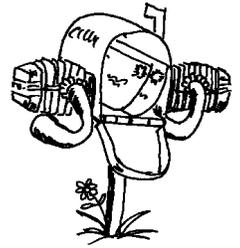


The Mail Boxer

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 June 2,
12:00 noon at the annual
club picnic, Brigham Park,
Blue Mounds

The Prez Sez:

By Steve Huber

I recently replaced the alternator belt on the R11RT. For those of you with mechanical aptitude that sort of thing is no big deal; for me it was a major achievement. While cursing the placement of yet another bolt (_why_ can't they make it easier to service?) and misplacing yet another critical spacer, I got to thinking about what happens to those missing parts and tools that you know were there a minute ago.

I've been developing a theory to explain why tools, bolts, washers, and the part you need Right Now always disappear just when you look for it. Or, drops off the bike and promptly disappears, never to be seen again. The inevitable conclusion I've come to is: it's all because of garage gnomes. The way I see it, garage gnomes like to hang out in old garages (new garages attract those upscale garage gnomes) where people work on their bikes (or cars). They must really love collecting parts and borrowing tools for their own projects, particularly when that part or tool is the one I just set down.

Maybe I should offer up a sacrificial stash: finally there'd be a use for those Whitworth bolts I still have, or maybe a Honda 550 oil filter. My sense on this, though, is that the garage gnomes only go for "live" prey, those items fresh off your bike.

So the next time you're cussing yet another lost bolt, just wait. If the garage gnomes don't need it, it'll reappear in no time.

In club news:

- The 2002 GR3 is a done deal. Many thanks to all who helped with cleanup and breakdown Sunday morning. People were fighting over the brooms (I think it was that they were afraid they'd get stuck cleaning toilets...). The grounds and lodge looked great and we finished before 11am. Even more good news is the Badger Camp folks used the words "next year". A prelim report is in this newsletter and there should be rally photos on the web page real soon.
- Club picnic is June 2. Bring your appetite and a dish to pass.
- Todd H is doing the Rochester Rib Ride June 23. More details TBA.

- The July meeting is on the 7th. This is Independence Day weekend and some folks will be off to the MOA national. Do we want to cancel this meeting?

I'm off to the garage to offer another sacrifice to my resident garage gnomes (the RT needs a valve adjust and oil change, and I need to adjust those driving lights). See y'all at the picnic.

Prez Steve

VP's Report

By Tom Van Horn

I was out of state during the May 5th meeting. I heard that the weather was nice for it and the Cruds Run, and that both were well attended... Anything to report??

One thing that need NOT be reported is Peggy Waters coming to grief on her R1100S. She was at the Cruds on her yellow/black beauty, as was another, identical '11S. One was later seen on a truck, front wadded - nope, wasn't Peg's...

I basked in the lovely dry, warm weather (uh, that's sarcasm) of 5/11 & 12 on the MATC riding range - the rider course is being changed, and we instructors ('coaches' now) were retraining - including self, Dave J, Peggy, ex-prez Greg Walrath, and Jeff Dean presiding.

I'm told that Todd E's tech session was well attended

IN THIS ISSUE:

A Pubic Service Announcement by Roger Kloppp.3

Black Hills Dirt Bike Ride by Todd Ericksonpp.3-4

Another Dirty Story by Meredith Hassallpp.4-5

International Trials in Duluth by Mary Klopp.....pp.5-6

A Newbie's First Slimey Crud Ride by Matt Berigan.....pp.6-7

And more!

despite the weather... Anything to report??

Further along, we have the club picnic at Brigham Park near Blue Mounds on June 2nd, the Hiawatha and Iowa rallies, and, soon enough, the 'MOA National rally. A northern scenic route is around 900 miles - are you going? I am. Be certain that you have your bike's and your personal documentation in order to get there and back here. I'll wager that good advice on this can be had at www.bmwmoa.org. Being prepared isn't just for Boy Scouts.

