



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
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www.madisonbmwclub.org

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

NO MEETING IN SEPTEMBER
Next meeting:
Sunday, October 6 at 9 AM
Maple Tree Restaurant,
McFarland, WI

The Prez Sez:

By Steve Huber

The Field of Dreams Ride write-up didn't cover the whole story. While having dinner at the New Vienna VFW hall we heard that a VFW member and friend Ed met the previous year died of a heart attack. I never had the honor to meet him, but from Ed's description, this was a person full of life. He was someone you and I would love to sit around with, have a drink, and shoot the breeze.

Over the past week I've witnessed my father have three coronary bypasses, a 70% plugged carotid artery cleared, and a heart mitral valve replaced. Here was someone I almost lost whose stories might also be silenced. And all due to a diet that would clog a warthog.

As riders we recognize the obvious dangers and try to manage those variables we're in control of. My recent experiences have made me more acutely aware of those other variables we should be aware of, such as our health. If you haven't had a checkup lately, please do so.

Hey, I love to see you're smiling faces each breakfast meeting! Oh, and not to mention those stories around the campfires.

Club Stuff:

- We still need Beemers, ST1100's and Gold Wings to help out with the Madison Triathlon. Contact Tom Wiesen wiesen@kukulu.com, 608-239-5200, or Bert Hefty at heftyville@tdsnet.com, 608-862-3671.
- T-shirts: Don't argue about the color. It WILL be Navy Blue. See J.T. to order.

I need to take the RT to visit a guy whose stories I need to hear more of. See y'all in October.

Prez Steve

Secretary's Report

By J.T. Wagner

Thirty-nine attended the breakfast this month. Next month's meeting was voted to be canceled because of the Dells Rally.

The annual banquet and

elections will be held in late October or early November. Dues are also due at that time.

The club camp-out and work party at Badger Camp info will be forthcoming. The club received an appreciation plaque from Badger Camp.

Free breakfast for October went to Chuck Rabideaux. The 50/50 was won by Linda Low.

Bert Hefty announced that his son, Zachary, will be going into the Army for 6 years on September 24.

If any one is thinking about next year's rally at Charleston, check with TVH. He's checking out availability of rooms there, as camping looks to be an afterthought.

We are going to order club tee shirts again. Also sweatshirts will be available this time. See the order form at the end of this newsletter.

Treasurer's Report

By John Ong

As of the end of June we have \$5591.15 in checking and \$135 in petty cash. Our corporation charter has been renewed for another year, as also our post office box. We have donated \$100 to the charity at BMW MOA National (International?) Rally in Canada. All bills are currently paid. We currently have 96 members for this year.

See the following table for a breakdown of rally expenses:

GR3 Expenses - 2002	
Betty Bruun: printing flyers, posters	104.43
May Agency: insurance	141.00
Custom Pin & Design (250 pins)	505.50
Cash Advance: to make change at Reg.	100.00
Badger Camp	1290.00
J.L.Richards (meal) including tip of \$25	1575.85
Steve Huber: rally supplies	27.85
Dick Olson - rally gas	47.15
Cabin Rentals (reimbursed by users)	240.00
Meal Reimbursement (ran short of food)	50.00
Donuts	50.00
Other supplies	140.00
Potosi Portable Toilet Service	120.75
Todd Erickson: rally gas	52.37
Mischler BMW: prizes	357.80
Total	4802.70

Rally money turned in at end = \$4695. We had 215 rally goers. Some paid \$25. Some paid \$15. Kids were admitted for \$10. Apparently no tally was kept as to total income.

June Picnic - 2002	
Dane County Parks: reservation	63.00
Betty Bruun: supplies, food, etc.	174.11
Total	\$237.11

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!Viva, VIVA El Nacional de las Motocicletas de Trenton!!

By Tom Van Horn

Oops, sorry - wrong border, eh?

Well, Trenton wasn't too far, so I could pound a big enough hole in my schedule to get out there and back - - and even save myself the direct route (people asked me what's wrong with direct; I said five things: Chicago, Gary, Detroit, Windsor, and Toronto).

