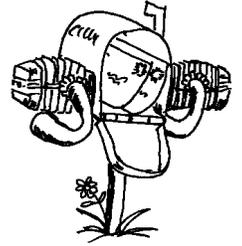


The Mail Boxer

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

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

Next meeting:
Sunday, August 4 at 9 AM
Maple Tree Restaurant,
McFarland, WI

The Prez Sez:

By Steve Huber

Prez Sez August, 2002

Ah yes, summer vacations - warm breezes, long days, exploring the countryside, discovering those curvy roads, time spent with friends and family. I was expecting to enjoy all of the above on my summer sojourn, however I ran into that terrible creature *Potholus Unexpectus*.

This is a nasty creature. It grabs your tire and wheel and gives them a vicious whack. *P. Unexpectus* is as bad as the infamous Road Alligator. I hope you haven't had the misfortune to encounter either on your summer travels.

My encounter happened on a rural New Brunswick road, but this creature can leap out in front of you anywhere and at any time. I'll leave further descriptions on my encounter to a later write-up. In the meantime be careful out there.

I hope everyone else is having an enjoyable and uneventful riding season. Don't forget to check

the club calendar in this issue (and on the web site). There are several upcoming club rides: the Field of Dreams Tour, annual Hillsborough Run, and probably another one or two I'm missing here.

Club Stuff:

- Volunteers are still needed to assist at the Madison Triathlon, Sept 15. Help generate some good PR for Madison and motorcyclists. Volunteers are needed as gofers, ferry race officials, and other duties. Contact club member Tom Weisen to volunteer.
- We're tentatively planning a club campout and work session at Wisconsin Badger Camp for late September/early October. This is a great opportunity to help WBC prepare for winter, and gather around a campfire to bench ride with fellow members. Keep your social calendar open.
- The September meeting falls over Labor Day weekend. Do we want to reschedule the meeting time and location to the Dells Rally weekend? Think about it and we'll discuss in August.

- It's been a while since our last Club T-shirt order. A volunteer is needed to take over the job of T-Shirt Czar. Here's your chance to impress your fellow club members and wow passers-by.
- A volunteer is (still) needed to help develop a club information/application brochure.

Excuse me, I have to go now and check the RT. I hear a commotion in the garage and I'm concerned the *P. Unexpectus* is conspiring with the garage gnomes. See y'all in August.

Prez Steve

Monroe Cheese Days Ride

John Schroeder will lead a ride to Monroe for Cheese Days on Sunday, September 22. Meet at 9:00 am at the Kwik Trip in Oregon, corner of 138 and MM.

Lead Ride at the 2002 RA National Rally

By Steve Lemke

I would like to lead a ride at the RA National rally in Red River New Mexico on Friday, August 16 at 10:30 A.M. All club members and friends of the club are welcome. I will be stopping somewhere along the route for lunch. Meet me at the base of the ski lift.

IN THIS ISSUE:

On the Fast Track to Fun by Meredith Hassallpp.3-5

New Ride by Tom Schirzp.5

AIM/NCOM E News by Tom Van Horn.....pp.5-6

What Color is Adrenaline? by Tom Van Horn.....pp.6-7

And more!

Sixth Street "Celebrates" 2002

On October 19, 2002 historic Sixth Street is sponsoring a fall festival entitled "Celebrates". The main feature this year will be the exhibition of antique motorcycles from 10 a.m. to 4 p.m. Parking meters will be bagged to accommodate this display. If you are an antique cycle owner interested in participating send your name, address, phone number, make, model and year of cycle by August 26, 2002 to:

Lois Solberg
4229 Chekanoff Drive
Racine, WI 53403
or email: gubby@execpc.com

Other "Celebrates" activities include old appliance exhibits, pumpkins carved by children and a costume parade. This is a fun celebration which attracts people of all ages. Please join us for this special day!

Cautionary Steps When Fueling Your Vehicle

By Russ Champion

The following article appeared in our DOT weekly newsletter and I thought it worthy of sharing with you... Russ

Beware of sparks while refueling. A recent study conducted by the Petroleum Equipment Institute has linked static electricity, caused by getting back into your vehicle during refueling, as the cause of at least 150 fires. Their conclusion is that most of the fires resulted from motorists scooting in and out of the car while refueling, which caused a build-up of static electricity. Then when the motorist touched the pump handle or the area around the gas cap, the spark discharged and ignited the gas vapors.