One new thing the BMWMOA Foundation is trying is a 'Youth Rider Initiative' in an attempt to attract younger folks to our scene. One thing along this line is 'Camp Trenton', a two-day event just before the MOA Rally. This includes neat stuff like camping, clinics on bike fixing, troubleshooting, first aid, a t-shirt, and door prizes. They're looking for volunteers to help put stuff on - and who is 'they'?

The contact person is our very own Meredith Hassall...

You should be reading this by June 1st - hopefully Spring will have finally arrived by then - but what's a couple extra layers? Get out and ride

Secretary's Report

By J.T. Wagner

We had a very good turnout for the breakfast this month. 48 people including 11 guests attended.

Bill and Norma Fleming kindly donated \$50.00 as a rally door prize. We thank you very much.

Most other business dealt with final information on rally preparations.

The club picnic and next meeting will be held on June 2nd at Brigham Park outside of Blue Mounds. We will vote on whether to have a July meeting as the first Sunday falls over the long July 4th weekend.

Roland Thompson won the 50/50 drawing.

We had two drawings for the next breakfast, whenever that may be. Gary Vitse and Karl Schmidt were the lucky winners.

A Pubic Service Announcement

By Roger Klopp

The current generation of BMW braking systems has been making quite an impression on motorcycle journalists. The ABS cycles more rapidly than ever and the power assisted binders clench with an eye-popping ferocity rarely seen on two wheels. However, the ever-linked braking of the RT, the dead engine loss of braking power, and the abruptly unmodulated surge of deceleration have earned a few equivocal reviews.

Indeed, more than one motojournalist has complained of G forces that far exceed the coefficient of friction between seat cover and pants. The member of at least one member of the press collided painfully with the gas tank during a braking test maneuver.

As a service to our readership,

the Mail Boxer reproduces below a recent ad from the motorcycle press. Despite our editorial policy against product endorsements without testing by our evaluation team (or remuneration and other incentives from the manufacturer), we believe this tank pad might be exactly what owners of BMWs equipped with power brakes will want. Hey, it couldn't hurt! Other than a hard athletic cup, what's the alternative – a seat belt?

Those are the Breaks

By Todd Erickson

Was motorcycling born in the primordial ooze? I figured as much as I wrestled the borrowed Suzuki DR 350 out of the mud. The front end washed out as I came around a corner in the bottom of a South Dakota break.

I pictured in my mind some Ohio farmer, having wedged a motor

into a bicycle frame, picking his contraption up out of the ranch muck some hundred years ago. He was probably just as busted up in the ego department as I was. What in the muck was I doing in claymuskcowpie dirt in South Dakota? Well, I admit, we were not riding BMWs. However, we were having one hell of a good time. Let me tell you about the ranch.

Rob Himmelman, fellow club member Robert Nelson and I, headed out to Wall, South Dakota in mid-October. Himmelman has known Randy, the ranch owner, for about ten years or so. Randy has a collection of bikes ranging from Triumphs to Airheads of the kraut persuasion. Randy is also a Dirtman. (No, the capital D does not denote a superhero.) The man is fast in the gravel, mud, sand, rivers, and mountains.

Randy and his father Gordon watch over about a 7000 acre spread. We helped them with some of their chores like moving cattle from pasture to pasture and even set up some fencing. Along with the spread these fellas own is about another 40- to 50,000 acres of the neighbors' we had access to. With the work done it was time to ride.

The whole crew totaled about a dozen of us. John Montgomery, who owns the Country Sports Inc. Honda shop in Wisconsin Rapids, was there with his riding friend Steve (Steve is the WI class A Enduro champ-10 years running). Then there's Judd. Judd is an attorney from the Hudson/Twin Cities area. He is



Ryza Tank Pads

Call 'em what you will—groin guards, package protectors, sack sentinels—Ryza's Magnetic Tank Pad and velcro-in-place Racing Tank Pad have but one purpose: protect the family jewels from potentially painful collisions with your motorcycle's gas tank. Covered in black vinyl, the spongy S30 protuberances are guaranteed against untimely lift-off. □

Ryza Inc., 6 Citation Dr., Toronto, Ontario, Canada M2K 1S4;
416/223-6666; www.ryza.net

a classic law man right out of a Grisham story line. Judd rides a DR 350.

