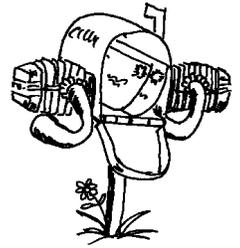


# The Mail Boxer



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

## The Prez Sez:

By Steve Huber

A recent e-mail exchange got me thinking about clubs, involvement, and reasons people ride Beemers (oh, and other brands too). The individual's spouse had begun making tentative overtures to joining him on an occasional ride. He wanted ideas to build on her interest and perhaps draw her into the motorcycle scene. His question was: "What is there with a club that might interest her?"

My first response was to invite them to a club breakfast, a club ride (e.g. the Hillsborough run), or a GR3. Then it occurred to me that none of these events might interest and may even be a bit intimidating to a non-rider. So my next response to the question was: "Not much." I found it difficult to convince or explain to someone not already in love with (or even slightly interested in) the freedom and exhilaration of motorcycles. What might convince them of the club experience may not be my reasons for club involvement (friendship, shared interest, camaraderie, the knowledge and experience to draw on).

So I open this to the membership. How do you balance your riding with spousal (or significant other) concerns? This assumes there is a non-riding partner. Do you experience "bemused tolerance", "indifference", "grudging acceptance", or "sullen acquiescence"? Let me know and I'll share the results (with the names changed to protect the innocent/guilty). Those of you with a riding partner, what are your issues? Do you fight over who gets to ride what bike?

### Club Stuff

- Don't forget the Club Tech Session May 11<sup>th</sup> at Todd and Tonya's abode.
- The GR3 is nigh! Or really close. Whatever. Things are coming together but remember: your help and support are needed. You can make a difference.
- Club picnic and meeting is June 2, Brittingham County Park, Blue Mounds. Chef Todd will prepare fajitas, club will provide soda, and members are asked to bring a dish to pass (hopefully with food in it) and any additional beverage of choice. We usually congregate around noon, with food served about 1pm.

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

Next meeting:  
Sunday May 5,  
9:00 AM at The Maple Tree  
Restaurant, McFarland.

- Our July meeting typically falls over the July 4<sup>th</sup> weekend. Do we want to consider canceling the July meeting?
- Club elections: Yes, these are only a few meetings away. At this point it's unclear what offices are open, but some mumbling has been heard. If you're interested in taking over, let the officers know.

I need to start prepping the RT for the first rally of the season. I might not see you at the May b'fast meeting (I have Georgia on my mind) but I do hope to see you out on the road. Take care out there!

**Prez Steve**

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## VP's Report

By Tom Van Horn

As you read this, the Wild Goose Run is recent history. As of now, I have 43 tickets spoken for and I hope that everyone who wanted them claimed them!

Still looking into the future here, I expect that Karol Patzer will/did show up at the Goose to hand out 'MOA mileage award pins. If you have one coming (i.e., you were among the finishers listed in the April BMW/ON), let me know. I'll get the unclaimed ones from Karol.

And that segues us into THIS year's mileage contest. The form was also in the April 'ON. Fill it out, sign it, and if you have problems finding other 'MOA members to sign it off, let me

### IN THIS ISSUE:

Neither Winter nor Spring by Meredith Hassal.....pp.3-4

Schuberth Concept Helmet Review by Roger Klopp.....pp.4-6

Opening Weekend by Roger Klopp.....pp.6-7

know and I'll get with you on it. The mileage count started on April 13th, but we have until mid-May to get them to Karol. Wisconsin finished #1 again in total miles and applicants - let's keep this up!

The Pecatonica flea market is right now or just done, depending on when you get this issue. Anybody finding any neat stuff? Speaking of stuff, I'm looking for a working /7 tachometer...

And about stuff working, Todd Erickson is hosting a Tech Day at his place in Janesville on the 11th. This is a wonderful opportunity to discover that basic work on your pride-and-joy is not alchemy or wizardry. Look elsewhere in this letter for more info. I want to thank Todd and everyone else for putting this on!

The following weekend is our very own Great River Road Rally. I'll wager that you're tired of all the exhortations at the meetings and in here... Tough. We're gonna exhort some more. The more help we get, the easier things will be for all of us. ALSO, those pitching in will pay the reduced fee of \$15.00 - extra beer \$, hey? We can always use door prizes. Got

anything lying around you don't use, or can you spend around \$10. for something? Who knows, you might win it back!

