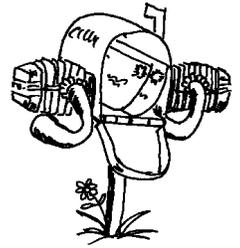


# The Mail Boxer

BMW MOA #7

BMW RA #5



No matter what/where/how often/far/fast you ride, we welcome you to join us in motorcycling fellowship.

Madison BMW Club  
P.O. Box 7511  
Madison, WI 53707

[www.madisonbmwclub.org](http://www.madisonbmwclub.org)

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Meetings (usually) on first Sundays  
of the month at 9AM

Next meeting:  
Sunday, August 5 at 9 AM  
Maple Tree Restaurant,  
McFarland, WI

## The Prez Sez:

By Steve Huber

Hot on the heels of the July club meeting comes a fast and furious two weeks of riding in Colorado, Nevada, Utah, and Oregon. Ok, maybe not too fast nor too furious, but I plan to cover some territory.

Your humble servant (among others) is headed out to points west, eventually ending up at the MOA rally in Redmond, WA. This gives me a chance to visit some of this country I haven't seen yet: southern Utah and Nevada. I hope to stop and smell the roses along the way, but in that part of the country, at this time of year, those roses are likely parched to ashes.

This is a big country we have here and I believe the best way to see it is from the seat of a motorcycle. So plan a day, week or month trip, or don't plan at all and just take off in a random direction. But get out there and see some country before the franchises plant a strip mall on every corner.

Club Business: One final picnic item I forgot to mention. Skot Wiedemann has 8x10 glossies of the club group photo for sale for

a measly \$3.00. A copy is on the web site.

Thanks to Ben Cimino and John Ong for volunteering to handle the banquet organizing duties!

Well, I'm off to the garage. The RT needs new tires put on for the trip. Nothing I hate more (well, other than semis tailgating me) is to be a long way from home with shot tires.

Ride safe out there on whatever ride or trip you have planned. See ya at the August meeting!

### Prez Steve

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## VP's Report

By Tom Van Horn

As you read this, the 'MOA National rally (& Top O' The Rockies) are recent history. We'll get a participant's-eye report in here, I'm sure.

On the 'MOA rally, we usually contribute \$100.00 to the selected charity each nat'l - last year we passed due to razor-thin rally profits. I was approached by Patzer at Iowa this June about this year. As GR/3 went well, I didn't see a

VP Report continued:

problem, neither did Prez Steve, and neither did you! In fact, Steve voted our contribution to \$200.00, which will be/was handed to Karol at Redmond. Once again, we all did a Good Thing.

Another Thing we do with rally \$ is give ourselves a picnic, and I gather that this past 6/3 one was excellent. However, some non-members showed up (one with a carload of grandkids) and fed faces gratis, much to some members' irritation. Future picnics will likely be closed, club-only affairs.

On the GR/3 front, we're still looking for a new site. We hope to iron out a price with River of Lakes soon, and we also (thanks to Rob H.) have a line on a private site north of Bagley. We need to look it over and talk with the owner. Late June, Prez Steve went and looked at another option, Big 'H' down near Cassville. The tent site was small and isolated (rest room/showers were nowhere near it.) and it was still partially flooded.

Another GR/3 change: Spike, our Saturday caterer, is outta the business and outta the state. Czar Bert has a couple other prospects.

Many of us noticed member P.J. Francis at GR/3, wearing a 'BMW/ON Roving Correspondent' shirt. The July issue of 'ON had still another of his rovings published, his look at the April Blackhawk Swap meet - and yes, the club got a mention.

The week after the August b'fast I will again be leading the oldest club event, the Hillsboro Run. So, August 12th be at the Hardees on Fish Hatchery Rd. (south of the beltline) at 9:15-ish latest!

Aaand, the week after that is the Hard To Be Humble Rally. We're close to the downslope of another season, folks - seize the day, or weekend, or week!

It may not seem so just now, but the next club banquet is not that far off. Just for variety, we decided to try a new place this year. Which place? At this writing, good question! Ben C. and John O. are a Committee of Two that is looking into it. If you have suggestions, let one of them know.

The September meeting will be Sunday morning, Sept 9th, at the Dells Rally club campsite.

In the Loud-Pipes-Save-Lives ("I SAID, LOUD PIPES SAVE LIVES!!!!") front, apparently some riders had their bikes vandalized (i.e., tires slashed) while parked in Key West. Speculation is that some locals were not impressed with deafening exhausts.

