



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

President: Steve Huber
(608) 242-1873
president@madisonbmwclub.org

Rally Chair: Bert Hefty
(608) 862-3671

VP: Tom Van Horn
(608) 238-5181

Secretary: JT Wagner
(608) 222-3758

Treasurer: John Ong
(608) 222-6489

Activities: Todd Herbst and
Betty Bruun
(608) 441-8839

Editors: Mary & Roger Klopp
(608) 877-0209
2036 Barber Dr.
Stoughton WI 53589
editor@madisonbmwclub.org

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

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

The Prez Sez:

By Steve Huber

It seems just last month (well, it was, but follow along here anyway) that I was using the weather as an excuse to not get the RT out for a ride. How much has changed. The other day I even saw a HD out for a ride. It appears some of those are less worried about the chrome than I am.

The snow pile in front of the garage doors is melting away; I've done the annual Washing The 'Stitch ritual (hmm, is that a roar of thanks?); the riding boots have been resoled, waxed and buffed; and the helmet visor is clean and ready for that first batch of bug splat. Geesh, I'm running out of excuses.

Not much to report on the club front: Hopefully at the March meeting we'll see some of those new (at least to the new owners) motorcycles that have been reported. A whole passel of club members were reported attending the Chicago M/C show, maybe we can get a synopsis from one of them.

Please start thinking about the GR3. As mentioned (and will be again) we'll need plenty of

volunteers during and after the rally. As always, door prizes are greatly appreciated. Hey, you might even win that can of chain lube! Given the number of F650's out there, that's not the joke it used to be.

Well, I'd better get this in to our esteemed editors and it's time to head out to the garage and plug the RT into the Battery Tender. See y'all and your old and new motorcycles in March. Ride safe out there!

Prez Steve

VP's Report

By Tom Van Horn

We had a few fortitudinal folks ride to the February 3rd meeting; hope winter doesn't catch up with us in, say, late March...

Several of us members and instructor types ran down to the Cycle Expo on the 9th - Lemmesee, lemmesee...

...The Harley V-Rod: In the flesh, it IS long & low(I guess that's the look). The engine is rather industrial compared to the traditional pushrod motors.

VP's Report continued:

There's no paint - the body parts are polished/anodized aluminum. It's a leap for H.-D. - hope it works out for them.

...The Honda ST1300: A titch bigger in size maybe, and adopting the folded-paper styling that's catching on nowadays. The bags still look barely able to hold a growing boy's lunch

...The BMW 650CS: I was all ready to hate this thing from pictures - the Japanese robot look doesn't appeal to me. The washed-out blue display model wasn't as grotesque as I'd expected (there-is that praise?). It's over-plastered with little vents and darts and bumps that make it waay too busy. The "gas tank" location is a little carrying bay - BMW offers several devices that fit into it for various toting chores. There's also a (clear plastic?) luggage rack. If their induction woes are solved, it would make a versatile entry ride, I expect...

In the Heavens Opened/Lightning & Thunder category, I bought a riding garment that ISN'T made of critter hide! The Motoport Riva AX is nylon with waterproof lining, elbow, shoulder and back armor, a liner usable as a separate jacket (& its own liner), many pockets, yaddayadda... Motoport offered its discount, so why not?

Those with New-To-Them toys include: Betty B., Peggy W., Lloyd, and J.T.

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Rob & Arlene are again doing the Slip-Slide Ride on March 2nd. They're marvelous events - bring riding gear (& your ride if ya got one), and food or snacks to share are welcome. Be there, aloha...

RENEWED & NEW MEMBERS:

McCabe, Lloyd
308 N. Grove St.
Barneveld, WI 53507
608-924-2038
608-924-4711
lmccabe@barneveld.k12.wi.us
(R1200C, R90S)

Bowman, Bruce & Linda
11137 Kennedy Hill Rd.
Byron, IL 61010
815-234-8336

Nunes, Ken
3889 Hwy. A
Stoughton, WI 53589
608-877-2962
(R100RT, others)

Rogers, Robert & Kate
888 Taylor Ln.
Stoughton, WI 53589
608-873-0462
608-873-0161
(K100, R80ST, others)

Weisen, C. Thomas
2221 Post Rd.

Madison, WI 53713
608-277-7990
(K1200RS)
weisen@kukulu.com

Werlein, Steve
Tami Bomkamp
3750 Johns St.
Madison, WI
608-204-9660
608-246-1276
(K100RT, others)

Knuth, Kevin
3019 S. 27th St.
Milwaukee, WI 53215
414-384-3566
414-466-2400
414-303-7716
akcsells@execpc.com
(R100S, R90/6)

Francis, P.J.
322 E. Greenview Ave.
Machesney Park, IL 61115
815-633-5985
(R100RT, others)

Secretary's Report

By J.T. Wagner

39 people attended the breakfast this month, with several riding.

