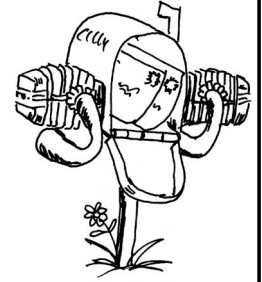


The Mail Boxer

February 2003

BMW MOA #7



The Prez says...

by Steve Huber

Ah yes, the winter wonderland that surrounds us. Frosty sunlight dappling the snow-covered grounds, sounds of children sledding, warm mugs of hot chocolate. Yeah, right.

God, I hate winter. This abysmal time of darkness and cold. Black ice ready to trip you up if you dare take the bike out for a short run. Road salt waiting to creep into inaccessible crevices and rot your treasure from within. Oh, what's a biker to do until spring thaw?

Well, cheer up bunky, as a public service here's a few suggestions to tide you over until spring:

- Do the Madison Motorcycle New Year's Day ride. Ok, you're a bit late for this year, and yes, it can be a bit cold and/or snowy. Oh, and we're assuming the ice and road salts is nonexistent. And your pain from celebrating isn't too great. Still, at least stop by and bar race with other riders and make fun of those who do show up to ride.
- Rent some motorcycle videos and settle back with snacks and beverages of your choice. There's always the great *On Any Sunday* or the sequel *On Any Sunday II*. Haul out your old leather jacket and watch *Easy Rider* or any of the copy cat biker flicks (*The Wild Angels* is my favorite, I think that's because a young Nancy Sinatra is in it).
- Pick up some motorcycle books to pass those winter nights and days (yeah, some of you cheap b*****s might actually have to spend some money). Whitehorse Press (1-800-531-1133, www.whitehorsepress.com for a catalog) has a great selection of travel books, repair manuals, marque histories, etc. Other motorcycle-related

book sources are:

Brough Books:

www.dropbears.com/b/broughsbooks/autos/motorcycle_books.htm

Motorbooks (in Osceola, WI)

www.motorbooks.com

MotoLit: www.motolit.com/

WorldBikes:

www.worldbikes.com/books/books.htm

- Head to one of the Cycle World Motorcycle Shows (close ones are in Chicago and Minneapolis). It's a great place to kick some tires and pick up that leather halter top you've been thinking of (oh, women can get one too).
- Review your riding gear from last year.. What worked and what didn't? That jacket getting a bit snug? Maybe it's time for a new one. Clean out those twelve pairs of gloves you never use. Don't forget that the club rents a table at the Blackhawk Swap Meet in April, a good place to unload that unused gear.

Club news

- Once again Madison Motorsports has graciously sponsored the club web site. A big thanks to Judy & Steve! Don't forget them when you need some parts or gear.
- Don't forget to check the events calendar. We have some events coming up.
- GR3: We need some storage tubs for items like registration materials, outdoor extension cords, coffee/tea supplies, etc. If you have some to donate contact Rallymeister Bert or the prez.
- June picnic: We need a volunteer to coordinate this, please help out here folks!

Me? Well, I'm heading out to the garage to check in on the RT. I have a feeling that mice might be building a winter get-away in the air box. See you all at the February b'fast.

Upcoming Events

2/2: February Breakfast 9am at the Maple Tree Restaurant in McFarland

2/7-8: Cycle World Show @ Donald Stephens Convention Center
5555 N. River Rd. Rosemont, IL

2/16: 6pm Ironman viewing at Damons East. RSVP to

2/22: Slip Slide Ride Tentative Date contact Rob Himmelman for more information

3/9: March Breakfast 9am at the Maple Tree Restaurant in McFarland

3/16: St. Patrick's Day Ride led by Todd Herbst. Meet at 9am at the Citgo in Cross Plains.

4/2: April Breakfast 9am at the Maple Tree Restaurant in McFarland

5/16-18: Great River Road Run

5/22-25: Memphis, TN ride. Leaving late afternoon Thursday. Arrive Memphis area Friday night. Beale Street blues, Graceland, much more. Return Sunday and Monday (Memorial Day) Contact Ed Burington for more information.