I wonder if only guilty parties were damaged. If you walked on to Duval St. and found, say, your stock oilhead's \$150 tires sliced, I guess you'd be considered 'collateral damage'. Is this - really - how we want the attention of the non-riding majority??

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Multivarior Tank Bag Repairs by Steve Huber .....pp.6-7

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**Secretary's Report**

By J.T. Wagner

We had 39 people at this month's breakfast with 34 riding.

Club business discussed was donating \$200.00 to the MOA charity at the national rally. Steve Huber will be delivering the check. It was brought up that the club picnic should be a closed event. More discussion will be done on that later. We will be needing a new caterer for the rally next year as the one we have been using is being transferred out of state.

Bert said he is going to look at another couple of potential rally sites as well as getting in touch with River of Lakes. This will be in August. If you want to accompany him, let him know.

The September meeting will be held at the Dells Rally on the Sunday morning before every one leaves. The August breakfast will be as usual at the Maple Tree in McFarland.

John Ong and Ben Cimino will be looking into a new location for the banquet this fall.

VP Report continued:

As you all may know by now, Ben Cimino had an accident on his bike but he is doing ok.

The 50/50 drawing was won by Zack Hefty. The next free breakfast went to Dick Olson.

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## An Atypical Typical Rally

By Meredith Hassall

Have I really just been to the Iowa Rally? Usually that means sweltering the entire time (except in the glacier-fed shower), barrels and barrels of mud, and at least one sustained torrential downpour. A total of 890 rally attendees had a slightly different experience.

There were cooler moments, so we only sweltered some of the time, and a shower taken at a strategic time of day was cool but bearable and would not result in blue lips (or other physiological changes). The previous three weeks of chilly, wet weather ensured squishy ground conditions (which caused an unplanned redesign of Todd Herbst's windshield) and just one or two barrels of mud. Finally, we enjoyed the entire rally and made it out without a single drop of rain.

The club also had good fortune in another respect: between Gina's door prizes and rally door prizes, several of us made off with free stuff. The Special 25th Anniversary Door Prize (a

### UPCOMING EVENTS:

August 5, Sun: Club meeting @ 9:00 AM at the Maple Tree Restaurant in McFarland.

August 10-12, Fri-Sun: Field trip to New Vienna IA and Galena IL. Leave at 4:00 PM from the SuperAmerica gas station on Verona Road (Highway 151) and Raymond Road. For details see page 6.

August 12, Sun: Annual Club Hillsboro Run. Assemble at the Hardees on Fish Hatchery Rd. at 9:00 AM.

August 17-19, Fri-Sun: Hard to Be Humble Rally in Pontiac, IL.

August 24-26, Fri-Sun: Galena Campout in Galena IL.

September 7-9, Fri-Sun: Dells Rally at Crockett's Resort, Lyndon Station, WI.

September 9, Sun: club meeting to be held at 9:00 AM in the club campsite area of Dells Rally.

September 20-23, Thu-Sun: RA Rally at Morganton NC.

October 12-14, Fri-Sun: Falling Leaf Rally in Potosi MO.

1973 R75/5 toaster) was not among our winnings, but this might be a good thing if there was any truth to the rumor that "it runs, but..."

The best way to report on the rally is just to say that it was a rally -- everyone gradually arrives and sets up camp, there is plenty of conversation and laughter around the (imaginary)

campfire, various snacks and beverages are being consumed (at Iowa, mostly mediocre, but free, beer), people look at each other's motorcycles and talk about them, and we catch up with rally acquaintances from other parts of the country.

As with most rallies, Saturday morning brings a quest for breakfast. It is, after all, the most important meal of the day. The family style fare of the Colony Inn at the Amana Colonies is hard to beat in that department - a fact that was apparently well-known to a substantial number of rallygoers. Unfortunately, due to general discombobulation and a preoccupation with the legendary English-muffin toast, we wound up leaving without Dan Baum, but he did manage to find us there a little later.

Sufficiently stuffed, we were ready to face the day's possibilities: riding, shopping for gear, or relaxing at the rally site. At Gina's, there were more motorcycles crammed into a confined area than I have seen in a while, with riders attracted by drawings, new stuff to look at, and percentages off. Despite all of this, my hunt for a perfect new helmet goes on.

The other culinary event of the day was the traditional steak dinner: traditionally supplied and served by the Johnson County Cattlemen's (and Cattlewomen's) Association, and traditionally not the most tender, juicy, or flavorful in the world.