Tom Schirz passed out sign-up forms for any one interested in transporting race marshals around during bicycle and Iron Man races scheduled for this summer.

Saturday, May 14, Todd Erickson will be hosting a tech session at his house in Janesville, WI for oil- and airhead owners.

Secretary's Report continued:

MOA sent all the clubs a video highlighting the Trenton, Ontario area. We spent a few minutes viewing it after discussing club business.

Ads are out for the GR3 rally. Bert is finalizing other preparations.

Todd Herbst is leading his St. Patrick's Day ride again this year. The ride will be departing from the CITGO station in Cross Plains.

50/50 winner was Kate Rogers.

The March free breakfasts were won by John Ong and Steve Lemke.

Motorpsychotherapy

By Roger Klopp

This month we joined the pilgrimage to the cycle show in Rosemont. The Cycle World-sponsored annual event showcases the newest shiny pretty things the motorcycle industry has to offer. It also provides us snow-belt riders with a midwinter venue to satisfy our thwarted motorcycle cravings. A February thaw provided conditions that tempted us with riding to Rosemont, but we took the car because it really wasn't that warm. We correctly negotiated the west to north to south to east loop-de-loop connections at the Rosemont exit and escaped at the Riverside ramp just in time. Guess they really want to make sure we

UPCOMING EVENTS:

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.

March 17, Sun: St. Patrick's Day Ride led by Todd Herbst. Meet at the CITGO station in Cross Plains at 9AM.

April 7, Sun: Club breakfast at The Maple Tree Restaurant in McFarland at 9AM.

April 21, Sun: Wild Goose Run at the World Famous Niles (formerly Pyramid) Restaurant, Hwy 33, Beaver Dam. \$8 per person.

April 28, Sun: 17th BMW Flea Market at 8AM, Winnebago County Fairgrounds in Pecatonica Illinois 15 mi. W of Rockford on US 20, \$3 donation.

May 4-5, Sat: Mischler's Open House

May 5, Sun: Club breakfast at the Maple Tree Restaurant in McFarland at 9AM.

May 17-19, Fri-Sun: 28th Annual Great River Road Run at the Wisconsin Badger Camp, South of Prairie du Chien, Wisconsin.

were paying attention. After spiraling upward to an open spot on the roof of the parking ramp, we joined the swelling crowd shuffling through the skywalk and snaking back and forth through cattle chutes to the Big Show.

Cashing in our coupons for the free gift (folded glossy pages of advertising posing as a calendar), we entered Wonderland. Arrayed before us, ranks of gleaming machines stood ready to do marketing battle under their corporate banners. You could almost hear them say "Buy me, I'm really fast. No, buy me, I'm really powerful. No, buy me, I look really cool. No, buy me ... buy me"...

Here's the new V-Strom (other than an over-the-hill senator, what the hell is a Strom or did I read that wrong?), there's the new ST1300, and don't miss the new V-Rod. Can you believe the Silver Wing is now a 600cc SCOOTER almost as large as a Pacific Coast? Over there it looks like a scooter gang took over the Aprilia display. And how weird is that new BMW F650? The translucent plastic iMac look in a motorcycle? I have an iMac and love it, but an iMac motorcycle? Cripes! And if BMW wants to distance the F650 from its Aprilia origins, they sure don't have to worry about anyone confusing it as an Italian machine anymore. Italian designers make no apologies about wrapping great function in a stylish form. The F650's too darned weird and awkward-looking for that. And speaking of iMacs, there's another example of clean original design

Motorpsychotherapy continued:

without delving into weirdness for its own sake. What was BMW thinking anyway? At least they finally ditched the chain for a quiet clean belt. Could we possibly see that in the bigger Beemers some day?

We trudged past row after row of booths and bought a few widgets not available in any stores. Among the tire displays there was a new Dunlop sport-touring tire that looked worth a try. There were pretty young things with great bodies stuffed into tight costumes showing lots of skin selling ... actually I don't remember what they were selling. A swarm of Gen-Next males pressed against a display selling something or other pitched by two punks with spikey hair in colorful racing leathers showing tapes of their sportbike tire smoking, wheel-standing, stoppie-pulling antics. Like carnival barkers, more young babes worked this crowd, appealing to something other than their riding skills.

We spent time looking at spendy trendy riding clothing in the BMW trailer and were told why the Goretex-like inner liner needs to be sold separately for another couple hundred bucks. A conversation with a BMW riding acquaintance about campers revealed that he was really mostly interested in having a prominent brand name and not comparing features or value. All around us the various motorcycling tribal cultures were validating their brand loyalty with purchases.

For us the highlight of the day was the live trials demonstration. Performing impossible maneuvers in tight quarters sometimes 15 feet in the air, the rider plunged down towards the crowd only inches away and charged across the slick concrete floor, dodging steel support beams. Quietly powered by a 250cc water cooled engine, the rider from Finland deftly piloted this 175 pound spindly bullet-proof frame with surgical precision.