6/3-14: NewVienna, IA ride. Leaving Friday afternoon for steak dinner and probable overnight camp. Field of Dreams is about 5 miles away. Contact Ed Burington for more info.

6/14: Horribly Hilly Hundred Century Rile to support Blue Mounds State Park needs motorcycle support. Contact Tom Wiesen for more info.

8/8-10: New Vienna, IA ride
Leaving Friday afternoon for steak dinner, camping and Perseides meteor shower. Field of Dreams or Amana Colonies possible on Saturday. Brunch at Timmerman's overlooking the Mississippi and return home on Sunday. Contact Ed Burington for more information.

8/22-25: Sault Ste. Marie, Ontario
Friday ride through Upper Peninsula Michigan to Canada. Saturday take the Agawa Canyon train tour. Sunday visit Macinac Island and stop in Manistique, MI for the evening. Monday return to Madison. Contact Ed Burington for more information.

9/28: Dyersville, IA. A Sunday morning ride to Timmerman's, East Dubuque, IL for brunch. Continue to Dyersville for a Field of Dreams visit. Back home the same day. Contact Ed Burington for more information.

Madison BMW Club
P.O. Box 7511
Madison, WI 53707

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

Vice President: Tom Van Horn
(608)238-5181

Secretary: JT Wagner
(608) 222-3758

Treasurer: John Ong
(608) 222-6489

Newsletter Editor: Betty Bruun
editor@madisonbmwclub.org

Rally Chair: Bert Hefty
(608) 862-3671

Activities Director: Todd Herbst
(608) 441-8839

V.P.'s Report

by Tom Van Horn

Bikes were pretty thin at the January 5th b'fast, and somewhat less so on the Square for the New Years Day ride—assorted members were there (Steve L. was front-&-center for one of the TV shots...).

As strange as the weather's been, winter IS here, and will shut things down for awhile. So, whadda we do? Go caress the steed in the garridge? (Basic Point: Unless your garage is heated, DON'T touch any metal parts with your tongue...) Sit and glare at the salted roads and the thermometer? Well, hmmm, lessee here—You could curl (or whatever your physique allows) up with a book. There are a lot of works out there on Our Fave Sport, some quite good—This is also a time for the “wish” books: Aerostitch, Bob's, Dennis Kirk, manymany others. Or you could curl up with a monitor, (no, NOT a lizard, where's yer mind??) a lot of dealers have online catalogs. Online, huh?—while you're in there, you could check our the Club listserv, courtesy Matt B. It's an email service that allows us to send one message (question, announcement, jibe, whatever) to a bunch of others in the club.

New bikes, apparel, gizmos? Catalogs, sure. Online, okay. But, lemme guess, you want to really paw the merchandise, and the dealer's getting sick of your thumbprints on his gas tanks... Okay, there's the Chicago Cycle Show (actually, Rosemont) on Feb 7, 8, & 9. A nice break from staring at the same old stuff. Some of us are going on the 8th; Let's talk at the b'fast on the 2nd.

Secretary's Report

by JT Wagner

Jaunary Breakfast.

32 people attended the breakfast this month.

The club now has its list server up and running for those of us who wish to communicate more readily by e-mail.

Planning for GR3 is continuing . There are new people whom we are dealing with at Badger Camp this year but we are penciled in for the rally. The Saturday night meal is still up in the air at his time.

The club website is up for renewal. The fee is \$120.00 .

We need a caterer for the club picnic in June. If anybody knows of one or is willing to do it, let us know.

The free breakfast for next month went to Chris Dargis.

50/50 was won by Dave Maly.

Dave Jenneke donated two tickets to the cycle show in Chicago from Dunlop. The winners of those tickets were Steve Lemke and Ben Cimino.

The next breakfast will be Feb. 2nd.

Pathetic Plea for Help

Most of you know I recently got my good old Mac Powerbook back and it is up and running. It is old and out-dated, but until Dr. Sprockette becomes a franchise this is my virtual life. I need someone who can help me get my modem and phone line issues worked out so I can return to the life of email and internet access. I want assistance to take place in my home on my equipment, i.e. I don't want a generic lesson some place else. So until I get my Powerbook online I am un-email-able. (technical term, I'm sure.) If someone can and will help me, I would be grateful. My daytime phone is 838-7863.