So the next time you are at the pump, remember these 3 rules for safer refueling:

1. Turn off the engine.
2. Extinguish all smoking materials.
3. Don't get in and out of your car while refueling.

In addition, cell phone use while refueling is not recommended. Cell phone use also gives off a static charge that could cause sparks under the right conditions. For more information see <http://www.pei.org/static/index.htm>.

2003 MOA Rally

By Sue Rihn-Manke

The 03 MOA National Rally is indeed scheduled for Charleston, West Virginia, 10-13 July 2003.

The focus of the Rally will be the Charleston Civic Center complex, but THERE WILL BE nearby camping as well as motel lodging. One camping area will be a Charleston city park located on the river bank about a 6 minute walk from the Civic Center. If you were at Trenton, that is about the distance from the amphitheater to the Trenton vendor building. There will be a second camping area located at the University of Charleston on the river bank located directly from the State Capitol building. The U of C is about 1.5 miles from the Civic Center and will be linked to the Civic Center by a dedicated shuttle bus system. We are also working on a possible third camping area within the nearby area.

Within a 3 mile radius are about 5,000 motel rooms with extremely attractive pricing if you choose not to camp. At Trenton, the Charleston Convention and Tourism people left with a stack over an inch thick of confirmed reservations for next year.

Charleston will have all the ingredients you expect from an MOA National Rally and more, just mixed into a slightly different recipe. I don't think there is a better riding area on the east coast than the entire state of West Virginia. You won't lack for roads to ride or things to do, places to get good

food and people eager to help you in any way possible. Don't make the mistake of dismissing it as a "city rally". As you learn more about the 03 "Almost Heaven" Rally I think you will find it an exciting variation of the MOA's annual party. I hope to see as many Airheads having a good time in Charleston as I did in Rhinebeck in 99.

On the Fast Track to Fun

By Meredith Hassall

I arrived at Pocono International Raceway on a clear and sunny Saturday morning, and with a mixture of nervousness and excited anticipation, began removing distracting or fragile parts from the bike. Turn signals, auxiliary lights, mirrors, reflectors, and the license plate all had to go. I also disconnected and taped over the headlight and taillight. I visited



registration and the tech inspector, and soon I was #226, with the GS in full race trim, ready to devour all the little sportbikes on the track.

I had long wanted to go to a track school, but had never had the time, opportunity, and money all at the same time. Today was my chance, and the organization was the Reduc Sportbike Association (say "red duck"). The morning included four classroom sessions and four fifteen-minute track sessions, with time in between to exchange critiques, suggestions, questions, and pearls of wisdom with our highly-skilled instructors. Riders were divided into three groups based on skill and experience, and having never been on the track, I was classed as a novice.

One of the most important parts of the day was the initial riders' meeting. We learned the meanings of the different flags we would encounter on the track, depending on the degree of danger: standing yellow (proceed with caution), waving yellow (slow down and proceed with caution), waving red (slow down and cautiously exit the track). A black flag meant that one had to leave the track because of a technical problem or because of a rule infraction. The checkered flag signaled the end of that session. The emphasis was absolutely on safety, but this in no way dampened the enjoyment.

I was there to develop the skills that would make me a better road rider. The track provides an excellent opportunity to push and expand one's perceived limits, and to explore those of the bike. It is the safest place to do this, because there is perfect visibility of the road ahead, there will be no surprises on the surface (such

as oil, gravel, or other debris), there will be no oncoming traffic 'borrowing' part of your lane to get around the corner, there will be no deer, and should the unthinkable happen, an ambulance will have qualified EMTs at your side in less than two minutes. Exploring and pushing limits is not a good idea on the regular road, because it leaves no room for dealing with the inevitable unexpected hazards.

We started out on the track following the instructor, who pointed out the optimal lines to travel and the apex of each corner. This gave us the chance to learn the shape of the track and see what kinds of challenges we would face. That part was slow, but we soon had the opportunity to swap the lead a few times and go at our own pace. When we went in for more instruction, I found that I had surprised people by taking off as fast as I did. I surprised myself by touching first one boot, then the other, and eventually my shift lever, footpeg, and valve cover to the ground (on different occasions) while leaned over in corners. The suspension was set such that the bike was as high up as it could be, so the only solution was to work on leaning my body more and the bike less. This allows the center of gravity of rider + bike to remain low (which provides stability for cornering) while letting the bike stay closer to vertical.

