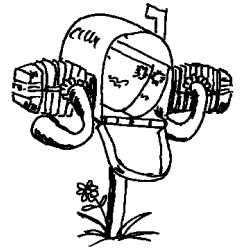


# The Mail Boxer



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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(608) 242-1873  
[president@madisonbmwclub.org](mailto:president@madisonbmwclub.org)

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(608) 862-3671

VP: Tom Van Horn  
(608) 238-5181

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(608) 222-3758

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

Next meeting:  
Sunday February 3,  
9:00 AM at Maple Tree  
Restaurant, McFarland.

## The Prez Sez:

By Steve Huber

I'm glad I can finally stop feeling guilty about not riding during our temperate winter weather. This last round of snow and the accompanying salting and sanding of the roads has provided the excuse I was desperately searching for. I admit it; I'm a winter riding weenie.

The self-image I have is strolling into a club b'fast meeting, full Aerostich, electric cords dangling all over the place, helmet visor frosted over. "Yeah, I rode today. Just got in from Wausau. Wasn't too bad except for the six-foot drifts. Had to show the snowplow the way the last hundred miles or so...".

The problem I have with winter riding is, it's **cold** out there! You have to put on all those layers. The motor is barely warming up after 20 miles. Then you arrive, struggle to find the sidestand, and attempt to dismount from the bike all the while struggling with and through those layers of clothing you had to wear.

If you do manage to get off the bike without falling over, turn around and look at your pride-and-joy. See that white stuff all over it? No, it's not paste wax residue, that stuff is the road salt dumped so copiously on every road and at every intersection. There's a four-letter word for what it does to metal and electrical connections: corrosion. Oh wait, that's nine letters but you get the idea. I dozed through that part of my chemistry class but have vivid memories of what it does to floor pans of VW bugs. The road rolling beneath my feet is acceptable while on a bike but is a bit disconcerting when in a car.

No thanks. I'll admit my failure and wait until Spring rolls around. In the meantime I'll be hoping for more snow to bolster my excuses.

In the club activities arena Bert has organized a van for the Chicago motorcycle show. He might just have an extra slot available, so talk nicely to him at the February b'fast if you're looking for a ride down there.

Our thanks to Steve from Wisconsin Badger Camp for the presentation. As you saw, this is not the usual rally campground venue. The club

really needs your help during the rally to pull this off.

Start thinking about the club picnic this June. We need to decide where to have it and what to do about food (and volunteers to pull it all off).

Ok, enough. I'm putting on the 'Stich, heading out to the garage, and imagine I'm riding the RT through those snowdrifts. See y'all in February.

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## Prez Steve

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### VP's Report

By Tom Van Horn

One measure of our unusual winter is when an assortment of folks \_ride\_ to a January 6th meeting. Sure hope nature doesn't pay us back later.

The Wisconsin Badger Camp graced our January b'fast with a presentation on the facility. Again, this looks like a grand place for GR/3, and againner, I really like the idea of our and rallygoers money going toward a good cause like theirs, rather than to some corporate camp outfit's coffers.

And while (sort of) on that subject, the Wisconsin Club's Dells Rally is also at a new venue: Chula Vista Resort, on River Road. As always, it's just after Labor Day, Sept. 6-7-8. They say they'll have all the stuff as always, plus rooms and eateries on site.

The 3rd? 4th? (it's all a blur...) club winter campout is almost

history now - I'm sure we'll get a report in here sometime. Closing fast is the Chicago motorcycle expo, at the Stephens Convention Center in Rosemont February 8-9-10. Bert talked about renting a big van for this - call him for details. I always find this a nice winter bike fix.

I'll be (was?) gone the last part of January, but have roughed out the new Members Directory. If you haven't gotten your renewal to John O., Roger, or Mary by the time you read this, probably too late. I hope, printer's willing, to have them at the Feb. 3rd b'fast. See you then!

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### Secretary's Report

By J.T. Wagner

43 people attended with about 6 or 7 riding.

Steve Tatlow from Wisconsin Badger Camp gave a presentation to the club, describing what they do for handicapped children and adults.

Tom Van Horn read a letter from Todd Erdman thanking the club for its fund raising efforts to help out with some of his daughter's medical expenses. He also wrote to say he was leaving Mischler's for a position at a BMW dealership in Indiana.

Other club business was:

- Slip-Slide ride is March 2.
- 50/50 drawing went to Chuck Rabideaux.