The next meeting is May 5th - which also is the Slimey Cruds gathering at Leland (and, by default, PineBluff).

### NEW MEMBERS:

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Knuth, Kevin  
3019 S. 39th St  
Milwaukee, WI 53215  
414-384-3566  
414-466-2400  
414-303-7716  
[akcsells@execpc.com](mailto:akcsells@execpc.com)  
(R100S, R90/6)

Mischler's Cycle, c/o Art  
N8131 Kellom Rd.  
Beaver Dam, WI 53916  
920-887-8425  
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Berigan, Matt & Sueli Goulart  
214 E. Dean Ave.  
Madison, WI 53716  
608-221-8784  
608-2660110  
[mberigan@berigan.com](mailto:mberigan@berigan.com)  
(R1100GS)

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## Secretary's Report

By J.T. Wagner

35 people attended the breakfast.

Club business. Tech seminar at Todd Erickson's on May 11.

Rally pins are done. Clean-up at the Badger Camp 9:00 AM. on Saturday April 27. Volunteers appreciated.

We have a table reserved at the April 28 swap meet in Pecatonica. If you want to sell something, get a price tag on it with asking price and let whoever is working the table your lowest acceptable offer. Either bring it down yourself or get it to J.T. Wagner to haul down.

Club voted to hold a raffle again this year at the rally.

We need door prize donations.

We need volunteers to work the rally. All workers will only pay \$15.00 for the rally fee.

Badger Camp will provide meals on Friday night and Saturday morning at the rally.

Dave Jenneke gave a talk about changes in the rider courses at MATC. Beginners classes are \$46.00. Classes begin on June 1st. ERCs remain the same.

There will be two 1-day advanced sidecar courses in June and July.

Dick Olsen volunteered to drive the transport vehicle for the rally.

Free breakfast for May went to Bill Jutz and Boyd Weber won the 50/50 drawing.

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## Neither Winter nor Spring: Ride to ski

By Meredith Hassall

This time of year presents a dilemma---take advantage of the

sneak previews of the springtime riding to come, or try to get one last day in on the snowy slopes? The answer: ride to ski (or in this case, snowboard). This requires simply a motorcycle and a wide selection of clothing (spare socks are highly recommended). Until the aftermarket wakes up to the possibilities, equipment rental is a more viable option than b.y.o. gear.

We set out from southern New York at about 8 in fizzling conditions (not quite fog, not quite drizzle), with about a 90 mile scenic journey ahead of us to Windham ski resort. For much of the way, potholes, greasy mud deposits, and liberally dispersed gravel made for a challenging ride through a beautiful area. About halfway through, Ocala GS Rider Extraordinaire (and BMWBMW Tech Chair) Anton Largiader passed along some of Jimmy Lewis' tips. By standing up and guiding the bike from the pegs I was able to increase speed and stability simultaneously. It was much more fun that way. As we emerged from the trees onto a smooth road, the sun had just managed to escape the chill grip of the clouds and fog.

We enjoyed rock-star parking at the ski resort, thanks to a friendly parking-lot dude (the only way to describe him) who wasn't taking his job too seriously. We would have had to move the bikes (because they might blow over) in the event of a helicopter landing.

I got off the GS and was shocked by how absolutely filthy it was. Since it was so pristine when I bought it, I've often spent time

### UPCOMING EVENTS:

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

May 3-4, Fri-Sat: Mischler's Open House, Beaver Dam WI

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

May 11, Sat: Tech Session at Todd and Tonya Erickson's House starting at 7am. Email Todd with what you would like to work on and he'll get you a parts list.

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

May 31-June 2, Fri-Sun: Hiawatha Rally. BMW Club of Minnesota, Money Creek, MN.

June 2, Sun: Annual club picnic at Brigham County Park starting at noon, lunch to be served at 1pm. Todd will be making fajitas. Please bring a dish to pass.

June 6-9, Thu-Sun: Iowa Rally, Coralville, IA

July 11-14, Thu-Sun: BMW National Rally, Trenton ON.

