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Frank Kleinpeter #43368
New Orleans, LA

Long time BMW rider and MOA member Frank Kleinpeter #43368 of New Orleans, LA lost his battle with cancer recently. According to his wife Frances, Frank loved the open road and the freedom he felt when riding. She added that they rode a lot together and won several mileage awards over the years. Also a MSF instructor, one of Frank's most memorable trips was one he made to the Arctic Circle. He is missed by all who knew and loved him.



PRODUCTREVIEWS

Barker's Exhaust

Loaded with Low-end Power

By Bill Wiegand, #180584

I'm a sucker for marketing hype. As a golfer, tell me a club is longer, straighter and more forgiving and I'm sold. Sadly, it's taken me years to realize I can't buy a better golf game.

The same hype also gets me every time I'm reading about my bike-related gear. Use descriptive phrases like "all day comfort," "go anywhere traction" or "arrive in style" and you've just sold me a seat, new set of tires and an expensive jacket and pants.

Talk to me about a more pleasing sound and low-end power, well, you just sold me a new slip-on exhaust.

When Barker's Exhaust offered one of their slip-on mufflers for testing, I couldn't get my hand up fast enough. It had been years since I last changed the exhaust of one of my bikes and, remembering what it had done to my YZ, I was excited to see what this equipment change would do to my GS.

As I unboxed the muffler, I was impressed with the quality of the big stainless steel can. It is several pounds lighter than my stock GS muffler and features a replaceable inner pack. Enough with the admiration, it was time to get this thing on my bike.

With my left pannier off, I removed the three Torx-head bolts holding the heat shield, two more Torx bolts clamping the muffler flapper valve in place and a single Torx bolt mounting the stock muffler to my frame. Slip the new muffler where the old one was, replace the stock heat shield and tighten all six bolts and I was done. So far so good, with total installation time of 15 minutes; on to the next phase of the test—the sound.





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With a push of the starter button, my GS came to life with a deep, throaty growl I hadn't heard before, and I liked it. Gone was its calm and civilized purr with its "Let's go for a ride" suggestion. Replacing that was a voice telling me to hang on, "I'm ready for an Adventure!" The Barker's Exhaust passed another level in my testing, with the most important phase about to begin—the ride.

I'd planned a ride that would keep me on two-lane roads, so I left my ear plugs at home to further assess the sound. As I pulled out of my driveway and left suburbia, I enjoyed the deeper, throatier note I was hearing, which reminded me of a big, single-lung, four-stroke.

Once on the edge of town, it was time for some seat-of-the pants dynamometer testing. With no other cars around, I pulled away from a stop sign and hit the throttle hard. I immediately felt my front wheel lighten. I shifted gears, hit the throttle hard again and felt the same thing in second gear. What had I done to my GS?

Enough with the hooliganism; I returned to a more civilized riding style befitting someone of my age. Pulling away from subsequent stops, I believe my better-breathing GS was offering me more low-end torque and a smoother power band that what I had experienced with the stock muffler.

Out in the country, I found some two-track trails I felt comfortable my Tourances could handle. There I was most impressed with the Barker's Exhaust. I believe the improved low-end power will really benefit riders off road, with its smoother delivery allowing the big motor to calmly chug through anything in its way. Combine that with the strange, unexplainable feeling that my bike is now more fun to ride, and I'm sold. For more information, visit www.barkersexhaust.com. ☺





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