Thanks, Peggy the Wrench Wench

Hey Folks!

Let's Talk by Email

by Matt Berrigan

The Madison BMW Club adds a communication tool to our techie toolbox. It is a "listserv" and it facilitates communication for those that live and die by email.

If you're not an email fan then skip the rest of this note. "Official" club communication methods will not change due to the addition of the listserv.

What is a listserv? It is one big distribution list with a single email address through which all subscribers are automatically copied on any message sent to the common email address. It is like a bulletin board except that it pushes notes out to those that wish to be copied. Our listserv is set up so that if you choose to reply to any message from the listserv the whole distribution list will receive the response.

What kind of communication happens there? Well, as an example, I was contemplating the purchase of a motorcycle located in Toronto. I shot a note to the list inquiring where I might find a suitable trailer to transport it and within minutes had numerous responses from sage club members that had done this before. Some times one simply finds a joke that is appropriate to the theme of the listserv.

Listservs are a great way to stay in contact on a daily basis and as TVH says, it is "theoretically impossible to have the last word, and, indeed some points are bandied and honed and whittled and the intention lost for QUITE some time. Our inbox is positively awash!" Well, the "blather stats" from the month of December show a total of 100 messages so it isn't going to overwhelm anybody. And if it does it is very easy to subscribe and unsubscribe.

How do I get on board? Go to the club web site at www.madisonbmwclub.org and select the link for the membership page and then take the link to the information about the listserv. Or, just go to www.madisonbmwclub.org/membership/emaillist.htm. All you need to know is right there. There is also a link to Micapeak. My plug for them is that they seem to be doing what they can to facilitate better communication for motorsports enthusiasts. They are the provider of our listserv service absolutely free! Check out www.micapeak.com.

Join us! Questions to mberigan@berigan.com.



GR3 Report

by Bert Hefty

After many try's to get ahold of the staff of the Badger Camp, Brent called me right after the holidays. I knew we had the camp, so that wasn't a problem. The staff members we had worked with last year have all quit, that is a problem.

We have set up a meeting for the 27th of January. After this meeting, I hope to know what to expect for this year. The main concern is the food. Last year, the Badger Camp staff did the Friday night sandwiches and Saturday breakfast. The previous staff was even talking about doing the Saturday evening meal. This will be the main topic of discussion, if the Badger camp doesn't want to do any of the cooking we will have a lot of work to do in order to find someone who can.