Sundance the ranch dog is there as well. And Randy. Randy rides the rubber off an XR 600, carries a six-pack in his tank bag, and is as quick with his smile as he is with the throttle. Randy took us to see his land with all it's beauty; the breaks, the Cheyenne River, herds of mule deer, grouse, and up/down terrain that'll have you lookin' for the parachute rip-cord. Randy and his father Gordon shared all this with us and put us up in one of their farmhouses. For all of this I am grateful. These guys are good motorcycle people. Randy then handed us off to Dentist Don from Rapid City. Don was to take us around the Black Hills.

Dentist Don has a stable of new four-stroke dirt bikes that has any Dirthound drooling: the Husaberg 501 FEC, Honda XR 400, and a KTM of one model or another. Don took us all around the Black Hills area off-road. This is an intense riding area. Half to three quarter mile-long uphill sections on a trail with nothing but softball and wheelbarrow sized rocks and boulders - challenging to say the least. Don was always aware of all the riders' whereabouts so as not to lose anyone. This was good to see. We all had a blast.

The ranch was just a warm-up. The Black Hills are for the advanced. So, if Rob invites you to the ranch, get ready for fun you will not forget and new friends you'll look forward to seeing again. Get down into the ooze, do a little rear wheel



steering, and add a new facet to your motorcycling skills. You will not regret it.

Creating Monsters

By Meredith Hassall

I was sitting through a superlatively boring meeting of the BMW Bikers of Metropolitan Washington (I haven't yet felt compelled to join), and in the process of deciding that I would have to just make a run for the door. The sunny and warm early November Sunday was far more interesting than listening to those in charge droning on about ultimately meaningless issues. I wound up sticking it out anyway, and was generously rewarded for my valiance.

The meeting was held at Battley's Cycles, a.k.a. Rockville Harley-Davidson, which sells and services the Milwaukee marquee, Beemers, and just about

everything else under the two-wheeled sun. At the end of meetings held there, owner Devin Battley, a veteran of the Daytona tracks, usually says some words about the year at the races.

This time, however, he had nothing to say about racing, having spent time and money pursuing other interests. Even without triple-digit speeds, those other interests proved to be more exciting than I could have anticipated. Battley owns significant acreage almost around the corner from where we live, and has been working on "developing" that land. Not with cookie-cutter houses or a golf course, but with a small dirt track and trails criss-crossing the wooded areas. He also has a hunting manager and makes the land available during deer hunting season.

But the deer are not the only beasts on the property. Battley's enviable garage is full of neat little toys, and he

proceeded to describe the use of these machines on his land, and how experience on dirt and trails on small bikes is a great adjunct to other types of rider education and skill development.

Little did Battley know that, ever since my participation in the GS ride at the Falling Leaf Rally 2000, I have been wanting to try GS-riding that did not involve a pricey 500+ pound behemoth. I approached him as the meeting ended to inquire about places or opportunities to rent trail bikes and try them out. His response: "Do you have plans for the afternoon?" The truth was that I had brought work home that weekend and needed to buckle down and get some of it done. Truth notwithstanding, however, the reality was that I still haven't been hired full time by my employer, it was a perfect day, and opportunity was knocking. I decided to open the door.

I showed up at 2:30 and Battley brought me down to the garage where he rolled out a 125cc Yamaha that was fairly new, not street-legal (I don't remember it's precise designation), and complete with large-diameter, knobby tires and a kick-starter. I acquired the new skill of kick-starting a motorcycle, which I got to try out every once in a while when I happened to stall the bike. I am almost embarrassed to admit having always existed in the sheltered world of convenient buttons to push.

Others there sharing in Battley's bounty included a few of his employees and some neighborhood boys, all of whom were more skilled than I. I tried

UPCOMING EVENTS:

May 31-June 2, Fri-Sun:
Hiawatha Rally. Money Creek MN.