About the motorcycles on the track that day: most were sportbikes, with Ducati well represented. These are light and fast and powerful bikes, usually

UPCOMING EVENTS:

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

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

August 4, Sun: Wisconsin Observed Trials at Duker's Hole-Whitewater. Check out wisconsintrials.org/event.

August 9-11, Fri-Sun: 20th Huskerally, Franklin NE.

August 11, Sun: Umpteenth Hillsboro Ride, leave Fish Hatchery Rd. Hardees 9 AM.

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 IL TT Races. Campout out at Val and Kay's on Sat (309-274-6312).

August 23-25, Fri-Sun: Galena Campout. The Palace Campground, Galena IL.

August 30-September 1, Fri-Sun: Finger Lakes Rally, Watkins Glen NY.

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

September 22, Sun: Monroe Cheese Days Ride. Meet John Schroeder at 9:00 AM at the Kwik Trip in Oregon.

September 27-29, Fri-Sun: Hoosier Beemer Rally, Muscatatuck County Park, North Vernon IN.

October 11-13, Fri-Sun: Falling Leaf Rally, Potosi MO.

with lots of plastic, and with low, forward-set handlebars that don't turn very far in either direction. I was on my GS: tall, plastic-free, and with high, wide handlebars more reminiscent of a pogo-stick. They can turn almost to the point that the front wheel is perpendicular to the rest of the motorcycle.

After lunch, the instructors were still available if we needed and wanted their input, but the rest of the day was structured as a normal track day. The three groups rotated onto the track in fifteen-minute intervals, leaving thirty minutes to rest, talk to some of the friendly people there, or think about technique. I was moved up from the novice to the intermediate class for the afternoon and it was at this point that the different bike types really came to full expression: I would get passed mercilessly in the back straight, but I would make up ground in the hairpin. The GS has the power to go more than fast enough to put me in jail, but it can take its time getting there, while the other bikes are built and tuned to go FAST, NOW. But the geometry of the GS means that it requires no particular planning or effort to get around very tight corners without sacrificing much speed.

Developing new skills while maintaining safety on the track takes intense mental and physical focus, and by 6 pm I was completely exhausted, but very happy with the day. I had spent the whole of a beautiful day outside, learned a lot, challenged myself, and made some new friends. It was my

first time on the track, but it won't have been my last.

New Ride

By Tom Schirz

"First we covet with our eyes". I'd been looking at K12s for several years. This spring I test drove several other models at area dealers. Good weather was predicted for June 6th so I called Art Mischler in Beaver Dam and asked if I could take a K120ORS and an R115ORS for a test ride. I had not done business with him before and was happy with his "sure, come on over, they'll be ready".

I was impressed with the size and activity at the dealership when I arrived. Finally, I got Art's attention, and he took me to the bikes.

Eric brought me up to speed on the cruise control and set the bar backs to my liking. Out the driveway, down a country road, incredible roll-on throttle, smooth lines through the twisty curvies, (was that my boot toe that just scraped?:), sit me up straight ABS, I can't believe the ride.

Eric has the R115ORS ready when I get back, but I decline the proffer. It took another 10 minutes to get Art's attention and make clear purchasing after a test ride was an option. How do I get a good trade in on my K11 when I'm clearly salivating? Well let's just say it was the best offer I'd received, so, trying not to appear too eager, I said

"done deal if we swap today". By his grin, I think Art'd heard the line before. We shook, went to the shop for the swap, and an hour later I was on my way home on a ride that felt like my first.

Arriving home in Fennimore, my grin started to come unstuck when I espied an oil spray on the saddlebags, and then the belly pan.

While attending to some business in Cedar Rapids IA the next day, I called Art with the sad news. He offered a spare bike for the weekend (I declined, as I have another), and sent Dan over that afternoon to haul the K12 to the shop. The next afternoon I got a call that a wrong washer (not crush-proof) had been installed on an oil cooler line, the problem was corrected and the bike was ready for delivery. As my R11 was due for PMI, I rode it over instead, and swapped for the new bike. Several days later, I returned home to find the R11 in my driveway, the work done.

I've never experienced this kind of service after the sale before. I like it!

