with water. It is effective, if slow acting, is environmentally safe, and is available at your local Tractor Supply or Co-Op.

Once the new pump and filter assembly arrived I was able to get the fuel system put back together, which is not as easy as it sounds on an R1150 R as the pump, filter, and all associated plumbing mount on a plate that mounts with eight studs and nuts and must be tightened very carefully to seat the gasket properly and avoid leaks. Once it was holding fuel, and pumping it, I moved on to cleaning out the fuel lines and injectors and got the engine running, and it ran surprisingly well, although maybe it should as it only had 3800 miles on it.

At this point, the ABS was flushed and seemed to be OK, but this was not to last. Next time I turned the bike on the ABS pump went into full on mode and proceeded to fry the circuit board in the unit. I also had a failure of the new Westco battery that I had purchased from Beemer Boneyard and I have read on a couple of forums that a low voltage battery will cause the ABS pump to melt down as it tries to draw enough power to run the pump motors but cannot due to the low voltage. The high current demand then causes the driver transistors to melt down. In any case, the ABS pump was gone and had to be replaced. I was able to find a low mileage unit on Ebay at a “reasonable” cost and Beemer Boneyard was able to warranty the battery and I was back in business.

As part of the initial ABS flushing, I had changed the fluid to all the calipers and now had to go through it all again. I was buying big bottles of brake fluid and I have gotten pretty proficient at doing the system flushing. Now it was time for new tires and oil changes for all systems and “Rusty” would be ready to go.

Once the new tires were on and the fluids all changed, which looked pretty good for 15-year-old products, it was time to try “Rusty” out on some local rides. These were done on Saturdays with Rosey on standby and the trailer hooked to the truck, just in case. The local trips went well, and I worked up to doing a 350 mile Tour of Honor ride on it by last fall and accumulated 1000 miles, which I had decide would be the point when I would do another fluid change and tune up.



Rusty” on one of its Checkout Rides to Performance Plus.

(Photo: Marshal Robillio)

About this time the second Wesco Battery went south on me, fortunately dying outright and not taking the ABS pump out this time. I called Beemer Boneyard and they were very nice but assured me that Wesco would not issue me a second warranty battery, so I was just out the \$85.00 plus shipping. They said they had tried to get a second battery out of Wesco on several occasions and had not yet succeeded. So, I ordered an Odyssey Battery and wrote Wesco off my list of battery suppliers until they get their products more reliable, if ever.

With the new battery and fluids and a fresh tune up, I felt that “Rusty” was road ready, but how to be sure? I had also been pondering a better name for the bike since “Rusty” was no longer honestly descriptive and I came up with Lazarus, since it was raised from death on the carport and it would fit on a Mississippi vanity plate. LAZRUS was available, so there it was, Lazrus was named!

Now back to the issue of how to be sure that Lazrus was really up to where it should be? I was going to Florida for the Northeast Florida Rally in January and planned to take my sidecar as it carries a lot and has great protection, being K1200 LT based and had figured that I would probably run Lazrus on a rally or something later in the Spring as a reliability test. On the Wednesday morning that I was going to leave for Florida, I noticed a pool of brake fluid under the Sidecar. Closer examination, at 7 am, revealed that the rear master cylinder had apparently decided that it had been in service long enough and was leaking past its seal. Being a rider who likes to stop as well as go, this put the sidecar in a no go status and suddenly Lazrus was in the “on deck circle”.

A lot of repacking and condensing of what I really needed to take took place in the next couple of hours and I was able to pull out of the driveway only about 15 minutes behind my planned departure. I was meeting Chip Mann in Tupelo and figured I would treat that as the “shakedown” leg and if all was not well at Tupelo I would come home.

The Hernando to Tupelo leg went very well, although I was very alert for any noise or slightest vibration that might pop up. Chip and I left Tupelo and had a great ride down through Alabama and Eastern Georgia and the weather and roads were all you could hope for in a January trip. The routing by Chip was excellent and he managed to route us through Columbus, GA with the absolute minimum of hassles, which is almost an art form in itself. One of the interesting things about going through Columbus is the corridor through Fort Benning that cuts right down the middle and really shows you how big Ft. Benning is as it seems to go forever but is actually only about 20 miles or so.

We met up with Jim Linneman at Albany, GA for the overnight stop and Lazrus was still doing great. My confidence was also growing after a flawless 474-mile day on the bike.

Thursday morning dawned warm (58 degrees) and a little foggy and after breakfast we were soon on our way to Keystone Heights, FL. Jim led the way and found us some really scenic roads through Pecan Groves that were absolutely beautiful, even in their naked winter form. We arrived at the Air BNB that we had rented about 4 pm and were soon making ourselves at home. It was a four-bedroom unit on a small lake that was quite comfortable and allowed us to do breakfast there as well as providing great sunrises over the lake to wake up to. The owner/host lived next door and cautioned us about their Labrador watch dog as he would come right up to you and sniff. He is blind and this is his way of telling who you are, and he knows the yard well enough and hears well enough to find you, but has to sniff you to fix you in his world. Every night he would be on guard on their porch until about 10 pm when he would go in the house for the night, and if you were out during his shift he would come over and inspect you. You just don’t get this sort of service in a hotel.