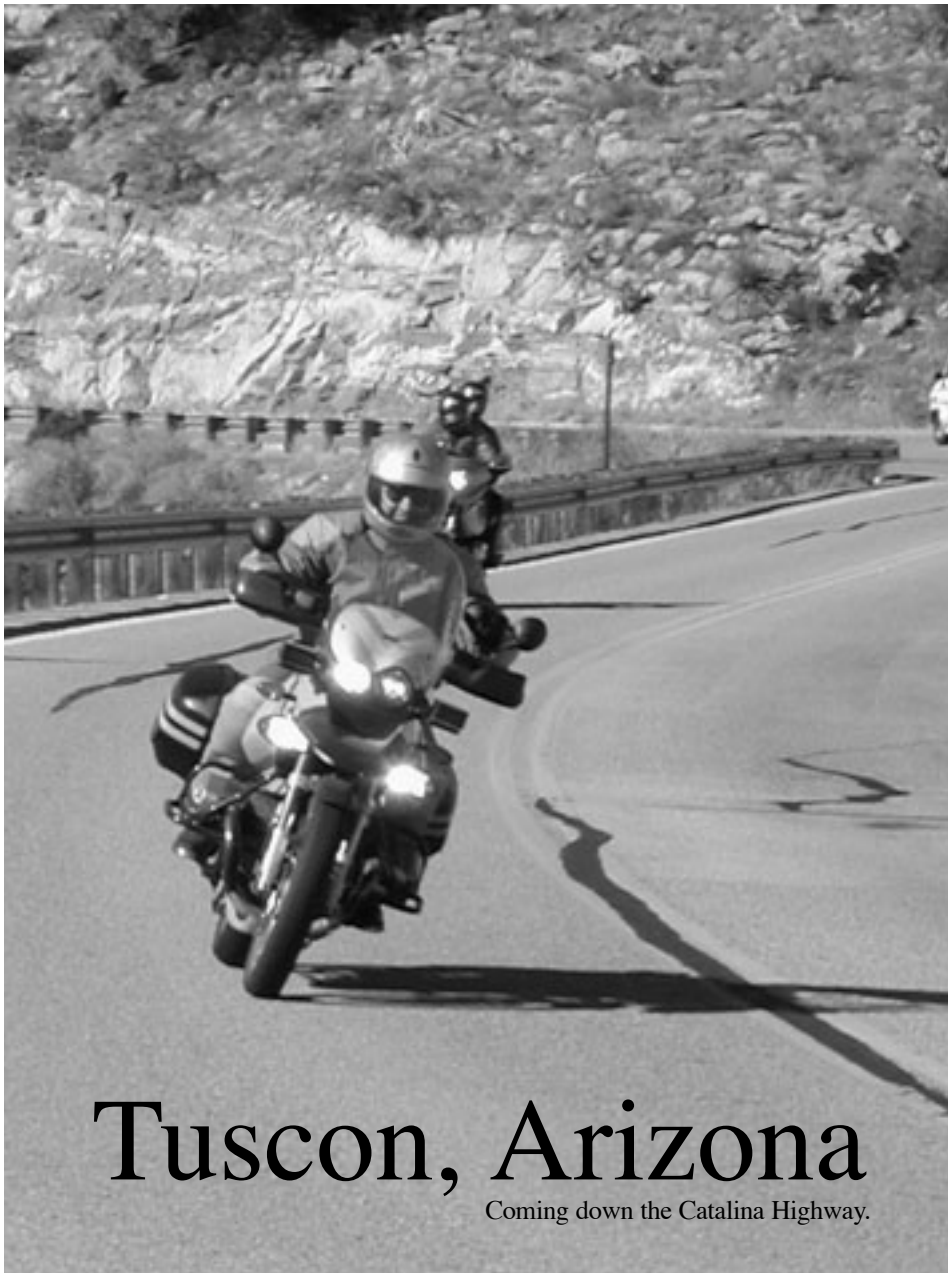
I do know that we have the camp from Thursday—Sunday. Therefore, we should be able to set up on Thursday. With the membership up, we should be able to have plenty of volunteers. Last year we had about 25 members work the rally. Come on people we sure could use your help!

Dick Olson has already offered his truck for rally use. Todd Erickson said he also will be bringing his truck and trailer. Vehicle support we have. All the rally supplies are in my garage. I will be sorting through this stuff. We had talked about buying big Rubbermaid storage containers for the supplies. I would like to bring that to vote at the next meeting.

Also, there are the door prizes. This year I would like to do something different, I would like to take the draw for prize winners during the day and post them on the bulletin board. Save only a few large items and the raffle prizes for the awards ceremony. This will save us some time. Just a couple things to think about...

I should have more to report by the February meeting. So until then remember the dates are May 16–18, mark it on your calendar.

Rally Czar, Bert



Tuscon, Arizona

Coming down the Catalina Highway.



New Year's

Every New Year's Day, Madison sees a motorcycle ride to the Capitol Square. It's a tradition of long standing.

Every New Year's Day, BMW riders and a few riders on other bikes in the Tucson area gather at 10 a.m. to ride up the Catalina Highway to Windy Point, on Mt. Lemmon. Tucson itself sits at an elevation of about 2,500 feet. According to my Street Pilot III, the elevation at Windy Point is 6,580 feet, so the ride up includes a climb of over 4,000 feet and passes through areas lined with snow and some glare ice. It also includes a temperature drop of over 10°.

She's A Bad Motorcycle—Writers on Riding

Review by T

This tome has gotten a couple of breathless-but-cursory accolades since its recent release, so when I spied it while elbowing my way through Borders, I picked it up.

Each chapter is by a different author—most chapters are excerpts from books, which I guess is one way to tell whether to seek or avoid that book... and, frankly, most of these are books I'll take a pass on.