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

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

June 6-9, Thu-Sun: AMA Sukuki Superbike Doubleheader at Road America.

June 15, Sat: Belle City Beemers Picnic. Unico, 3725 Nicholson Rd, Franksville WI.

June 23, Sun: The 3rd bi-annual "R3" (Rochester Rib Run) led by Todd Herbst. Meet at Citgo in Cross Plains at 8am. 10 hours, 400 miles round trip. Call (608) 441-8839.

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

August 2-4, Thu-Sun: SFX Road America Cycle Fest.

August 4, Sun: Club breakfast at the Maple Tree Restaurant in McFarland at 9am.

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

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

August 17-18, Sat-Sun: Peoria TT Races. Campout out at Val's on Sat (309) 274-6312.

August 23-25, Fri-Sun: Galena Campout. The Palace Campground (815) 777-2466.

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

the dirt track, but didn't really know what I was doing, so I headed for the trails.

For quite some time, Battley led me through a network of wooded trails. Narrow pathways, deep piles of dead leaves, tiny bridges across streams, logs and tree limbs to surmount, and rocks to avoid (or not) made for a varied and exhilarating ride that demanded lots of attention and quick reflexes. Once I got it into my head that I was not riding the GS, but instead a bike far better suited for the trail, I had more fun than I've had in a long time. I could make tight turns, dodge trees through the woods, bounce through ditches, and skitter across loose surfaces. A bike like this has a place in my future.

Alas, all good things must come to an end. Not wanting to overstay my welcome, and with my work obligations weighing down on my conscience, I returned the bike to the stable. The funniest moment of the day came when I got back on the GS, having become accustomed to the light bike and the feeling that I was sitting on a 2x4 with a buzzy engine.

If you ever really want to experience your GS as a gigantically fat but hugely powerful monstrosity, this is the way. By that point, though, the GS wasn't the only monster on the road. Battley's generosity had created a trail-bike monster in me.

Observed Trials - Coming to A Mountain Near You

By Mary Klopp

If you've never seen Observed Trials up close and personal in a natural setting, you now have a fantastic opportunity to right that wrong. Some of us are planning on traveling north on Friday, May 31st to see the World Championship Observed Trials Competition at Spirit Mountain in Duluth Minnesota. We're leaving early Friday morning so we can squeeze in a visit to the Aerostich factory as well. The International Trials competition is being held June 1-2. We're returning to Madison after the end of the Saturday Trials competition so we can attend the club picnic on Sunday. Roger and I missed the picnic last year and heard too many wonderful things about the food to miss it again.

Check out the web-site at <http://www.worldroundusa.com>. The site contains all kinds of information about events,



accommodations in the area, great photos of the course (the photos you see here are from this site), press releases, etc. For those of you without internet access, here's an excerpt from that web-site:

"... The best waterfall-leaping and cliff-climbing motorcycle riders in the world will test their courage against some of the United States' most challenging and beautiful terrain here Saturday and Sunday, June 1 and 2. Between 35 and 40 observed trials motorcycle riders from throughout Europe, Japan and North America will compete that weekend in the Spirit Mountain World Round, the ninth and 10th competitions that comprise the 2002 world championship series of the Federation Internationale de Motocyclisme (FIM). Riders competing in the world-championship series will be coming to Duluth from the seventh and eighth rounds on Great Britain's Isle of Man May 18 and 19. Other rounds in the series will be held in Luxembourg, Spain, Andorra, France, Italy, Portugal and Japan.

Slimey Crud - A Newbie's First SC

By Matt Berigan

I've lived in Madison my entire 46 years (OK! Except for the year that I tried to move to Brazil - another story for another day) and I've NEVER been to a Slimey Crud Run. I had never even heard of it until I bought an R1100GS and started searching web pages looking for motorbike events in the Madison area. Then, I ran across an article by Peter Egan, and yet another article about Peter Egan at the SC, and then a web page from Sharer Cycles (origins of the SC).