Friday morning, we headed over to the Northeast Florida Rally in Starke and got checked in, delivered the RAMS Admit One to our Rally Door prize and began a day of bike looking, tire kicking, and flea market shopping. About noon we decided to ride over to Osteen's Seafood in St. Augustine for lunch as they have the best fried or grilled Shrimp that I have eaten and wonderful Key Lime Pie. We ate our fill, and more then took a leisurely ride back over to the rally, fully enjoying the warm day and the sights and smells of the greenery along the way. There is something about riding through a lush, warm landscape in January that just makes you feel that all is right with the world.

Saturday was another great day at the Rally, with some vendor shopping and a couple of seminars, then the wait for the Rally Dinner and door prizes. They also do a 50/50 drawing that they drag out for the whole dinner service, which gets to be a bit of a pain, but we lived through it. I won a pair of riding gloves in Rosey's size as a door prize, so I came out pretty good. We pooled our money on the 50/50 tickets and managed to avoid having to bring any additional money home from it. The meal was well served considering that they have 500 people fed in about an hour and the overall awards went right along as well. They do something that seemed like a good idea for consideration by the RAMS in that instead of trophies or plaques they give each award winner a free admission to next year's rally. It's a nice value for the winner and it doesn't cost the Rally anything unless they come back.

Saturday night was spent trying to get everything we brought, plus what we bought, to fit back into the bags so we could leave out early on Sunday morning. Not easy, but we were able to make it happen.

The Sunday morning alarms went off at 5am or so and we jumped up and started loading out, taking the time to have a quick breakfast at the BNB and still managing to pull out at 6 into a warm but damp morning. We were geared up from the start so the rain that we ran into about two miles from the start and that stayed with us to Tallahassee was not an issue. We headed west to I 75 and dropped Jim off at the I 10/I 75 Junction in Lake city so he could head for Maryville, TN and Chip and I continued west in the light to moderate rain. Lazrus was continuing to run well but the real test of its "road dog" status would come after a full day in the wet and I was alert for any faults that might show up.

The rain stopped about Tallahassee but then, as often happens, the temperature started to drop and continued to do so as we headed north. Unfortunately, in my hasty transloading from the sidecar I had missed that I did not have my "Hippo Hand" covers with me, and an R1150 R has nowhere near the protection for your hands, even with heated grips, that an LT does, so it got a little "airish" as it got cooler. Then I remembered that I had brought my heated gloves!

Swapping to them and plugging in took the chill right out of the hands and we had a great ride home.

We stopped for lunch in Montgomery and got a text from Jim Linneman that contained the following nuggets of wisdom:

1. The Honda fuel low level sensor in an ST 1100 has a service life of less than 23 years.
2. An ST 1100 will not run 300 miles on a tank of fuel when you are fighting a 25-mph headwind.
3. A ½ mile walk to the next exit is a nice break after 4 hours on the bike.
4. You can buy a gallon of gas in a nice plastic container at a Marathon Gas Station for under \$10.00.

We didn't ask for further details as it would seem he was having a full day.

After lunch we headed for Birmingham and other than gas stops, we had a very nice, if a little chilly ride home. I arrived at Hernado at about 5:41 having covered 713 miles in about 12 ½ hours with no problems at all from Lazrus, so I think I can say he has passed the final road test and is now ready for any trip that comes up.

The Northeast Florida Rally has become something of a RAMS tradition and will take place again next year over the Martin Luther King Holiday Weekend. If you are looking for a nice ride to break up the winter doldrums, come on out and join us.

RAMS Photo Gallery:

Our February 2020 monthly meeting was held at Bazar's Bakery and Breakfast in Hernando, MS. The organized club ride had a whopping three bikes. Thanks to Butch Turner and Pedro Casuso for these wonderful photos.

February 2020 Club Meeting



Club Ride Selfie



Two old farts and a coffee maker



?



RAMS Marketplace:

Need to sell my 1972 R50/5. Make offer. Steve Price 901-277-7835



Contact Steve for more information or additional photos.



1976 R90S BMW for Sale. Original, low mileage, Goff dual plug heads, Electronic ignition, Telifix fork brace, Billet top triple tree, Corbin seat, Bags & liners, tools and manual. \$12K



Contact Marshall Robilio Contact Marshall Robilio 901-685-7367 for more information or additional photos.

**For Sale 1968 R69US BMW
All Original, \$12K**



Contact Marshall Robilio 901-685-7367 for more information or additional photos.



2006 BMW F-650 GS DAKAR for Sale.

Second owner. Bought from Performance Plus in 2014. Just under 55,000 miles.

Motorcycle has been lowered but can be returned to stock height.

Needs nothing but a new battery and a new home. \$3,200 firm which will include a new BMW battery.



**Contact Butch Turner (901) 388-3040
(Picture from 2014 but looks the same)**

This and That



The Shaft Editor:

Paul Whitworth
newsletter@bmwrams.com

2020 RAMS Rally
September 25-27

RallyMeisters:
rally@bmwrams.com

Door Prize / Vendors-
vendors@bmwrams.com

Chartered Club #1



<https://www.bmwra.org/>

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

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Established 1975

**BMW Club
 Riders Association
 of the Mid South**



<https://bmwrams.com/>



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Chartered Club #43

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