AIM/NCOM Motorcycle E-News Service

Submitted by Tom Van Horn

...OH, NO, OFFICER, I'M ON MY WAY TO A CLOSED, OFF-ROAD CIRCUIT...

NEW MEXICO BIKERS BEAT NOISE LAW. Arguably one of the most onerous laws ever passed

against motorcyclists was recently modified in favor of a more reasonable approach to the issue of noise. Following a peaceful demonstration by New Mexico motorcyclists who attended an Albuquerque City Counsel meeting in May, the counsel voted unanimously to amend the city's current noise ordinance. It now states that: "No person shall operate a motorcycle, which exceeds 99 dB, measured in accordance with SAE stationary test method J1287 or similar Department-approved method."

"We have lobbied extensively with the city to repeal the part of the noise ordinance that states that motorcycle pipes must be labeled as made for the year, make and model of your bike," said Barbara Alvar, Chairman of the NEW MEXICO MOTORCYCLE RIGHTS ORGANIZATION (NMMRO). "Essentially this says that if you ever replace your exhaust with anything other than stock pipes, you are breaking the law!"

The ordinance also measured the cumulative noise level of all motorcycles in a group, not just individual loud bikes, so an entire pack could be stopped and ticketed, effectively making it illegal to ride in groups.

...WELL, AT LEAST IT'S NOT, 'FAST ACTION RESPONSE TEAM'...

WIERD NEWS OF THE MONTH: POLICE NAME DRAWS LAUGHTER Quebec criminals can't stop laughing at the new name for Ontario's police biker

squad, a Canadian biker specialist says.

The initials for Ontario's revamped biker squad, the Biker Enforcement Unit (BEU), are an insulting slang term for police in Quebec, Guy Ouellette, according to THE TORONTO STAR. "If you ask any French bad guys, they never call the police officers 'police'," said Ouellette, a retired member of the Quebec provincial police biker squad. "They call them 'Pigs' or 'Beu.'" "'Beu' means cop and it's not a respectful thing."

Ouellette said he grimaced when he heard the new initials for Ontario's special biker unit, which had been called the Provincial Special Squad until last week. "When you pronounce that name in Quebec, everybody laughs," Ouellette said.

Detective-Inspector Don Bell of the biker squad said he's not concerned. "I'm not into acronyms," Bell said. "The name change reflects our mandate."

QUOTABLE QUOTES: "Our target customer is unlikely to drive a motorcycle," said Elena Ford, a fifth generation brand manager at Ford Motor Company who was jarred by the opening image of an ad depicting a Grand Marquis towing a motorcycle. As brand manager for Ford Motor's struggling Mercury car line, she is trying to reverse a serious sales skid in its most profitable model: the Grand Marquis, a big cruiser favored by the Geritol set. An adman counters that their research "index" finds Grand Marquis drivers "show a 100 percent

propensity for buying motorcycles." She cuts him off. "I really don't care where it indexes. It just doesn't fit. They're 70 years old, and they're not driving motorcycles."

NEWSWEEK

...AAAND MY TARGET CUSTOMER IS UNLIKELY TO DRIVE A GRAND @\$%! MARQUIS...

What Color is Adrenaline?

From Tom Van Horn

- Got this from a student who is a Winger. This story was printed in their bike club magazine.

Some of us wear BMW style two piece flip top helmets - you know the type - the lower chin piece can be opened by pressing two thumb locks. Some people have also fitted their bikes with electronic cruise control or friction on the throttle - either way they hold the speed of the bike reasonably constant without any input from one's throttle hand. We also wear gloves, which invariably fasten around the wrist with either a velcro flap or a press stud; some of the more expensive types have a zip fastener as well, among other features.

Picture, if you will, one lone BMW rider with an opening chin helmet and a pair of good quality velcro fastening gloves sailing along the Hume Highway at 115KPH (that's all I'll admit to) dialed in on the electric cruise control. Weather is good, no

cars in the immediate vicinity, scenery is boring, no cops, life is good! Junction of highway with Albury/Wodonga Road about 5km away, no need to slow down yet; bike is running beautifully, looking forward to lunch.

Bugger! Is that a bee that just got into my helmet through the small gap I've left for some fresh air? Could be. Well I'll just open my helmet visor to let him out. Visor up, no, the little bugger is going to be stubborn, cantankerous even. He is not going to leave and is now behind my sunglasses, must be tired from all that pollen hunting. Don't want to be stung on the eyelid - I'll just open the chin piece on my BMW helmet (very handy) and get him out.