What had I been missing? It sounded like the "mother of meets" and I put it on my calendar. It happened that the Madison Beemer club also met that day but I was inclined to think that there would be a lot of club members headed to Pine Bluff, post haste, to catch up on the SC event. I was right.

Sueli and I headed that cool day, first to McFarland and then to Pine Bluff. All of the way out Mineral Point Road I thought that maybe the information that I had found was erroneous. There were no other bikes in transit to the same destination BECAUSE THEY WERE ALL THERE ALREADY!

What a parking lot! It was full, full of bikes of all types and full of people (again, of all types). For those of you that missed it, don't do that again! You must attend future events. Sure, maybe your fancy is not in

seeing crotch rockets, HD thumpers, Italian thoroughbreds, English nobility, or the other exquisite oddities that parked in Pine Bluff that day. But the German department was adequately represented as well. Beemers abounded in all flavors. The most quizzical thing that I



saw was a fairly large group of guys encircling a fairly vintage 60s Honda who, I'd bet, wouldn't have given that bike a second glance when it was new. I guess "old" is worth something. At least that's what I keep telling myself.

Sueli and I spent about 1 1/2 hours drooling over the vast smorgasbord present and then decided to hit the road for Leland - the other end of the line for this event. I know that one is supposed to gather together with your kindred birds of a feather - others from the Madison Club, but we were impatient and wanted to see Leland.

We stalked out of town back onto Mineral Point Road (aimed at Hwy 78), went to the first

bend in the road and waited for a group to go by in order to do the remora fish thing and latch on to them to see what kind of ride was in store. Unfortunately, it was a group of well-mannered gentlepersons that had other goals in mind. On Hwy 14 after Black Earth they headed straight where they should have turned right onto Hwy 78. They were either lost or had intentions of getting to Leland the long way.

We followed the correct path (which I know to be correct being that I spent a good portion of my teenage years between Madison and the Baraboo range on four wheels doing things we can't discuss here). There sure were a lot of bikes in the Sauk HD dealer's lot. We waved. They didn't. We headed west on PF (surely that would be the path, right?), and at the first bend to the north, amongst the pine forest, we made a little potty stop. I was a little disappointed because we weren't seeing many bikes but I figured that in waiting along the roadside we'd encounter some other group headed that way



and we'd pick up with them.

A distant thunder could be heard and there they were. I'll bet there were a good 50-75 bikes and they all waved as they took the corner. Saddle up! We attached to the mother pod. Unfortunately we stuck to the slowest of the group and in no time at all we were watching the main pod pull away, and then get so far ahead that we'd have to do a little make-up work to catch them. That occurred just about the time we reached Leland.

Again, like Pine Bluff, only an even smaller setting this time, Leland was packed with bikes. We headed over to the saloon to see what might quench our thirst and right by the front door was this ancient Vincent (HRD?). Next to it was an Indian. Oh heck! There were all kinds of bikes there and a very impressive stream of Ducatis arriving regularly.

We'd had enough. The sun was high. The root beer was no longer quenching thirst. We hit the road for a quick spin through Baxter's Hollow then that curvy road on the south shore of Devil's Lake, then a late lunch at the Baraboo Dairy Queen. Return was via the ferry and 113 (Hey! They cut all of the fun curves out of 113).

After 21 years without a bike I'm glad there is an 1100 in my driveway and that there are sufficient bikers and biker events in the area to keep me occupied and on two wheels through the summer.

Preliminary GR3 Report

By Bert Hefty

Well the GR3 is over. All in all I'd say it went over very well. We had 215 Rally goers. These folks came east from Salt Lake City, west from Maryland (Meredith Hassall and her friend Anton) and one gentleman from Virginia. Most rallygoers loved the campground. They only complained about not enough fire rings and those damn gravel roads. As always, not everything went as planned. We unexpectedly ran out of food on Saturday night. The caterer was shocked and apologized for this shortfall.