- Free breakfasts went to Karl Schmidt and Phil Wilson.
  - Todd Erickson's wife, Tonya made a stained glass BMW roundel for a door prize. Yours truly won it.
- 

### News From Tucson

By Jeff Dean

I see that you in Madison have been having a winter without a winter. Not much snow. Just road salt to keep you from riding.

Down here at the Tucson chapter of the Madison BMW Club, the weather continues in the usual fashion. Tucson is the official "sunniest city in America," with 350 days of sunshine annually.

In lieu of attending MadBMW breakfasts, I have been attending those of SEAT (<http://www.seatrider.com>), the South East Arizona Tourers. It is comprised mostly of BMW riders, though a few other makes show up too. The gatherings here feel familiar because they are similar to MadBMW's. Just the faces and scenery are different.

On New Year's Day, Tucson BMW riders, encouraged by Iron Horse Motorcycles, the local BMW dealer, embarked on the traditional morning ride up the Mt. Lemmon Highway. It was a really good crowd this year - perhaps 50 or more Beemers.

I am teaching a few rider courses at Pima Community College this year, trying to stay

News From Tucson continued:

in shape for my return to MATC. In late January I am riding over to Dallas, Texas, a little under 1,000 miles, to take a Motorcycle Safety Foundation update workshop on the new basic rider course curriculum. I hope we can switch Wisconsin to this curriculum this year, but only time will tell if that can be done. Depends on what happens to DOT's motorcycle budget.

Last year when I got down here, I traded in Blackie, my 1998 R1100RT, and my 1974 R75/6 at Iron Horse for a silver 2002 R1150RT. Now I have two 1150s, one to keep in Madison and one to keep here.

My little 250cc Yamaha TTR250 dirt-only bike has a serious case of carburetor clogging from sitting all summer. It is at the Yammie dealer now for corrective action. Next year I will have to do something to prevent that. But they use crappy 10% ethanol gas here in the winter to reduce pollution and it sits in the bike all summer, so I don't know what I can do. If it was an R60/2, draining the float bowls and carbs would be a snap. It isn't on this little bugger.

I have not yet ridden to Las Vegas to take in the Guggenheim's "Art of the Motorcycle" exhibit. I am thinking of doing that in February.

Stay warm up there. I will see you in May.

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## "No Profanity, No Drinking, No Soliciting"\*: The RA Rally

By Meredith Hassall

Cooler weather and shorter days have been signalling the coming end of the rallying season for those of us not living in Florida. But there are still a few more left for people who really want to go. I think I fit that description - I left home under a dark-as-night early morning sky in chilly temperatures. Plenty of rain along the way proved the value of my gear, and by the time I arrived, it was the height of summer again, and time for a rally.

### ILLOGISTICS

In stark contrast to the smooth and seamless management I praised about the Finger Lakes rally, the RA rally had some logistical 'issues'. The event was held at the Burke County Fairgrounds in Morganton, NC, which is where the 1996 MOA National was held. In terms of space, showers, infrastructure, and local business support such as lodging and restaurants, I cannot see how this was not a complete disaster given the much larger MOA crowd (overzealous police presence notwithstanding).

To augment the limited but apparently glacier-fed on-site showers, rally organizers had arranged for access to the clean, spacious, and warm shower facilities at the local aquatic center. Unfortunately, they had assigned someone like me

(useless when it comes to directions) to write up the route from the fairgrounds to the pool. Early-risers faced something akin to an Easter egg hunt, or maybe it was a chance to test the GPS. We late-showerers took advantage of the correct directions that circulated quickly by word-of-mouth.

Another problem was one of traffic control. For starters, I have never been to a rally with such a high per capita number of four-wheelers. I was slightly annoyed to wake up on Friday morning to find a guy telling us all to move our bikes from the little road where we had parked so that they could send cars up that road. One of the things that is great about most rallies is that, within the grounds, the motorcycle is 'king'. Plenty of rain in the recent past, plus significant overnight dew droppings meant that the squishy and uneven off-road surface was covered with wet and slippery grass. This is fine for cars, but not ideal for motorcycle parking. The parking area around registration turned out to be far too small even for the RA group. The rally atmosphere thus included a recurring, heavily accented (this was The South, after all), and apparently ineffective announcement that "Innywun havin' a VE-hicle" parked near registration would have to move it.