Zanetti starts out well: Melissa Piersons *The Perfect Vehicle* is, in my opinion, one of the best things on the sport in print. He follows with a bit from R.E. Fultons ride across much of Asia in the '30s, also good. Che Guevaras memoirs of trying to keep a Norton running around South America are worth a winters reading too.

After that, well... Maybe I made a mistake when I read the subtitle "Writers on Riding" and expected to read about, you know, riding. Not technique, but what people experience when riding and how they feel about riding. Well, not here, not really.

After the first couple chapters, things wander off into the

land of righteous Angels or clones thereof, wherein bikes get crashed or stolen, bars get trashed, pills popped, heads busted, meth distributed, shots fired, beer splashed, women dragged off - you get the idea...

Would I be peevish if I suggested the subtitle should have been, "What the Shallow Media 'Thinks' Motorcycling is About"? Okay, perhaps too harsh—quite a bit of this stuff is actually not bad sociological grist, it's just NOT about bikes or riding.

Eric Burdon reminisces about Southern California back when, hanging around the desert with Steve McQueen, and Peter Coyote recalls his San Francisco days, and the slow, druggy destruction of an old friend—but, again, riding??

One especially silly bit follows the adventures of Tat, a Japanese bosozoku (some of whom do ride, okay), who escapes from a brawl on the back of a bike. That's all of the riding. The rest is his travails, running his imprisoned bosses gun running and porn smuggling racket. His pride-and-joy, by the way, is a Nissan sedan... ???



Madison, Wisconsin

Year's Day Riders

Going higher, that this in January, is not a good idea due to heavy snow and icing conditions from 7,000 feet on up to the top of the mountain at over 9,000 feet.

This year was no different. A bunch of us gathered at the base of the mountain. The highway has wonderful sweeping curves as well as some technically difficult turns posted at 20 MPH, but which could be ridden at 40+. Happily, there were not many cars on the highway this year to slow us down. Though the speed limit reads 45 MPH most of the way, our group generally traveled at 70+ except when we hit shady areas where ice could be lurking. Rob Lentini, in the lead, guarded the group with his Valentine 1. If the sides of one's tires were not scuffed before this ride, they surely were before it was over.

BMW riders from as far as New Mexico came to join the

group this year. And, as usual, several staff members from Iron Horse Motorcycles joined the group—including one on an R1200CL demo bike.

The Southern Arizona Chapter of the Madison BMW Club was represented only by myself. Perhaps there will be more in 2004!—Jeff Dean

Here in Madison riders started to gather on the square at about 11am, time to warm up and socialize a bit, before a noon departure. Although due to extreme temperatures and a few flurries our ride was a scant six miles from the Capitol Square to the White House bar & grill on Hwy M. This ride was no scenic marvel more like a game of Survivor!—Betty

Edited by Geno Zanetti, Thunders Mouth Press

Tom VanHorn



All right, I'll give Zanetti some more points: Near the end, Ted Simon excerpts from *Jupiters Travels*, Rachel Kushner has a good piece on her rather chaotic involvement in a Baja road run, and the book wraps with an almost-obligatory snip from Robert Pirsigs *Zen and the Art...*book.

One curiosity I had buying this was the source of the title phrase. Still curious—if it's in there, I couldn't find it.

I'm not sure where editor Zanetti came from here—did he begin with the real riding stuff, and have to bulk it out with the B-movie stuff in the middle? Or, did he not know the difference and just stumble onto the good material by chance?

All told, it's a disappointment—I'd already read the good stuff (and some of the bad...) before, and the rest just wasn't worth the bother.

I'm a pack rat—if I think a book has any value at all, it stays in my library. For what it's worth, *She's A Bad Motorcycle* got traded for two used cookbooks...

...By all means, read *The Perfect Vehicle*. Read *One Man*

Caravan, or Jupiters Travels. Read anything by Ron Ayres. Get the Aerostich catalog and read the vignettes in it, for that matter. You'll be getting better "writers on riding" than you would from this tome.

Save your money

.☆☆½, max.—TVH

☆☆☆☆☆—Buy this. Read it. Resistance is futile.

You will be assimilated.

☆☆☆☆—You GOTTA read this - Probably own it too...