The campground management said they made enough money from us, including profits from the Friday meal and Saturday breakfast, to send 8 campers to their camp for 1 week and they are already planning for our return next year. So Badger Camp is our place again next year. I would like to thank everyone that helped out. I hope to see more members there next year. Thanks again for all your help

Important Notice for MOA National Rallygoers

Forwarded by Ted Verrill
eMOA Webmaster
BMW MOA Board of Directors

The following is from BMW NA. We are trying to reach as many members as possible and are hoping to get this out in time to be posted on Club websites and placed in newsletters.

Please do not hesitate to give me a shout with any questions!

Hello BMW Riders:

I am writing this note to circumvent what could be a future headache.

If a BMW bike is financed by BMW FS, a letter of permission needs to be granted by FS so that the bike can leave the country. This directly affects the MOA rally to be held on July 11-14 in Trenton, Ontario.

- 1). Each individual customer has to request a letter via 800-578-5000.
- 2). Customer has to provide a proof of insurance, as well as the dates of travel and the general route.
- 3). BMW FS will send them a letter of permission and a copy of the title (probably a notarized photocopy). Terms of letter will reflect the information that the customer provided.

Regards,

Marty Roach
BMW Motorcycles

Deer Alert

Forwarded by Russell Champion

The following text was taken from the DOT's Employee Bulletin, dated May 9, 2002:

Watch out for deer. While fall is typically when vehicle-deer crashes occur the most, May and June come in second in the number of crashes involving deer. In fact, in four of the last 10 years, June ranked as the worst or second worst month for injuries from deer crashes. There were nine fatalities from deer crashes last year. Seven were motorcyclists. Deer crashes between April and August are most likely to occur between 8 p.m. and 11 p.m. In Adams, Green Lake, Marquette, Shawano and Taylor counties, more than half of all police-reported crashes involved deer in 2001. Dane County had the most motor vehicle-deer crashes last year with 1,210. Shawano followed with 827 and Marathon had 743.

May declared "Motorcycle Safety Month".

Governor Scott McCallum has declared May, "Motorcycle Safety Month" in Wisconsin, the

20th consecutive year of the observance. There are over 201,000 motorcycles in Wisconsin and more than twice that number of residents hold licenses or permits to operate motorcycles. In the 20 years DTIM's Bureau of Transportation Safety's Wisconsin Motorcycle Safety Program has provided rider training, more than 50,000 students have graduated. Training is primarily provided through the state system of vocational colleges. In Wisconsin, motorcyclists enjoy full and equal use of roadways.

Okay, We've Had Enough. We Quit!

By Roger Klopp

Mary and I have been working on this newsletter for almost 4 years. In that time, it acquired a name, a logo, and a look of its own. We have been delighted by the number of written contributions submitted by our

club members and are pleased with the result.

Although there is an iron butt masochist in California who has edited the San Diego club newsletter for 7 years, we have served as editors longer than the typical term of office. Therefore, instead of running for 4 more years, we are asking for your support as we run for no more years.

A dark horse candidate with an interest in thankless tasks recently approached us to apply for the job. After questioning her sanity and assuring ourselves there is no apparent risk to national security, we are seizing this opportunity to escape before she changes her mind. By the club election this Fall, we intend to turn over the handlebars of the Mail Boxer. If you are willing to join the next editorial regime as a copy shop runner, stapler, folder, label sticker, postage stamper, and mailer, please let us know.

For Sale:

RT windshield, perfect condition. \$50.00 or best offer. 2" over stock. For information call Ken Nunes at 877-2962.

More Stuff For Sale:

BMW Tank Back Pack. Like new. Has all the fasteners, belts, rain cover, and installation booklet. It is way too big for me. Retail \$325. Asking \$275.

Hein Gericke : Boost Jacket size medium. Like new. Retail \$279.95. Boost Pants size large. Worn once! Retail \$219.95 I bought a non-black suit. \$400 takes the set.

Contact Peggy Waters at Drsprocket00@aol.com.