Und zo, we went north - Fox Valley, U.P., Sault Ste. Marie, and south from Sudbury . . . J.T., Peg W., and moi left early on the 10th and rolled into an increasingly gray gloom towards Oshkosh. What, me worry? This is my first season sans leather - Motoport Riva jacket and Tour Master CorTech pants - waterproof and all, hey!

But, the gloom dispersed as we went northly thusly. Entry into Canada was quick and painless, and we'd been planning on Sudbury as the night stop. Nooot quite - we packed in after 7 PM in the big town of Iron Bridge. Motel with attached

UPCOMING EVENTS:

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

September 15, Sun: The Ironman needs motorcycle volunteers. Contact Bert Hefty at 608- 862-3671.

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

September 27-29, Fri-Sun: Hoosier Beemer Rally, Muscatatuck County Park, North Vernon IN. Contact Andy Fountain at 812-358-2689.

September 28, Sat: Conejito's Caravan led by Todd Herbst. Leaving Madison Motorsports at 8:30AM. With stops at the Corse Superbike Shop and lunch at Milwaukee's finest Mexican Restaurant, Conejito's.

September 28-29, Sat-Sun: Wisconsin Observed Trials Association event outside of Baraboo WI. Contact Mary or Roger Klopp for exact location.

October 3-5, Thur-Sat: BMW-Mexico International Convention. For more information contact Ruben Tenorio at rtenorio@spersaoa.

October 6, Sun: Club breakfast at the Maple Tree Restaurant in McFarland at 9AM.

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

October 19, Sat: Oktoberfest at Beemer Hill. Starting at 2:30PM, eat about 4PM. Camping available. For more information contact Sue Rihn-Manke at 262-495-4163.

eatery (they offer gravy on your French fries up here - pause for Homer Simpson impression: 'Mmmmmm, graaavy...').

It turned out that not trying for Sudbury was fortuitous for a couple reasons: First, we hit 15 miles of seriously torn-out road work east of Blind River which would have been fun in the gathering darkness. It was fun enough with the rising sun in our eyes in the morning...(speaking of Blind River, remember the Neil Young song, 'Long May You Run'?)

Second, the closer we got to Sudbury, the emptier the landscape got. Route 17 went to four lanes, then back to two - still no Sudbury. I'd figured that we'd find areas of stripmallsville as we got close, but nothin'. Then, our turn south - Hwy 69 - appeared, still out in nowhere. Going off our route, into Sudbury, in the dark, to find a motel, would have been a pain. As I've said in this 'letter before, always have a Plan B.

We DID, however, have another problem - fuel. Peggy, with her smaller R11S tank, had been topping up every 70-80 miles. J.T. and I had been gassing every other stop, and figured we'd do so close to Sudbury. Huh-uh. The nowhere of 17 east turned into the nowhere of 69 south. My 'RS fuel gauge had its last bar coming & going, the fuel warning light was on (not flashing, yet..), and the tripmeter was over 210 miles. Hmmm . . .

Finally, a wide spot in the road - Estaire, Ontario - featuring the usual rural Canadian petro-fare:

Regular unleaded and diesel, full service. Couldn't be a chooser - took half a tank or so. Then, problems. When started, the 'RS went crazy - no idle, just revved higher & higher until I'd shut it off. Two more tries, same thing. Enrichener's off, throttle feels okay.

Ach, Scheisse - now what? Noted a little diner there - as good a time for breakfast as any . . . Twenty-or-so minutes later, Le Bete Noir (okay, let's just call it my 'RS) started and idled normally. ????

My speculation? The fuel pump is inside the fuel tank, like the K bikes. Towards the end there, it was likely sucking as much air as fuel. When I restarted after gassing, the engine pulled air from both the airbox and the cavitating pump - the black box read 'too much air, lean mix', and added more fuel - zooooom . . . That extra air perc'ed out of the pump while sitting, and no further problem. I ran this past 'MOA Moto Guy Paul Glaves at Trenton, and he concurred. Learn sumpin' new every day, eh?