☆☆☆—Okay, read it, but borrow it - Don't spend your money.

☆☆—Maybe, just maybe, people/events/machines in here will be of specific interest—If not, go for the *Nantional Enquirer*.

☆—They pulped good trees for THIS??

Ironman "Spot the Moto" Contest

by Tom Wiesen

Mark your calendars, the ESPN broadcast of Ironman Wisconsin will be February 16th (Sunday) at 6:00 p.m. on ESPN2. Many Madison BMW Motorcycle Club, Wisconsin BMW Club members, and others supported the event by carrying officials and media people during the triathlon on their motorcycles. All are welcome to come and play "Spot the moto!". I have reserved seating for 20-30 people at Damon's Restaurant on Lien Rd, Madison WI.

Anyone can drop in (the place should be pretty empty since the Badger's men's B-ball doesn't play Sunday, the Bucks game will be done by then, and football is over), but please send me an RSVP by Feb. 14th so I can get a reasonable number for the restaurant. Our seats will be reserved starting at 5:30 p.m. Bring your photos to share.

If you had a blast in the Ironman or tried marshaling bicycle races in the past and want to continue, you may be interested in becoming a USCF (United States Cycling Federation) official. The cost is \$35 per year for your license, 1 annual training session at the beginning of each season (Free), and work at least 2 events per year to maintain your status. There are 4 levels of officials starting at CAT 4 going to CAT 1. To get your CAT 4 officia's license, you need to attend a training session (Free) and pass a multiple choice open book test. A bonus is that you get paid for your work. There is a sliding scale based on the category of the event and role of the official at the event. For the races I worked last year I received \$35/full race day + .34 /mile for your travel (including hotel if you traveled a significant distance) to the event. You can get info such as schedule and location for official's clinics, USCF Rule Book download, race schedule, and more at <http://www.usacycling.org/>.

See you at Damons!



There really was some map coating going on amongst all the chatting, beer drinking, and eating...

Classifieds

For Sale: 1999 BMW R1100RT, 17,500 miles, A.B.S., heated grips, Sargent seat, polished wheels, cruise control, custom radar perch, stainless bolts, all bags books and manuals, synthetic oil since 1000 miles. Great bike at a give-away, winter price of \$9500. Price will go up when the weather warms up! Val Schonberger 309-274-6312

For Sale: 1985 R80 Burg., Rabid Transit Fairing, High-comp. pistons, Works Performance shocks F&R, full lugg. & tank bag, dual plug, Supertrapp & stock exhaust, 65K. \$3500. Call Todd at (608)441-8839.

For Sale: 1975 KAW 400 Standard, copper and black. Good appearance. Newly upholstered seat. Kick & push button start. Hasn't run since 1998 but carbs were drained. Stored inside. \$200. Call Peggy at 838-7863.

For Sale: Fast Back, carbon fiber tail trunk for sport bikes. Used twice, like new. See February Motorcycle Consumer News. Retails for \$359, will sell for \$285. Call Peggy at 838-7863.

For Sale: Hein Gericke Boost jacket (med.) and pants (large) like new with zip out thinsulate liners. Call Mari Lynn at 838-3114.

Dirt 101

by Matt Berrigan

I had the delightful pleasure of attending my first “Dirt 101” class at the retreat of Rob Himmelman in the company of Rob, Arlene, Guido (aka Todd Herbst), and Tony (aka Todd Erickson). Rob invited me out to aid in curing my desire to learn how to ride dirt (and probably to cure me of any wild ideas about riding a GS in equal conditions).

Rob started me out on a Rokon, probably figuring that if I couldn’t follow the leader through the hilly woods on a Rokon there would be no hope for advancement. What’s a Rokon? It is a Jeep cut in half, a two-wheeled tractor, a moto-mule. It is a two-wheel-drive utility vehicle that knows no boundaries. If you’ve never seen one do check out www.rokonworld.com

Anyhow, to the point, Rob took off up through a decently wooded hillside and took no detours around fallen trees, around precipitous kettles (big holes), nor did he avoid the very nasty prickly ash. I followed. Rob patiently proceeded through all of the obstacles pausing as I tried to keep up. The very first fallen tree was, well, apparently passable because Rob just went over it but I couldn’t figure how the heck I could clear the 10-inch girth of the thing I popped right over it. Hey! This is fun! NOTHING CAN STOP ME NOW!