But the cycle shows are essentially about marketing and sales. This demonstration was no exception. So who could blame the trials association for trying to increase their share of the motorcycle entertainment market with this razzle-dazzle flying circus. It worked for us and Mary has the T-shirt to prove it. As a result we plan to attend the International Trials competition at Spirit Mountain in Duluth the weekend of June 1.

We didn't see anything we couldn't live without, so we avoided major damage to our charge cards. Even so, we each spent fifty or sixty bucks and couldn't figure out how. Guess the admission fee, widgets, T-shirts, snacks, refreshments, parking, and AMA renewal all added up. On balance, however, we had a nice enough time only because of the trials demo. When asked by a friend who stayed home how it was, Mary replied "Mostly the same old same old".

In retrospect, it was a pretty nice day and we should have taken advantage of the conditions by going for a ride

instead. Now that would have really satisfied our mid-winter motorcycle cravings. What is so rare as a day in Spring? It would have to be a Spring day in February.

One For The Books

By J.T. Wagner

Here's a little tale for you.

It all started innocently enough. Three of us would ride from Madison to McGregor, Iowa to compete in the state sectional pistol match. Tom would be riding his Yamaha XS1100, I on my Honda 750 Supersport and our friend Rich would be on Tom's XS650.

The plan was to run up Hwy. 14 to the town of Gotham, then down Hwy. 60 which parallels the Wisconsin river. Things started going wrong on the outskirts of Gotham when the left turn signal on the 650 fell off. Engine vibration had caused the turn signal mount to break. No problem, quick fix, then back on our way.

Highway 60 is a nice two-lane road that follows the twists and turns along the river. There is usually very little traffic and the scenery is very pretty. We stopped in the little town of Wauzeka for a pit stop and a soda and soon were ready to go. Tom and I started our bikes and were waiting for Rich when we looked in our rear-view mirrors in time to see him trying to kick-start the bike. It was in gear. It lurched forward and fell

One for the Books continued:

over. We figured Rich was doing a Steve McQueen imitation or something.

That year the bridge crossing the Mississippi River was closed, so we had to take a ferry across. Tom's girlfriend Barb was with Rich's fiance on that day and met us at the match. After the match, the hosting club held a pig roast at a local park and campground. Things were going great until 9:00 o'clock. THEN THE HEAVENS OPENED !!!!

Every one scattered looking to find who had the plans for the Ark. It rained that hard. People's tents were being flooded out as the little creek in the park became a BIG STREAM or a Tsunami or whatever. It was wet, wet, wet, and it continued throughout the next day. The match was modified for safety's sake and ended about the same time as the monsoon rains. Naturally.

Now it was time to head home. Tom decided to have Barb carry his gear home in her car. Big mistake. You'll never guess how many extra keys he had for his bike. Can you believe none? And of course his one set of keys was in his luggage already on its way back to Madison in Barb's car. After some discussion, it was decided that Rich would ride home with some other friends and Tom would ride the 650 home. We'd come back for the other bike the next day.

As soon as we crossed the bridge back into Wisconsin, we hit fog. Pea-soup doesn't begin to describe it. Oh, it was also

dark by this time as well. We almost had to use the braille method to find the road. You couldn't see the center-line stripes unless they were right in front of the bike. Needless to say, we went slowly.

We stopped at a truck stop in Spring Green to gas up and to shake off the water that had condensed on us. We were soaked - no rain gear of course. Somewhere along the way we were passed by two other guys going like bats out of Hell the other way. All we could see were headlights and hear the wail of two-stroke engines.

Three hours and 100 miles later we rolled into Madison and stopped at Tom's house. I met him the next day and off we went to pick up the other bike. All the way back from Iowa we were being followed by a very large storm. We could see lightning all over the place. So it was a faster ride to try to outrun the storm. Just as we rolled into Tom's garage, it started raining in earnest. The end of a perfect weekend. Not long after we both invested in rain gear.

Winter? Thaw Campout

By Steve Werlein

One would think this year's mild winter could hardly have a "thaw", where temps climb above freezing, the snow settles, pesky driveway ice melts, and the sun shines. But, this year's BMW winter camp took place during the winter thaw weekend of January 25,

26, and 27. The lowest recorded temperature at our site in Blue Mounds State Park was 27.8 F and the high hit a spring-like 58.6 F.

On Friday I arrived at a deserted, almost snow-free park and performed my annual ritual purchase of a state park sticker and a reduced price second one. While setting up camp I ran around in my T-shirt and marveled that it was January 25 - I had been colder at some spring and summer rallies!