August 15-18, Thu-Sun: RA National Rally, Red River NM

August 16-18, Fri-Sun: Hard to be Humble Rally, Pontiac IL

September 6-8, Fri-Sun: WI Dells Rally, Chula Vista Resort

trying to keep it that way. But I think I like the fresh-from-a-wallow-in-the-pigsty look. We're talking mud on the seat, tank, beak, bags, exhaust pipe, and all engine parts: everything coated in shades of mottled brown. Not a single shiny spot remained. And it would have made a great getaway vehicle, since the license plate had been rendered illegible.

An exchange of gear allowed the move from one foolish endeavor to another, from riding Beemers to riding snowboards. We got our equipment and then hit the slopes ... literally. I have the technicolor knees to prove it. But we saw rapid improvement and soon ventured up the lift to try a real trail. Just be warned: I had always assumed that all poles and fencing along a ski run were the flexible sort that yield upon impact and then pop back up. But in my unintended audition for CBS's "Agony of Defeat" segment, I learned the hard way (the very hard way) that this is not the case. It took



several minutes to extricate myself from the fence with which I had collided, once I had shooed away the little cartoon birdies that were flying around my head.

All in all, however, the snowboarding was a success, and after the second gear swap of the day, it was time to hop back on the bikes for a quick chase through the countryside. Other traffic was no impediment (neither were the double yellow lines). We again found V.I.P. parking at Delhi during a snack stop, after the obligatory photo-op at a nearby town called Meredith (or at least at the sign ... I spied no hint of a town).

The ride became more demanding as we continued, mostly thanks to winter road treatments. This made it seem as if every new turn we took was onto a dirt road. About 20 yards away from the intersection, the pavement would re-appear. It was the hardest time of night to see, with the sky still fairly light, but with darkness firmly established on the tree-lined roads below. Soon the road became reminiscent of the morning's experience, only now it was dark. I hadn't signed up for that. It did not turn out so badly ... I wasn't cold, and I wasn't wet (although it had started to rain) ... but it's a good thing I didn't learn until later that we weren't exactly on the right road. I at least could use Anton's headlight ahead of me for an occasional preview of the next twists that the serpentine road would take. My conclusion is that I need to do some accessorizing: the GS will be lit



up like Vegas before I try that again.

We arrived safely at the end of one of those multi-day days, one that was complete with a constant variety of weather conditions. It was a day of carving curves, admittedly more skillfully on Beemers than on snowboards. Fortunately the crashes were confined to the latter. In any case, it was a great way to mark the end of Winter and the start of Spring.

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## Schuberth Helmet Review

By Roger Klopp

Since I purchased a Schuberth Concept helmet about one year ago, a number of club members have asked my opinion about it. After wearing it through all four seasons and just about every weather condition behind different windshields, I now feel

qualified to make a few comments.

I received a white size 57 (US medium) helmet by mail order from Lyle Lovett Motorsports last March. At that time these helmets were just entering the US market and it took some effort to find one without waiting. I was further pleased that this dealer charged \$50 less than the advertised price and, with \$9 shipping, still was a relative bargain.

Helmet finish and assembly quality inside and out are excellent, as you'd expect for this price. Unlike the odd interior shape of my previous Shoei Duotech, this helmet was a perfect fit immediately and remains extremely comfortable. Constructed of layered plastic, glass fibers, kevlar, and carbon fibers, its 1740 gram weight is no burden and inspires trust in its sturdiness. The soft padded interior lining detaches from four snaps for easy cleaning. Now that the new helmet smell is long gone, it could be about time to try out this feature.

The lexan chinbar securely latches to the helmet and is free of any play in the mechanism. The one handed operation of its left side push button releases a cable ending in steel cones which solidly lock into steel receptacles. Because this type of helmet has an inherently less impact resistant construction than a conventional full helmet, these details could prove the difference between protection and latch failure in a crash. Subjectively, the Concept feels very solid in this respect.

Below the chinbar is a padded leather flap which fills the space under the chin. BMW System helmets had a similar feature which differed in one significant aspect - they were removable. I thought the chin flap was also removable on the Concept, but close inspection reveals no easy way to do this without destroying it. This device aids in keeping out cold air in the winter and reduces road noise. However, this device also obstructs the movement of ventilating air in summer heat and reduces airflow that might prevent visor fogging. It sure would be nice if this feature could be used only when needed.