But we were there for a rally and not a four-star dining

Iowa Rally Report continued:

experience. I had fun and I think everyone else did, too. For the record, club members and quasi-members present were: Dan Baum, Todd Herbst, John Stiefel, Tom Van Horn, JT Wagner, Paul Klopp, Stuart Klopp, Roger Klopp, Mary Klopp, Ernie Bell (joined at the IA rally) and the ubiquitous pink flamingos.

If rallies are essentially all the same, why continue going to them? While it is certainly good to keep up with current affairs locally, nationally, and abroad, my post-rally re-entry into the world of news emphasized how liberating it can be to drop out of the world for a few days. Everything seems to keep going along without us. A rally is a relatively inexpensive mini-vacation, and an excellent way to put into perspective and escape from the pressure and stress of work (or the lack thereof).

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## ALWAYS HAVE A PLAN 'B'...

By Tom Van Horn

Do I? Ah, er, ahem, of, of course!!

Say, for example, that I can't take time to get to Redmond for the 'MOA National. What's Plan 'B'?

Welll, ahhh, mmm, AMA Vintage Motorcycle Days in Ohio - yeah yeah, that's it!

J.T. and I had talked about it before, so absent any other Big Rides, this was the year.

J.T. did the work on the route: US 14 down to IL 23 to US 30, The Lincoln Highway, which runs straight southeast across Indiana and Ohio to Mansfield, the nearest town-of-size to the site at Mid-Ohio race course. Okay, fine.

And wasn't it Clauswitz that said, "No plan survives contact with the enemy"? We started out fine - 14 to IL 23 in Harvard. Is it just me, or is 23 more beat up than I remember from running to and from the Dinks' rallies on it? I guess somebody else thought so, too - it was closed south of Sycamore. Oh, well, jump east to IL 47 and keep going, just in time for breakfast.

It seems that I've eaten enough with Roger "D'you have (ed.: home-made) corned beef hash?" Klopp that I end up looking for the stuff myself - and I'm not even a fan of it. But, the Maple Grove restaurant had a thing new to me: a three-egg, corned beef hash OMELET. In Roger's honor, I had one - not bad.

To avoid slogging through Joliet and Chicago Heights, we jumped off of 30 and biffed-and-bashed along I-80 to the Indiana line. Back to 30 via IL 394. Get much past the Gary and Valpariso area, and traffic'll thin out, right? HAHAAHahaha!!! WELcome to stoplight-and-stripmall HELL, boys!

We wondered if the IN and OH road sign budgets are based on, maybe, coffee-can donations at

the highway office - and donations have been spare. The signs sure were. Such as, markings for the bypass around Fort Wayne... Ask me about the middle of Fort Wayne! Then again, don't - convoluted main streets and lots of churches, like a Hoosier Fond du Lac.

I'd gotten us a room in Mansfield in mid-March, one of the last available. So, what's this edition of where's-the-friggin-motel going to be like? But, for once, got off of 30, turned right, left, and here we are. Room right by the pool, even. A bit over 11 hours total. Could have gotten back on the bikes to chase dinner, but there's a Damons next door...

Trying to get info about Vintage Days on the web had overtones of Marx brothers - the AMA site would link you over to the Mid-Ohio site, and, of course, vice versa. Somewhere we got the word that the event was Thursday through Sunday. Show up Thursday morning, and: "Oh, no, it doesn't open until Friday." Oookay - What wazzat about plan 'B'? AMA HQ and museum, down in Pickerington.

Some neat 3-digit roads, some neat little old towns, almost getting used to the non-marked routes, and here we are. Covered bike parking, even. Indians are the main event just now, but lots of racing stuff too. Also, the inevitable souvenir/clothes operation. Saw Ed Youngblood, ex-AMA and now-MOA guy, wandering around.

Now, what were we here for?

AMA Rally Report continued:

Oh, yeah, Vintage Days. Friday AM, tickets at the gate no problem, and find a place to park, also no problem.

They say that the swap meet here is one of the biggest anywhere, and I won't argue. It could rate its own zip code - much of both Friday and Saturday walking around it didn't get us through everything. And what'd they have? You just name it! Panther single, looking brand new? Right over here. Benelli six, looking like it sat in the Great Salt Lake? There you are. Enough BSA Victors, Triumph T120s, and CB125s to each fill a freightcar? Here, there and everywhere...

And, how did I do? (Well, first, what was I doing??). I sort of had an eye out for some items for my SR500, and, lo & behold, the first table I looked at had an owner's manual for a 1980 model (mine's a '78, but so what?). SR manuals are not available, period, but here one was. Good start!

