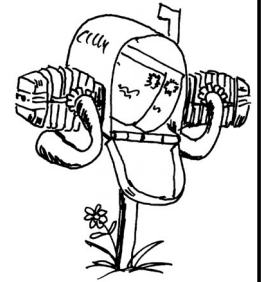


The Mail Boxer

March 2003

BMW MOA #7



The Prez says...

by Steve Huber

Ok, I'm a lucky guy. I'm blessed with friends, family, and especially the joy of motorcycles. For pure pleasure on a dollar vs time spent, I can not think of a better value. One of the highlights has been all the friends I've made via the motorcycle community, particularly this club.

I've had the honor of being the prez of this club for four years, and believe me it has been an honor. It's now time to step aside and let another Club member with fresh ideas take charge. This year is my last term of office.

I'm making this announcement now to dispel the mythology of the Prez selection and launch the search. In the past it may have appeared that there was a "tapping on the shoulders" and a Prez has magically appeared. Let's face it; this isn't a fraternity, it isn't magic. What it always has been is a volunteer willing to step forward and take charge.

I'm actively soliciting my replacement. If you have ideas on the direction the Club should take, here's your chance. The "job" does require working one Sunday a month. My guess is our newsletter editor would also appreciate an occasional column.

A few names have been mentioned as possible contenders that I'm following up on. Just watch for that tap on the shoulder (I'm joking here folks).

Club Items

- Wild Goose Run is April 13; see TVH for buffet tickets. There'll likely be a club ride to the restaurant (just outside Beaver Dam) if the weather cooperates.
- GR3 planning continues (hopefully we have a report somewhere in this issue). Don't forget, we really need your help.
- Ed Burington has volunteered to coordinate the Fall Banquet. Stay tuned for further developments.
- Club picnic will be at Festge Park, June 1. Catering by Lums, more details at the April meeting.

With (what I hope to be) great riding weather finally here (along with a rain to wash the last of the sand and salt off the roads, I hope we finally see a parking lot full of motorcycles. I'm heading out to the garage to yell at a recalcitrant axle pinch bolt (don't ask, I don't want to talk about it). See you at the April meeting.

Secretary's Report *by JT Wagner*

There were 36 breakfasts this month; Steve Huber won the coveted 50/50. Arlene Scalzo won the April breakfast.

Ben Cimino is taking care of the June picnic planning. Festge park on June 1st.

Dave Jenneke announced that there are 86 MSF classes scheduled this year at \$46.00. Classes are filling up so if any one is interested, contact MATC for info.

The next breakfast will be April 6.

Rally meeting at President Huber's house on the March 11th to hash out some details

- We will be going with the old caterer we have used in the past. Entree will include choice of roast pork or BBQ chicken with choice of three sides, etc.
- Rally insurance has been taken care of.
- Rally pins have been ordered.
- Dick Olsen volunteered his truck and trailer for a chase vehicle.
- There will be comprehensive instructions for people working registration.

Upcoming Events

4/6: April Breakfast 9am at the Maple Tree Restaurant in McFarland

4/13: Wild Goose Run

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.

6/13-14: New Vienna, 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.

6/1: Club picnic at Festge Park more details to come...

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

Tell me about I-PASS

By Ed Burington

Do you travel the Illinois toll way system? Are you running out of creative ways to retrieve and manage exactly 40 cents with gloves on? What about that slime left in the toll booths from vehicle exhaust? Isn't that the worst? Would it be worth \$50 to find a long term solution to these problems?

Let me tell you about the Illinois I-PASS system. I first ordered a transponder about 2 years ago. I am a Wisconsin resident and Illinois had no problem at all sending me a transponder. It cost me \$10 for the transponder and I was required to prepay \$40 worth of tolls. At the time I ordered I opted to auto-update my prepaid tolls from my credit card should I ever drop below \$10 in my prepaid account. Now two years later, I apparently still have not used \$30 worth of tolls and I have never seen another charge to my credit card from the good people at I-PASS. I did travel to O'Hare in January and was still able to roll blissfully through the I-PASS gates without fail. There is a blue light which signals ka-ching, we have just deducted the cost of one toll pass from your account. I think the I-PASS is now working on all exits, including the odd change, "must have exactly 15 cents" type locations. If you are interested, here is where you can follow up on details: <<http://www.illinois tollway.com/IPASS/getpass.htm>>

Phone: Call 1 800 UCI-PASS (1 800 824-7277) to apply by phone, request an application by mail or to update your existing account information. New account phone orders are available 24 hours a day, 7 days a week. Customer service is available Monday-Friday 6am-8pm Central Standard Time.