The chinstrap takes a bit of fiddling to adjust its length, but once done, it hasn't required any attention in a year. The clasp is a car seat type with a steel tongue engaging a steel housing. This fastener is easy to use and latches with a solid click. The push button release is similarly easy to use. Overall, the feel and sound of chinbar and chinstrap latching conveys the impression that this helmet will stay on your head in an impact.

The visor moves easily with either hand and can be fully raised when the chinbar is elevated. There are several positive click stops that hold the visor at various openings. Finger pressure pops the visor forward

on either or both sides until stopping with a definite catch. This feature puts a few millimeters of open space around the edges of the visor, increasing ventilation at low speeds while maintaining frontal protection. Removal and replacement can be done simply without tools. A factory treatment is supposed to protect the visor from scratches and fogging.

The inner sunvisor is a great idea that really works well. When overlapped with a Sundowner tinted plastic strip placed along the top edge of the outer visor, looking into the sun low in the sky is not a problem. Its left side sliding lever on my helmet has become pretty balky, but works well enough if assisted by gentle pulling on the sunvisor edge.

There is a tiny compartment on the lower right side which can be used for medical needs or emergency contact information. It is so small that only a minimum of information will fit or else microfiche will be needed. This compartment isn't a bad idea, but it should be larger.

Your view of the road from inside this helmet is very good. Peripheral vision is unhindered except below a horizontal line. Looking forward, the view above is high enough to see overhead suspended traffic lights and the view below can easily encompass the instrument pod, both with little or no head movement.

If there is any one major deficiency in this helmet, it is

the ventilation system. A large vent positioned on top of the helmet to catch airflow works well enough. The chinbar toggle vent lets in a small flow of air which supposedly is directed at the visor or in the face by a slide mechanism. However, behind a windshield or fairing it is not easy to detect a difference between the two settings. This system probably works much better out in the wind stream on a naked bike. Further inhibiting air movement is the previously mentioned chin flap. Without opening the visor, greater than 90-degree summer heat becomes suffocating, even at highway speed.

Despite the antifogging treatment, visor fogging occurs almost immediately in cold weather or rain. Desperately seeking relief, a finger tug moves the visor securely to the first opening stop at about two centimeters when all you want is about two millimeters. This visor absolutely can not be finessed into a slightly cracked opening. Rain comes in at the large minimal opening, so a frequent back and forth shuffle of the hand moves the visor open and shut as needed. The alternative low speed setting which shifts the visor forward adds ventilation extremely well at road speeds but drastically increases wind noise and lets rain in behind the visor. And speaking of noise, earplugs are a must with this helmet, especially in the turbulent air behind a windshield. This helmet is as noisy as any other, probably because of the movable chinbar.

In summary, the quality details, comfortable fit, effective sun

visor, sturdy construction and secure chinbar and strap latches make this a good helmet. The ventilation and fogging problems keep this from being a great helmet. For the \$350 - 400 cost of a Schubert Concept, you might want to look into an Arrow or Nolan movable chinbar helmet and pocket \$150-200.

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## Opening Weekend

By Roger Klopp

After a week of 80-degree temperatures, motorcycles popped up everywhere like dandelions and the weekend's events gave them somewhere to go. Madison Motorsports held its annual Open House on Saturday, April 20 to a pretty good crowd considering the downturn in our weather which arrived just in time for the weekend.

By the time Mary and I arrived, club members Roland Thompson, the Malys, Prez Steve, TVH and fiancé Barb were hanging around kicking tires, telling lies, and sampling a tasty barbecue. Fred Kitchen worked the crowd to vote for his KTM Duke as "the most unusual bike". And deserving of the distance award, Ernie Bell rode in from MN and left with at least three new tires



strapped to the back of his GS.

A spectrum of recent motorcycling history was on display around the parking lot in competition for one award or another. I thought the very clean 1967 Honda 450 police bike was most interesting, although the 120 mph speedo made you wonder how hard it would have been to outrun. At the other extreme, the new HD V-rod was there, usually surrounded by a few admirers wondering how it would look on their trailer or pickup truck.