Oh! Did I say that Guido and Tony were in “hot” pursuit? Well, I’ll let them tell their story but it appears that they were patiently being part of the entourage but there were times when the bikes they were on (not Rokons) were having some dicey times getting over those dang logs (I believe I heard somebody cursing about rooster tails of dirt and rocks at one point).

I was finally ready for advancement. It was suggested that I try the Suzuki SP 250. This was not as hard as I had thought but it was certainly a different set of skills required and required much more attention to detail. I hoped that some predicament might cause me to fall for I’ve

never really fallen from a bike in the woods on a slippery leaf-covered hillside covered with trees, brush, rocks etc. (and this is fun?). Except for a run in with a long piece of fence wire that some wood elf engaged around my rear hub to slow me down, I somehow managed to keep up with the gang. I was having fun and learning a lot about a very different aspect of riding two wheels.

It was only once I was back on a Rokon and following the slightly demented Tony (also on a Rokon) down some slope, which I can’t even imagine the angle of descent, that I had my first real disaster. I just finished sliding down into the pit of this kettle (and I mean that just like on a toboggan) and proud of the fact that I actually hadn’t just died I ran the Rokon into a tree and, in slow motion, plopped over onto my left side with the Rokon on top of me. HURRAY! My first disaster and it didn’t even hurt (sorta).

The rest of the day followed with numerous forays into the woods and watching others wheelie down dirt paths (I, m not there yet). I tried a number of different bikes and discovered that big bore dirt bikes scare me (that front wheel just won’t stay down). I watched the others who have much more experience than I. I learned a lot of lessons, the biggest of which was that one CAN learn to ride in dirt, the least of which was that GSs are just too big for some riding (that would be a challenge to anybody that can show me that GSs really can get into nasty back woods stuff and survive).

Hondas, Suzukis, Kawasakis, Rickmans, Bultacos, MZs
Dessert: Rob granted me an opportunity to take his Moto Guzzi Lemans II (that,s an 850) for a quick road (asphalt) trip before the setting sun. Uh oh! Now there,s another bike I,d love to own!!

Thanks Rob, Arlene, Guido and Tony! It was a fun day!

Dr. Spr⚙️ckette Tech Tips

Small Engine Repair Clinic

When spring riding season finally arrives, most of us have relatively rusty riding skills that we specifically spend time honing, refining, remembering... Some of us have other motorcycle related skills that are rusty or have in some way been altered: packing the bike for a trip.

Packing up a motorcycle can be more than just a little challenging especially if you’ve recently acquired any new “stuff” i.e. motorcycle, luggage, bags, gear, road tools, camping gadgets, Kermit chair, whatever.

There are myriad issues that can sabotage you efforts to safely load and pack your bike. I remember my first trip. I was double checking the tightness of each strap. From the back of the bike I pressed my leg into the rear fender and tire as I hoisted the loose end of the strap a little tighter. Immediately experienced that heart stoppin, breath bubble as my baby bike teetered and lunged forward in an effort to leave on tour without me!

Here is a solution that I have good success with—particularly when trying to force fit my 18-lb. 200 square foot Bear Coat on the top of my load. Using a tie down or lashing strap, attach one end to a center stand leg, thread it through the front wheel, and finish with the loose end back to the other leg of the center stand. If you like to cut corners or be creatively different that’s cool, cut do not substitute bungee cords for a goo tie down or lashing strap, they are simply not as effective for this job and I am not

stretching the truth here!

A couple of things to keep in mind are first to be careful with the strap buckles near your spiffy mag wheels, that powder coat scratches easily. Also spokes and tie down buckles are in no way complimentary to each other. Secondly, try to keep the strap level from center stand legs to the front wheel, because when you try to tighten the strap it will automatically try to level or straighten itself out, so it will dig into wheel or even try to spin the wheel to line itself up.

All set, now if you stand from behind and give a grunting heave-ho against the back end of your bike, she will just scoot across the floor and not jump off the center stand and leave without you! I used this technique on the ferry we rode en-route to the Michigan Rally. It is a nice safety feature for additional stabilization during the lunging and lurching at take off and docking.