### THE 'HONEY-DIPPER' INCIDENT

Several portopots throughout the grounds provided the only relief stations anywhere near the camping areas. These were

RA Rally continued:

clean and even had hand-sanitizer dispensers, but none had quite the panache of Pinky the Paonia Porto. However, not all of the news about the outhouses is good. Friday morning's entertainment began when the 'honey-dipper' [a new-to-me word for the truck that comes to vacuum out the latrine] became mired in the soft and muddy ground. The first tow truck arrived soon thereafter, necessitating mass moving of bikes, and then lacked the horsepower to budge the marooned truck. About a half an hour later, a much larger tow truck was on the scene. By the time I got back from the shower, the honey-dipper had either been successfully rescued or swallowed up in the quagmire.

#### THE TALL AND SHORT OF IT

I injected a bit of excitement into my Saturday by getting up early and standing in line. The exciting part? Demo-riding beemers on twisty roads in magnificent weather. In Germany I had the opportunity to sit on the F650 Dakar, and was blown away by its towering tallness - I could not even get it onto its wheels from the sidestand. In Morganton I managed that impressive feat and then even rode the bike. One of the BMWNA guys seems worried about me at first (it's two inches taller than my GS!), but later asked if I did ballet, because I was "good on my toes". So that was the tall part. The short part came after an impressive demonstration by our ride leaders of the tight handling of the K1200LT. I swapped

#### UPCOMING EVENTS:

January 25-27, Fri-Sun:  
Winter Campout at Blue Mounds State Park. Contact Steve Werlein for more information.

February 3, Sun: Club breakfast at The Maple Tree Restaurant in McFarland at 9am.

February 8-10, Fri-Sun: Cycleworld Motorcycle Show at the Rosemont Convention Center in Chicago.

February 23, Sat: Madison Motorcycle Club Banquet. Cross Plains VFW at 6PM. \$20 all you can eat and drink.

March 1-10: Daytona Bike Week.

March 2, Sat: Rob Himmelman's Slip Slide Ride beginning at noon. Improve your road riding by learning a few off road techniques or just come and enjoy the companionship. Follow I-39 North to the CTH D exit 104. Left on CTH D about 1 mile, turn left onto Freedom Road. Rob's is located on the right side of the road.

March 3, Sun: Club breakfast at The Maple Tree Restaurant in McFarland at 9am.

April 21, Sun: Wild Goose Run at Nile Restaurant, Beaver Dam. \$8 per person.

bikes with a fellow rider and rode the new roadster. I kept stomping my feet on the ground which now seemed way too close, but I had a blast on that bike, although it seemed a bit cramped between the seat and pegs. But, especially compared

with His Black and White Highness, it was smooth and stable and wonderful in the curves. If you ever have the chance, ride one.

#### MILESTONES

Just after leaving the Finger Lakes rally, we celebrated the GS's "Sweet Sixteen K". Shortly before arriving home from Morganton, the GS achieved 18K (so can it vote now?). When we reached 10K on the way to Paonia, I thought it would be a long time until I neared 20K. It looks like I was wrong.

\*This was the message on several signs on the fairgrounds. I thought it was humorous, since those are three of the main activities that people engage in at rallies. Fortunately, those rules were not enforced.

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#### Boxer Bits

By P.J.Francis

I bought both BMWs - K75 and R100RT - that I have owned while living in America at Kegel Motorcycle Company of Cherry Valley, Rockford, IL. The CEO of Kegel's died on September 3. Robert P. Kegel was 81.

The WW 2 Re-enactment took place at Midway Village & Museum Center on Sept 22-23. Over 200 members of the Historical Re-enactment Society transformed Midway Village into a 1944 French village.



Boxer Bits continued:

The battles were most impressive and realistic. So were the authentic WW2 vehicles. There were a few BMW sidecar outfits.

I attended the grand opening of the new Kenosha Public Museum. It is well worth a visit. Phone: 262-653-4140. The nearby historic district is pleasant. Check out the Veteran's Memorial. The motorcycle shop (located in the historic district) has an unrestored Ner-A-Car on display for your perusal.

The BMW Club of Britain and Ireland celebrated its 50<sup>th</sup> anniversary on August 17-19. 1200 enthusiasts attended including people from Belgium, Spain, Germany, Netherlands, and the USA. There were three founding members present -

Charles Lock, Dud Dudley and Roger Stockwell. The R850R Star Prize went to Roy Thomas of Pembroke. The organizing committee was Tony Cartmell, Tony Moores, Peter Dunn, Mike Warrilow (club president) and Ian Dobie. Music was provided by the Andy Prior Sound. Band member, John Miller, is a nephew of the late Glen Miller.