At this point I discovered a Neat Thing about the swap meet: many of the vendors were not just brusque, pay-&-go-away types. The guy I bought the manual from was more interested in jawing about bikes than in taking my money - SRs, XS650s, yours did that too, huh?, etc. Beats cash and go...

I also found a Haynes manual for same (I'm not crazy about Haynes manuals, but no one else made one for the SR that I know of), new in plastic, and a Brit-look taillight in bits, bought from

Ed 'air seat' Allyn, who also talked an arm and leg off you before doing business. He'd found a '70s East German MZ 2-stroke that looked brand unstarted new, and he was like a kid with a new toy. Come to think of it, he was.

There were also regular vendors. J.T. scored himself a BMW belt pack that was very well thought out - beverage carriers, backpack option - nice item.

Mid-Ohio track reminds me of Road America - well groomed, park atmosphere, lotta places to watch the track on which varied AHRMA events were going on. Nice things about this racing: the competition didn't seem quite as rabid as major mainstream events, and, to fill some starting grids, an eclectic assortment of machines raced together. How about 500 singles, 350/450 twins, and 250 racing 2-strokes, all in one pack? Another heat was full of Norton and Triumph twins, a couple BMWs, a Guzzi, and - doggedly bringing up the rear - one Norton Manx. 600 Supersport will never sound as interesting again...

How about seminars? Craig Vetter on streamlining and The Harley Phenomenon, Kevin Cameron, and a major Triumph restoration guru, and, and, and...

Test rides? Harley, BMW, Honda. Ride around the track on your own bike? Pay yer money and wait awhile, and ya go (watching this provided a great cross section on attitudes about riding gear - from full leathers to cutoffs and tank tops).

Deciding enough's 'nuff, we headed west Sunday morning. We'd sure had enough of US 30 in west Indiana, so (plan 'B'?) west on US 24 from the Ohio line. Classic two-laning: not busy or frenetic, but lots of small town slowdowns (What, are YOU in a hurry??)...

I had something of a Personal Riding Milestone just east of Peru - I hit my first deer. It was the smallest, tail-ender, and I just clipped it. The 'RS tank-slapped a couple times, and I got it/it got itself back up. No damage to moi or 'RS - J.T. thought that I broke the deer's hind leg (it still peeled into the woods).

Every time I have a Close Call, I try to analyze it: WHAT exactly happened, and HOW could I have done something to avoid it? In this case, I should have gotten on my brakes immediately - If I'd dropped 20 mph or so, I likely would have avoided them altogether. No one was crowding my rear - I could have slowed easily. In fact, I saw them pelting out of the median and just looked at them for a couple of seconds - seconds that I could have put to good use, shedding speed. What was that about a Plan 'B'??

Right around the Illinois line you pass into That Great Flatness that personifies much of the area: the roadside power poles run, arrow-straight, unbroken, to the horizon. Just like the road... But then, here's one of my favorite road signs: yellow diamond with twisty black arrow. Here? ??? But, sure enough, the road did a g e n t l

AMA Rally Report continued:

e 1/3rd bend to the left, and then a g e n t l e 1/3 bend back to the right, and road, poles and us resumed our laser-line march. I wonder if the locals get caught out by those treacherous esses? Aaand, I wonder if we should do up shirts: "I DID THE DEAL'S GAP OF IROQUOIS COUNTY, IL"

We jinked north on US 52, IL 116, and north (once again) on IL 47. Deja vu all over again: IL 23, US 14, I-90, and here we is. Again, 11 hours and change. About 500 miles down, about 625 back, about the same elapsed time.

Hey, I'd do it again - as long as we have a plan...

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## Field Trip

By Ed Burrington

Hello again Field Of Dreamers:

Karen and I are going to head out early on Friday, August 10th for the New Wine camp grounds. We want to make sure we get there in time for the VFW steak feed in New Vienna (public welcome). We will leave at 4 PM from the Super America gas station on Verona Road (Highway 151) and Raymond Road.

If you can't make that early start and are interested in riding with others, I will be happy to post other meeting points and or times. This is the overnight trip. Karen and I will likely move on to a folk festival east of Galena about mid-afternoon Saturday,

with a return to Madison Saturday night or a camp over at the folk festival and return on Sunday. Camping at the folk festival is a cow pasture, very primitive. I anticipate we will return to Field Of Dreams for a Sunday, one day ride later in the year.

New Wine campground is about a mile west of Highway 136, just south of New Vienna, Iowa. The campground signs begin on highway 136. Look for brown signs with white lettering.