I had expected to teach an experienced rider course at the rally, starting at noon Thursday. However, I'd expressed concerns to Jeff D. about arriving on time, and he reassigned the class. Just as well - we got in around 4:30. Given this, we scenic-routed it a bit coming in. Ontario 169 is a lovely little twister along the south shore of a local resort area which broke the dead-straight two-laner streak . . .

At our last gas stop, Peggy had her left foot go out from under, planting her 'S on its left jug. The plastic cylinder guard did its job, scuff on the left bag, Peg's fine - no harm done.

Got into Trenton (hey, what's with all the bikes?), found the rally site, and now - No Purple Palace, Prez Steve may not be here yet with the club flag, howwewonna find the club site? So, we wander around looking at the message boards. Rounding one, I run into Phil W. He, The Todds, and company were just leaving a note for us. Ergo, they led us right into club central, surrounded on a couple sides by the Francophone Beemer contingent ("HAWhawhawhawh!!!" You had to be there...).

Centennial Park is right in town, on the river, with its own little boat harbor (complete with free ferry across to the downtown!). Vendors were in a brick building, beer garden was a big tent, smaller vendors in an outside area. Nice site. The shady spots were all taken, but what else is new?

Friday, The Todds/Betty/Tanya and Peggy went off to a track day thing at Shannonville, and I just wandered around in my customary daze. I ended up helping old crony Dave Hough with a couple of seminars, sat in on Oak's Airhead tech Q&A, and a new riders session. Several of us wandered down the road a piece to the RCAF Museum. Nice little operation - the local pride is evident, and they're restoring a Halifax bomber in the rear of the place, recovered from the

750 foot bottom of a Norwegian lake!

The awards were kind of as usual - went overlong, and both bikes were won by folks not present . . . Todd H., Betty, Ernie B., Phil, and Peggy decided to head out afterwards, straight through the big towns.

J.T. and I motored out around 5:45 Sunday morning, same north route back. Stop for a late-ish b'fast (at a neat old former railway station out in nowhere), otherwise just quick gas stops every 160-180 miles. Border reentry again no prob', stopped around 7:15 PM in Manistique - around 750 for the day. The creaky little Thai/Chinese joint next to the motel was plenty good enough by this point . . .

Another b'fast stop in Marinette and home by noon. My mileage average was around 49mpg, oil use negligible.

Next year Charleston, West VA - Some fab riding to, from, and there - Whaddya think?

My thanks to the dozen folks who came on the Hillsboro Ride on 8/11, and to Ernie Bell, who rode to meet us there (-and waited until I bumbled in late -!). Unlike some years, the weather cooperated, and anyone who left Country Cookin' hungry has only themselves to blame. See yawl next year!

Is your baby warm tonight?



One of the hardest things on vehicle in storage is the condensation that occurs when the temperature fluctuate outside.

This winter, reclaim your garage space AND treat your motorcycle to heated storage at Beemer Hill.

- Reasonable rates.
- Cartage available.
- Weekly battery charging option (you supply the charger).
- Visitation allowed with prior notification. 😊

Brian and Sue Manke, Beemer Hill
(Palmyra, WI)
<http://www.beemerhill.com>
262-495-4163

Why We Ride: The Joy of Motorcycling

By Stephen M. John

What follows is an essay on the riding experience that Sue Rihn-Manke found on the internet and recently posted in the Wisconsin Club newsletter. This struck a nerve, so I wanted to share it with our readers - Ed.. What is the allure of motorcycling? One lifelong devotee attempts to explain the inexplicable . . .

What attracts people to motorcycling? When faced with the numerous personalities of both riders and motorcycles, there may not be a single answer. Despite the differences between touring rider and hill climber, chrome-encrusted cruiser and nimble Grand Prix race bike, there are some universal attributes that get under the skin of the motorcyclist and feed the desire to ride.