After downing a couple of those delicious BBQ sandwiches (kudos to Lums), I elbowed my way through the crowd to buy two pair of Olympia gloves at nicely reduced prices. Steve and Judy were always very busy, as were all the extra hired hands recruited just for the day. Every year this event seems to get bigger and bigger. Even Johnny Danger was on hand and on air to interview people in the crowd and add some local color. The Parkers have been great supporters of our club and we hope a few more of you stopped in to say hi, feed your face, and spend some cash.

The next morning found us at Madison Motorsports again, this time drinking fresh coffee and munching really good muffins and sweet rolls graciously provided by Steve and Judy. This was the scheduled Madison BMW Club ride to the Wild Goose Run which is usually led by Tom Van Horn on a BMW. This day he arrived more sensibly in an automobile. The temperature hovered just above freezing as we nervously

watched the gray skies outside. After a blustery windy night drove wet snow through the Madison area, scattered rain and sleet now pelted our bikes in the parking lot. The few of us who rode there wondered about the wisdom of our decision.

As Tom announced the time to get ready, I ran ahead to gas up the R850. A pronounced drifting out at the first right angle turn on the frontage road made me a little more cautious. On the second 90 degree turn, the rear wheel was sliding out and my mind was made up. Following not far behind, Todd Herbst probably wondered what I was doing as I pulled a U-turn back to Madison Motorsports.



Yes, folks, that's snow on the seat and saddlebags. But Matt and Sueli rode anyway.

Packing a wet Aerostich and helmet into the Subaru (our other boxer), Mary and I followed as a chase vehicle behind the hardy (fool-hardy?) few who continued on motorcycles. New club members Matt Berigan and Sueli Goulart gamely rode their 1100 GS with Dave Maly piloting his sidecar rig. Soon joined by Tim Jensen astride an R100 sporting Hippo Hands, they followed our usual route along highways TT, T, and S through

Marshall, Danville, Astico, and Leipzig. All the while, the weather kept changing from gray, to almost sunny, to rainy, to sleet, and back to gray again. A wrong turn through Juneau to Hwy 26 left us shaking our heads in wonder. Was this becoming a Wild Goose chase?

By the time we reached the Niles Restaurant, a lot of cars and only about 30 motorcycles were in the parking lot. Almost about the same time we arrived, my brother Paul pulled in from Port Washington on his RT with my sister-in-law Tori following in the car. The Bloody Mary was the beverage du jour as we took stock of other recent arrivals. TVH and JT beat us there, as did Todd, Betty, and Bert. They all concurred that 4 wheels made more sense in weather that was this unpredictable.

Socializing commenced in earnest with friends and family. What a wonderful surprise it was when Todd and Marla Erdman approached to say hi. As it turns out, they have really big news. They are returning to Beaver Dam and Todd will resume his duties maintaining our BMWs. It was great to see Todd again, and the big smile on his face spoke for how he felt. Other gossip of interest to our club is that Jason Webber is now at BMW of Orlando as manager. Given his knowledge of BMWs and his unique style of sales charm, it's great news that Jason is doing well in this field.

By the time we were seated, Mischler's crew and a contingent of our club filled two tables. Despite the gloomy day, Lloyd McCabe and family, his friend

Fuzzy, Phil Wilson, Jim Dickey, Ben Cimino, Dave Laufenberg, and others (my apologies if I missed your name) also joined the festivities. The usual-sized crowd took less time than usual to move through the chow line because it ran along both sides of the buffet this year. Karol Patzer was otherwise occupied, so the mileage awards took very little time (pins to arrive later). We congratulated ourselves with taking first place yet again in the MOA state-by-state mileage competition, although sincere tribute was also paid to our MN neighbors for their efforts.

With Harmonica Bob as host, the speechifying also seemed to go faster than usual, so everyone was able to waddle out with full bellies just in time for a dandy hailstorm. In the 8 years that we have been attending this event, the weather usually is pretty miserable. But it's probably fair to say that most in attendance will give this year's Wild Goose Run its own special category.

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## Mischler's Open House

Come see Mischler's beautiful new 22,000 square foot store at N8131 Kellom Road, 151 and Hwy B, north of Beaver Dam.

May 3 and 4: Friday 9-8 and Saturday 9-3, brats and soda available both days. Door prizes, music, and 20% off storewide on in-stock clothing, boots, accessories, and collectibles. Who knows, they might even have that special BMW waiting just for you.