It has flush toilets and hot showers. There are about 3 dozen sites with electric hook up and running water taps. They accept tents all the way to RVs. Cost is \$6 per night without electric, \$10 per night with electric hook up. The park area has shelters for group meals, playground equipment, hiking trails and a sand volleyball court. I spent two nights there very comfortably with a tent and my old R bike.

More info:  
(608) 267-7257  
[edwin.burrington@dot.state.wi.us](mailto:edwin.burrington@dot.state.wi.us)

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## New Life for Old Tankbags

By Steve Huber

The BMW Multivario tankbag is a great (albeit expensive) item to carry "stuff" on your bike. However, a few years and many miles of use might have left your Multivario showing its age: the map plastic is cracked, zippers

aren't zipping, and the bag base looks like the dog got at it.

Rather than buy a new bag, consider having your old Multivario refurbished by Bob Weis, Multivario Rebuilder extraordinaire. Bob's services include replacing map compartment plastic, replacing zippers, replacing stretched-out elastic straps, and rebuilding the base compartment.

The base compartment zipper was shot on my Multivario and the safety pins I was using to hold things together just weren't cutting it. I e-mailed Bob and was told to send the bag down. Bob said "factory" zippers are unobtainable, so I sent all three compartments in case he had to replace all the zippers for consistency. This is necessary in order to zip all the compartments together.

About a week-and-a-half later there was a box on my doorstep containing my repaired tankbag. Fortunately, Bob had one last "factory" zipper left, so all three weren't replaced. The cost: \$18 plus another \$7.50 S&H, a very reasonable price to give me many more years of use out of this bag.

As far as I know, Bob does only the BMW Multivario bags, although you can contact him about other bag repairs. For more information, contact:

Bob Weis  
1 West King St.  
Orlando, FL 32804  
[Earplugco@cfl.ff.com](mailto:Earplugco@cfl.ff.com)  
[www.earplugco.com](http://www.earplugco.com)

Tank Bag Repairs continued:

By the way, Bob also runs The Earplug Company (which explains his e-mail and URL) offering custom earplugs. You might have seen his booth at various rallies.

So, dig out that tattered Multivario sitting in the closet, send it to Bob, and start the riding season with working equipment.

## Party for New Doctorates

Club members Lloyd McCabe (Education) and Meredith Hassall (German Linguistics) received PhDs this spring. To celebrate the occasion, the Klopps will host an open house to honor Lloyd and Meredith on Sat., Aug. 4, starting at 4:00 PM. Bring an hors d'oeuvre or dish to pass.

We are located about 5 miles south of McFarland off Hwy 51 on Lake Kegonsa. Take a turn towards the lake when you reach the Schneider Road intersection. Then take a right on the frontage road. We are at 2036 Barber Drive at the top of the hill. Phone us at 877-0209 by Friday night to let us know if you are coming.

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**Club Member Profile: Sharon Maly**

**When/how did you become interested in riding motorcycles?** We began riding our first BMW when our oldest son was three months of age. He rode between Mom and Dad on the cycle. Now age 35 years, he rides his very own full-dresser Harley Davidson with his darling wife as his passenger. When our youngest was 9 months, I started riding a BMW w/sidecar. He is now 32 years old and rides a full-dresser Harley Davidson of his own.

**How long have you been a member of this motorcycle club?** 32 years

**What is/was your first motorcycle?** My first cycle was a BMW R/60 w/sidecar in 1970. Then in 1980 I bought a 1978 R80 which I rode until I had a stroke and bought a Yamaha Maxim.

**What is/was your favorite motorcycle?** My favorite is my current bike which is a 1986 Honda Rebel 250. It's low and light.

**What kind of riding do you prefer (e.g. long distance touring, dirt roads, day trips)?** I prefer short scenic day rides now!!

**Briefly describe your most memorable experience(s) on a motorcycle (good and/or bad):** My worst experience was a trip to Mexico in 1976 when we had an accident there with our two sons who were 6 & 9 years old at the time. A horrible experience I would never want to relive.

**My best was a trip to California which was three weeks long. No rushing (the only itinerary was the National Rally at Laguna Seca). I felt like I had a real vacation!!!**

**What do (or did) you do to support your motorcycle habit (e.g. occupation)?** I worked as a bookkeeper for many years until having a stroke in 1998.

**What are some of your other interests/activities unrelated to motorcycles (hobbies, volunteer activities, etc)?** I enjoy spending time with my two sons and their families, including three grandchildren. I also enjoy sewing and muscle cars.

**Other information you'd like to share with fellow club members (family info, favorite foods, pet peeves, etc.):** I enjoy spending time with my Himalayan/Siamese cat "Sam" who had taken on the nickname "Beaner".

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