Bert arrived in his one-ton steel tent and coaxed Bruno out to enjoy the surprisingly deserted campgrounds. We slammed a few brews, got the fire going, and arranged the picnic tables in party/buffet style. Tami came out to keep us company, and a bit later the first BMW arrived, Tom Schirz from Fennimore. Tom reported it was a great day for motorcycling in "winter" Wisconsin.

About 7 or 8PM Bert, Tami and I headed to Hooterville Inn, Blue Mounds, and found activity directors Betty Bruun and Todd Herbst. We joined them in a delicious fish fry. They headed to the campsite and by the time we got out of Hooterville, they had unloaded all the black locust firewood they had cut at Rob Himmelman's. Todd wasn't feeling well, but still made the trip with the firewood and enjoyed the campfire and some fine wine until about 10PM. Kurt from Blue Mounds drove up the hill to join us awhile too. There were only 3 other camp groups in the entire park that nite.

Winter Camp continued:

We didn't need the just-purchased metal pots to keep water in – never had to thaw any water come Saturday morning. Bert tried his new 2-burner propane stove and it worked great in making some bean soup and in boiling water quickly. My one-burner propane stove did all it could to manage to heat and keep warm a pot of spiced cider – and, coffee took 35 minutes to perk. The 5K BTU model is not recommended for winter

camping.

Roger Klopp, true blue winter rider, rode up on the Beemer Saturday AM and set up camp a bit before Chuck Rabideaux and Pres. Steve Huber rolled in on caged, 4-wheel motorcycles. We made a quick call to Mary Klopp to bring a rake so we could cover the thawing mud around the campfire with leaves. We all hung out near the fire, but not huddled up to it like past years.

The afternoon brought members Todd Erickson (in shorts!) and wife Tanya, Roland Thompson and his friend "Honda Bob", my brother-in-law Al, and brother Jim. Kurt stopped by with his daughter. We stood around and told tales of woodcutting and chainsaw swinging at Rob's, enjoyed our favorite barley and/or distilled beverages, and hot cocoa or hot cider. We ate campfire-grilled cheesy brats and hot dogs, scrumptious beans and rice, and bean soup.

A few cross country skiers power-walked by – there is no wax for asphalt and leaves, so the skis were absent.

After the sun went down, Rob Himmelman, Arlene Scalzo and their grandson stopped and we all sat around the fire and enjoyed the blue glow of the hot black locust.

Sunday was an easy get-up. No serious transition from toasty sleeping bag to clothes this year, it was so warm. We broke camp by 9AM and another winter camp was history. Looking forward to another one next year and who knows what the weather will be after having experienced the drastic contrast between last year and this?



Boxer Bits

By P.J.Francis

Harold and Mary Cosgrove are president and secretary of Halmar Video. Harold raced at the Isle of Man from 1962 until 1973. He attends the TT races

At this year's winter camp, mud prevailed over snow and chili was eaten while snappily attired in shorts.

Boxer Bits continued:

to this day. If you want a video about the TT races, this is the place to go. They also arrange vacations to the TT and stock other racing videos.

Check them out at: Halmar Video, PO Box 474, Lewiston NY 14092 or Halmar Video, PO Box 793, Niagara Falls, ON L2E 6V6, Canada. Telephone inquiries: 905-356-6865. Email: halmar@niagara.com. Website www@niagara.com/~halmar/videos/

I am currently engaged in a life simplification program. Read Sandy Cohen's editorial in the February 2002 Owner's News to see how that goes. Now I'm selling some of my stuff.

1976 Honda Goldwing GL1000 restoration project. Frame and sundry black bits are painted. It could be described as a rolling chassis. Nothing missing. There is a fairing, enormous top case, and side case panniers. \$600.

Brown buffalo hide (or is it bison?) leather jacket. \$50. BMW K-bike type tank bag. Absolutely perfect condition. \$250.

Noland model N37 helmet. Size XL. \$35.

Detachable travel trunk top box. Perfect condition. \$35.

1978 Honda CX500. Economical tourer. Fairing, engine guards, luggage rack, 31,645 miles. Beautifully painted white by a guy who took a 30-pack for the job. \$1000 firm.

Although the price on the CX500 is firm, I am willing to haggle over the other items. Or, to be absolutely honest, I am willing to allow the potential buyer to haggle with Helena. Rather you than me, buddy. Make that phone call. Help an impoverished BMW enthusiast get some quality touring time done in 2002.

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

Toaster For Sale

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

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.

Mischler's Moving

According to our latest information, Mischler's will be moving to their new building in mid-March. The location is N8131 Kellom Road, corner of B and 151 N, outside of Beaver Dam. The Mischler's website still doesn't show any mapping of this address. Below is a MapQuest shot of the general area.

This will be a 22,000 square foot building, so we hope there will be a bigger waiting area with more comfortable furniture for those of us who can't just drop off our bikes and catch a ride back home in Beaver Dam.