I let go of handlebars, squeeze the release buttons .. bike is nicely balanced and holding the line well ... speed steady .. no cars ... this should be easy ... got the helmet open, glasses off ... piss off bee! Glasses on ... slam shut helmet ... hands back on bars ... oh, sheeeite! Thumbs of both gloves jammed in the helmet. Gloves won't move even though I'm pulling like hell. Wow, this will be interesting ... can't quite press the release buttons with little fingers ... junction now 3.5km away.

I know, I'll just pull one or both hands out of my gloves ... no, that doesn't work. Velcro is good stuff, won't come undone if you fall off! I remember the salesman saying that. He was absolutely right, they're stuck

fast. I'd have to tear my head off first.

Well, next brilliant idea, what if I just touched the foot brake? Nooo, dumb idea! That won't work, this airhead beemer has great engine braking and when I get to about 40KPH and can't balance the bike any longer and the dreaded BMW boxer wheel wobble starts, which it will, I am going to have major tank slappers - sheeite! I'll be off on my bum so quick and still hanging onto my helmet so tightly they'll have to bury me in it. Won't do the bike much good either.

Hell, I can see the junction up ahead about one and a half kilometers away and I am really starting to get the wind up - tense even. Certain parts are beginning to pucker ... if the lights change to red and that huge B double waiting at the lights hits us in the middle of the intersection when I get there, jeezzzzus! I'm going to be a hood ornament next to that bloody chrome bulldog.

Must try and pull hands really hard. Can I make them any smaller? 800 meters. The left one is giving a little; maybe the gloves are slipping on the sweat now pouring from every pore. 600 meters yes, yes, that's it, they're wet with sweat. I am going to have to hit the foot brake in the next few seconds. Can't hit that @\$#@ big truck at this speed, it might scratch his duco. Yes! Yes! Ripper! Got the left hand out. Now hit foot brake to cancel cruise, de-clutch and slow bike with foot brake. Steer for the shoulder. Slowing

down. Switch off bike with left hand, right hand still glued to helmet (tintops going past must think I have a toothache), fall off into grass, lay there for 5 minutes till the shaking stops and the adrenaline rush dissipates. Now release helmet with left hand and remove sweat soaked head. Breathe out. Shizer! Was that ever close! I'll buy a Tatts ticket. When I had recovered, I realised there were two observations here:

1. It's not a good idea to open or shut your helmet when on the move.

... and ...

2. Adrenaline is brown!

Mischler's Super Summer Blow-out Sale

Mischler's will be holding a late summer sale Friday Aug. 16 from 9 AM-8PM and Saturday Aug. 17 from 10 AM-2 PM. There will be 20% storewide discounts on in-stock clothing, accessories, boots, and collectibles. Sale prices do not apply on special orders or layaway items.

See the new 2003 model BMW motorcycles. Brats and soda will be available from 10 AM-1 PM on Saturday. If you haven't been there yet, check out their new location at N8131 Kellom Road at the junction of Hwys. B and 151 north of Beaver Dam.

Madison Motorsports Parking Lot "Want Ad Reality" Sale

Madison Motorsports will be hosting an event on Saturday Aug. 10 from 10 AM-5 PM that could turn out to be pretty interesting. A variation on the swap-meet, this will be an opportunity to find a new home for that unwanted motorcycle or ATV gathering dust in the garage. Bring your used vehicle with an information placard to their parking lot. Who knows, maybe you will take home a little cash, swap for something different, or pick up a good deal on some other bike. Hey, I wonder if I should put a "For Sale" sign on my demon-possessed R1100RT and park it in the lot.

If nothing catches your fancy in the parking lot, Steve and Judy Parker will also have a store-wide inventory reduction sale going on inside. Prices on everything in the store will be reduced. I'll bet that some of us may be shopping for perforated armored clothing after the kind of summer we've had.

So stop in at 2013 S. Stoughton Road and look around. It could be quite a show. And remember, this is a vehicles only event. This isn't a community garage sale. Don't bring your 20 year old Bell helmet, mildewed leathers that shrunk over the past 10 years, or ripped tank bag for sale. Steve and Judy have much nicer new stuff inside at a good price.