For new and used BMW parts: Moto-Bins, 16 Surfleet Road, Surfleet, Spalding, Lincs, PE11 4AG, England. 01775 680881, 01775 680580.

[www.motobins.co.uk](http://www.motobins.co.uk).

Warning: Owners of R1150RTs be aware that the four bolts that secure the front fender have a tendency to come loose and fall out. Use thread locker.

Read any good books from Whitehorse Press lately? I

have been reading "This is Not the Mainland - a novel tour of Newfoundland and Labrador" by Rannie Gillis. Mr. Gillis has a most entertaining style of writing. Most of his trips to Newfoundland and Labrador have been undertaken on motorcycles. The book is crammed with stories, history, motorcycling, myths, legends, information, adventures and much more. I loved it. I'd lend you my copy but then Mr. Gillis, Nimbus Publishing or Whitehorse Press would make no money. Also you might put coffee cup rings on it. Or use a turned-down corner of a page as a bookmark. Buy your own. It is worth having for the photographs alone.

At the present time I am reading "Route 66" by Tim Steil. Got it from Classic Motor Books. Not as detailed or informative as "This is Not the Mainland" but enjoyable nevertheless. Lighter. The sort of book one could read on a trip while waiting for the rain to stop. The photos are good. Not much mention of motorcycles.

Another recent read was Peter Egan's "Side Glances, Volume 2, 1992-1997", a collection of Mr. Egan's "Side Glances" columns from Road & Track magazine. It deals more with his car experiences than motorcycles but is written in the same inimitable style as his "Leanings" in Cycle World. Did I like it? I'm

Boxer Bits continued:

saving up for Vol. 1.  
Available from: Road &

Track, 1499 Monrovia Ave,  
Newport Beach, CA 92663.  
[www.roadandtrack.com](http://www.roadandtrack.com).

What I want to know is when  
will there be a "Leanings"  
collection available?

Indian Motorcycles  
celebrated the opening of  
their new facility at 449 N  
Perryvale Rd in Rockford  
Illinois on Saturday, October  
6. I went along for a look, of  
course. The Chief, Scout and  
Spirit models on display were  
indeed very impressive  
machines. It is always good

to see another manufacturer  
on the scene. Though I do  
not see myself trading in the  
Beemer for one, I do hope  
the new Indians are a  
success.

Finally, I'd like to recommend  
a favorite road of mine:  
Route 2 from Rockford to  
Stirling along the Rock River.

Vetter Fairing not attached but  
can be included. Owned by  
Wisconsin Club member Terry  
Ludwig, who passed away in  
August 2001. We are selling  
this for his widow, Elaine. It's in  
our garage (& looks mighty  
good there, too!). Has good  
compression. We did not start  
it. Picture available by request.

Price: \$2500. Location: Beemer  
Hill, Palmyra, Wisconsin.  
Contact Brian Manke or Sue  
Rihn-Manke at  
<mailto:sue@beemerhill.com>  
Telephone 262-495-4163

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### Toaster For Sale

Toaster Twin: 1972 R60/5 with  
39,000 miles. Black with white  
stripes. Wixom Bags. Has both  
side panels. Good condition.

# MADISON MOTORCYCLE CLUB

## ANNUAL BANQUET

**WHERE: CROSS PLAINS V.F.W. HALL**  
**WHEN: FEB. 23<sup>RD</sup> , COCKTAILS AT 6, DINNER AT 7**  
**COST: \$20 ( ALL YOU CAN EAT AND DRINK!)**

**DOOR PRIZES! SNAPPY BANTER! A BOOM BOX!**

**MAKE YOUR RESERVATION BY FEB. 2<sup>ND</sup> TO:**  
**RANDY SKILES AT (608) 835-9257**



# Madison BMW Club Winter Campout

Please come join us on  
January 25-26-27, 2002  
at Blue Mounds State Park.  
Campsites open Friday PM  
and close Sunday Noon.

Bring firewood (unless  
you are riding a  
motorcycle)

Day guest welcome.  
\$5.00 a day park fee.



For futher info  
contact  
Steve Werlein  
608-204-9660