Freedom is often cited as an attraction, but what does this mean? Compared to driving a car, riding a motorcycle offers freedom from the constraints of four-wheeled physics. When a car negotiates a turn, it leans to the outside of a corner, struggling to maintain its former direction of travel. A motorcycle leans into a corner.

This may not sound like much, but until you've experienced both you can't understand the superior grace and simplicity of this mode of travel. Cornering becomes a symphony of precise movements instead of an awkward wallow, working in harmony with the road instead of fighting it tooth and nail.

The Sense(s) of Freedom.

Once freed of your steel cage you are thrust into the world to experience a broader existence unfettered by HEPA filters and climate control. Your nose will get a vivid introduction to skunk roadkill and diesel exhaust, but will also revel in bread baking and plants blooming. Your body will feel the thousand tiny impacts of raindrops and absorb

the buffeting of the wind. Your skin will feel the gently warming temperature as you crest a hill and drop to the valley floor below. You are no longer huddled behind a wheel disconnected from nature. It's Lawrence of Arabia in Cinerama versus a daguerreotype of a camel.

Wrap all of this freedom in a lovely ribbon of performance, and you get what experts call fun. Not the fake hood scoop, chrome wheels and racing stripe school of performance. Picture instead a carrier launch and you'll be in the right neighborhood, and you don't even have to pledge seven years of service. Best of all, this astounding performance is dirt cheap. For less than half the cost of most commuter pods you can buy a stock motorcycle capable of 9-second quarter miles.

Don't bother figuring the cost for a production car with matching performance, because you won't find one. AMG teamed with Mercedes to make the CLK-GTR capable of a 9.4 second quarter mile, and it's a steal at a measly \$1,000,000. Performance cars do have the edge in aerodynamics and top speed, but to use them you'll need lottery winnings and the Autobahn.

All of this freedom and fun doesn't come without a price. First of all, you have to learn how to ride. Given the right training and the right attitude, the skills can be acquired by just about anyone. Want proof? One of my first forays was on my dad's 1975 Honda CB125S,

a ride so mild it's hard to believe it could burn gasoline. I was so overwhelmed I couldn't remember how to stop, and ended up using a conveniently located pickup to do the job. Fortunately the Motorcycle Safety Foundation runs well-organized classes where you can safely learn motorcycling in a pickup-free environment.

Motorcycles? Practical?

What about practicality? Over the years I've carried a turkey, two-by-fours, a dozen roses, crutches and a bookcase on a motorcycle, but even I haven't tried transporting an infant or a major appliance. But how often do you really use the cargo capacity of a four-wheeler? Not often, judging by the throngs of single-occupant vehicles choking the roadway, wasting gas and time hauling around a sluggish, three-quarter-empty steel box.

Finally, there's the favorite of mothers and fathers everywhere: danger. On a motorcycle you are more vulnerable and you'd better accept that fact and ride accordingly. I always ride as if I am invisible to the sea of cars around me, because all too often it's true. I wear a helmet, jacket, boots and gloves regardless of the temperature or length of the ride. You might think it's a hassle just to reach the corner store, and it does take more time than slipping on a seat belt. For me it is an important ritual, a reminder I am about to engage in an activity with a fair amount of personal risk. Donning my helmet triggers a pre-recorded

message telling me I better be alert if I don't want to end up as a hood ornament.

Risk is inherent in motorcycling, but it can be managed and turned into an advantage, one that I think is the real long-term attraction of riding. A new rider must first gain experience, since at first everything you have is spent just keeping upright. Gradually shifting gears and scanning for Dozy Joe Auto blowing through a stop sign takes less effort, as your brain adjusts to a new sensory plateau.

Engaging the world around you while motorcycling, you are still fully engaged with the outside world, but the rest of your brain is free to explore paths otherwise unavailable. With your mind free of rigid supervision and self-awareness, all sorts of problems get solved in the background and tension evaporates. Exactly the opposite happens in an automobile. Driving makes so few demands on our minds and bodies we go on autopilot. How many times have you driven to a familiar location, and arrived only to realize you don't remember large parts of the journey?