The same technique can be used with a sidestand, the difference being you start and stop at the same point. Remember to remove the straps before leaving, especially if you have a ride off stand.

Good luck and let me know if there are any subjects you would like to see addressed in this column or better yet, submit an article of your own with a tech tip! Happy Wrenching!

No Squids part III

by Todd Erickson

In the first two parts of reviewing the Code Cornering School, Level I, we find that a stable bike is a fun bike. That stability comes from a settled suspension which is a result of mastering a smooth throttle.

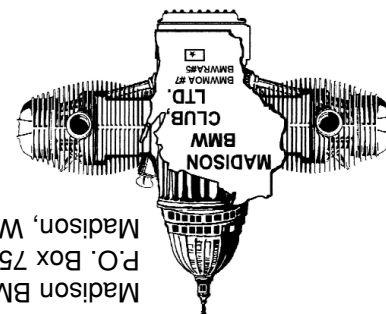
When approaching a corner we notice a few things; corner entry point, apex, and corner exit. We see a reference point at the corner entry that is a comfortable place for us to begin the turn of our bike. Yes, for many of us these operations seem to be intuitive, but we all have to make timing decisions.

Throttle control at the entrance is key. Mastering the throttle brings out the best in us and our bikes. Next, we see our apex, or point in the corner where acceleration is begun again. Accelerating from the apex we head to the exit. Focusing on the exit with our eyes is a real challenge. We momentarily remove our attention from the handlebars, gauges, road debris, etc., to physically turn our eyes to the corner exit. It is much easier for our body to put the motorcycle where we want it to go when our brain sees the exit. We have to look. MSF graduates will remember the circle and figure 8 exercises on the range—the head turn is difficult at first. If you have not taken an MSF course please call a tech. school near you to reserve a spot. Anyway, part III will focus on mid-corner relaxation and its importance.

The entry point to a corner sees us with throttle control, braking is hopefully finished, the majority of body weight is on the foot pegs, and your grin is about to explode into laughter. Relax and do a visual sweep of the corner. Relaxation will increase with confidence gained from practicing. Recognize your entry point, apex, check for debris, and see a desired exit point. How we will turn will vary from a slight lean to the other end of the spectrum in the aggressive counter steer. Once the bike has turned over to the desired lean angle in the

corner, relax your hold on the handlebars. Unless an input is needed for an evasive action or a line correction, relax. Why is this relaxation important? Further pushing left/right on the bars after the bike has rolled over to its lean angle is fruitless, tiring, and spends more of our attention budget dollars. Fighting and pushing on the handlebars also destabilizes the suspension. You know that feeling of riding on rain-channeled road or a bridge grating, right? Our bikes squirm as the front wheel hunts around for stability and the rear wheel hunts/weaves with it. The same result comes from cornering like a stiff hunk of meat; the front wheel cannot settle in with the suspension and the rear wheel cannot effectively track. Relax. Bring the bike up after the apex. Now, the practice.

If you thought the first two parts were as dry as dehydrated melba crackers you ain't heard nothin' yet!!? This is the nuts and bolts comin' at ya. Are you a classical or romantic motorcyclist? Here is where you might find out. Get out a map of Wisconsin. (Sorry Mike, Helen, and Val. Go for those out of state maps too.) On that freshly water-proofed Wisconsin map draw a triangle between Blue Mounds State Park, Yellowstone Lake, and New Glarus. Go ride there for a day and find a set of corners you really enjoy. Corners that challenge your riding skill level and make your short curly hairs stand on end. One of the ideas here is to become a better, more aware of your skills, rider. We are not looking at developing these skills to go faster, but to have more fun. Do you want to improve your riding skills? I have made the dangerous assumption that everyone wants to be a better rider. For those of you who are ready for your next level of riding this is it. Making that decision to start paying attention to mistakes ridden out. Deciding to read a book that is a riding instructional. Deciding where, when, and how to change your cornering technique, if at all. www.californiasuperbikeschool.com



Madison BMW Club, Ltd.
P.O. Box 7511
Madison, WI 53707-7511