Need another rationalization regarding the two-wheeled wonder? Motorcycling is a resounding social plus: reduced traffic and parking congestion, better fuel economy and fewer noxious emissions. Motorcycle ownership should be a Green party litmus test. Sadly, these benefits are lost on the majority of Americans, whose opinion of

motorcycles seems to have been forged solely by watching Marlon Brando tear up a small town in *The Wild One*. This shared sense of being outcast and knowledge of how much fun we're having leads to a sense of community among riders. Have you ever seen two automobile drivers wave to each other because they were driving? For me, waving to a fellow rider is nearly a daily occurrence. The horror, the horror.

Freedom. Fun. A clear mind and a clear conscience. These are all powerful reasons for staying in the saddle. But an even simpler truth about motorcycling keeps me coming back for more: I always feel better after a ride than I did before.

New BMW Dealership in Wisconsin

According to the Badger Club newsletter, a new BMW dealership will be opening in Menasha. Only BMW motorcycles and clothing will be carried. Construction is underway with opening planned for November 1.

The location is halfway between Scheuring Road and County Hwy S on the west side of Hwy 41. For more details, go to www.nicksbmw.com. We wish them success – there can't be too many BMW dealerships out there.

Desperately Seeking Suzuki

Middle-aged WM approaching second childhood desires serious relationship in faster company. Before a new V-Strom can move in, my '96 R1100RT needs to find a new home. Please help!

Excellent running and cosmetic condition: recent major service with brake pads, wheel bearings, fork seals, air filter, spark plugs, tires, and all fluids replaced.

44,500+ miles, dark blue, with AM/FM cassette, ABS, BMW saddlebags, heated hand grips, and BMW tall windshield.

Accessories added:

- BMW top case with nylon organizer system
- BMW tank bag
- Sargeant custom saddle
- Throttlemeister
- Dashboard radar detector/GPS shelf
- Extra Aeroflow large windshield
- Aeroflow headlight protector
- Running lights front, LED running lights rear
- Billet aluminum bar backs

At \$8500/best offer, you can buy this bike for hundreds or more below a dealer's showroom price. Will consider trade for R1100GS of similar age and condition.

Call Roger at 608-877-0209.

Madison BMW Motorcycle Club Member Profile: Mary Klopp



When/how did you become interested in riding motorcycles? About a dozen years ago Roger bought me a Honda Spree for Christmas for commuting to work. It was fun, but not fast enough, so he bought me a 70cc Honda Passport which I could get up to 50 mph going downhill. I actually had to take the motorcycle test and get a license. I never felt quite right about that, so I took the MSF course and really learned how to ride a motorcycle.

How long have you been a member of this motorcycle club? 6 years +/-

What is/was your first motorcycle? 70 cc Honda Passport. My first "real" motorcycle was a 500 cc Honda Shadow that I rode out to Colorado and back. There's a story in itself.

What is/was your favorite motorcycle? I always "love the one I'm with", so that means my F650ST is my favorite. Each one has given me many fond memories however, and was my favorite at one time.

What is your current motorcycle? 1997 BMW F650ST

What kind of riding do you prefer (e.g. long distance touring, dirt roads, day trips)? My major preference is long distance touring. I love the adventure of it. You never know what's going to happen - weather or roads. I especially like attending rallies. I do enjoy day trips too. Roger and I sometimes go for short rides (frequently with a food stop as a

destination) and I recently rode with Peggy Waters and Tanya Erickson looking for Rustic Roads. A quote from Peggy on that fun day: "It is so great to be us!!"

Briefly describe your most memorable experience(s) on a motorcycle (good and/or bad): Roger already described one of my favorites in his member profile a few months ago. It was the butterfly episode.

Another favorite was riding over McClure Pass on the way to the Top Of The Rockies rally in Paonia Colorado. Roger had managed to get around a few cars on the way up the Pass before the double line stopped any more passing and he was way ahead of me. Another BMW was right behind me. So we just putted along behind the RVs. At the top of the Pass, the cars pulled over for photo opportunities. (Yippee!!) There was no one in front of me so I just flew down the mountain. Roger was waiting on the other side of the Pass and fell in behind the guy following me. Everything just felt right. (You know how it feels, don't you?). When we got to the rally site, the guy who had been following me said "You were really cookin'!"

A couple of the bad experiences involved weather - hail in South Dakota with no shelter anywhere nearby (I got lots of sympathy and earned the nickname of "Hail Mary" when I showed everyone my bruises) and a gully-washer of a thunderstorm while riding the Black Canyon of Gunnison. Both times I feared for my life. ("What doesn't kill ya makes ya stronger?")

What do (or did) you do to support your motorcycle habit (e.g. occupation)? I work in Information Technology as a programmer/analyst for the state of WI - at least now. I'm hoping to retire next year and find a part time job to supplement my retirement income. If anyone has any openings, I'll have some time available...

What are some of your other interests/activities unrelated to motorcycles (hobbies, volunteer activities, etc)? My passion (besides motorcycling) is stained glass. I just started a business ("Mary's Cutting Edge Stained Glass") and am in the process of building up inventory.

It's something I plan to expand next year when I have more time. Also, I'm a bit of a chocoholic and learned how to make chocolate truffles a few years ago. Reading is another favorite pastime and next year I hope to get through some of the books I've got piling up around here. My winter outdoor activity is downhill skiing. And of course I like to visit my kids when I get the opportunity - daughter in New Orleans LA and son in Austin TX.

Other information you'd like to share with fellow club members (family info, favorite foods, pet peeves, etc.): The past 4 years of volunteering as co-editor of the newsletter have been a lot of fun. Roger has done all the real work (the stuff you read) and I've been the support person (get it in the mail). It's allowed me to meet and get to know a lot of wonderful people who have become my friends.

Volunteering is a really great way to get to know your fellow club members and I'd like to encourage all of you who haven't tried it to do so. It's easy to sit back and let a few people do all the work, but you lose out on a great opportunity (and they burn out). It's also nice to get a new perspective.

I'd like to take this opportunity to thank the current slate of officers for all the work they've put into the club. Without them, there would be no club. Thanks to Steve Huber, who's gift of organization has brought our club up-to-date (club by-laws and a Web Site to name a few accomplishments!); Tom Van Horn, who manages to always fill the gaps (wherever he's needed); Roger Klopp, for our incredible newsletter; Bert Hefty, for all the blood, sweat and tears he's given for the GR3 every year; Todd Herbst for the delicious food he's prepared for club events and the great rides he's organized as well as being Activities co-Chair with Betty; Betty Bruun for volunteering to take over the newsletter after the next election (Thanks Betty!); and last but definitely not least, J.T. Wagner and John Ong, for quietly and tirelessly performing their Secretary and T-Shirt sales duties (J.T.) and Treasury (John) duties in the background. It's too easy to take them for granted. Again, without them ...

Oh, and I'd also like to thank my husband, Roger, for teaching me and encouraging me to ride a motorcycle. One of my life goals is to someday (no hurry) win the oldest female rider award at a rally of more than 500 attendees.

Tee shirts! Sweatshirts! Get your club shirts here!

If you want to order club tee shirts or sweatshirts, fill out the order form below and send it to J.T. Wagner, 4717 Shaffer Avenue, Madison, WI 53716. Write checks out to: Madison BMW Club. I must have all the forms by September 30.

If you need a shirt or sweatshirt that's larger than XXL, the printer can't get those. If you can find one on your own, get it to me before the order deadline and it will get printed at no cost to you. That's what we did the last time. Remember, the shirt colors are navy blue and will have white printing. Snip this form and return to J.T. Wagner:

	Qty. Medium	Qty. Large	Qty. XL	Qty, XXL add \$1.00	Total Amount
Short Sleeve Tee@ \$7.70					
Long Sleeve Tee @ \$8.90					
9 oz. Heavy Cotton Sweat @ \$12.30					
9.3 oz. Hooded Sweat @ \$16.65					
TOTALS					