Health Insurance Bill Introduced in Congress

When motorcyclists worked together to pass legislation through Congress to ensure health insurance availability for motorcycle riders a few years ago, those efforts were eventually negated when the Clinton administration ruled that the federal government cannot dictate insurance coverages to state insurers. But now, U.S. Senators Russ Feingold (D-WI) and Susan Collins (R-ME) have introduced "The Health Care Parity for Legal Transportation and Recreational Activities Act," to end insurance discrimination by closing the loophole that has allowed insurance carriers to deny benefits to those who are injured while participating in risky activities like motorcycling or horseback riding.

"From riding Harley Davidson motorcycles to visiting the Snowmobile Hall of Fame in St. Germain, these activities are part of Wisconsin's heritage and economy," Feingold said. "It simply doesn't make sense to exclude those participating in these activities from health care benefits."

This legislation, introduced February 14, aims to promote health care parity for participants in legal transportation and recreational activities, and addresses a loophole caused by a Department of Health and Human Services rule that prohibits employers from denying health care coverage to motorcyclists and others who participate in what is deemed a risky activity, but yet allows insurers to deny benefits to insureds if they are injured while participating in those activities.

"Because of this loophole, someone who participates in motorcycling, snowmobiling, running or walking could be denied health care coverage, while someone who is injured while drinking and driving a car would be protected," Feingold said. "It is time that Congress corrected this so that those who are abiding by the law are not denied coverage."

The language of the bill specifically states that "a plan or issuer may not deny benefits otherwise provided for the treatment of any injury solely because such injury resulted from participation of the participant or beneficiary in an activity such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing or other similar legal activity."

Madison Club Member Travels to Arizona

by Jeff Dean

Perhaps lured by the promise of sunshine, warmth, and great riding roads, Madison BMW Club member Dennis Carey visited Jeff and Jill Dean in Tucson early in March. He trailered his R1100RT to Tucson by way of Colorado, where he enjoyed skiing with his daughter and her family.

With assistance by Tour Guide Dean, Denny rode through tiny Arizona villages like Sonoita, Patagonia, and Arivaca, as well as the border town of Nogales. He especially enjoyed the tortuously winding and hilly road from I-19 to Arivaca, one of Southern Arizona's premier motorcycling roads. Of course, Denny also sampled the lower curves of the famous Mt. Lemmon Highway, but was turned back by a rare cold drizzle above 5,000 feet.

Denny even took a brief spin on rocky Arizona trails, using Jeff's off-road Yamaha TT-R250.

A visit to Iron Horse Motorcycles was obviously required, where Denny lightened somewhat his wallet.

Following his Tucson visit, Denny headed north to Phoenix, where he took a dirt bike course and an Experienced Rider Course from T.E.A.M. Arizona.



You can see Kitt Peak above Denny's right shoulder.

Motor-bicycling

by Todd Herbst

Let's face it; this wonderful sport we all love, actually, owes a large part of its background to the bicycle. Almost as long as the bicycle has been around some hack has been trying to automate it—imagine that.

I believe it was sometime in 1868 that someone in Germany strapped a freakin' steam motor to a very stout Bike frame with wood wheels and no suspension. (sounds fun...) Voila! The motorcycle was born, well not really. for the next 50 years or so, the beginnings of motorcycles and the beginnings of the bicycles, as we know them, kinda progressed hand in hand. I believe it was in the 1880s or '90s that the Roller chain was invented as a drivetrain for bicycles and sure enough (slap-bam-boom) that sucker got a 1hp thumper bolted on and the dirt tracking commenced. In the next 20 years or so the addition of pneumatic tires, transmissions and a few other nick-nacks brought these lovely mates to a conundrum around 1905-1910. Do we make a 50 hp bike that we can throw over our shoulder and carry up to our apartment or, do we make 300 lb. bike we have to pedal around town. Neither one I really want to contemplate... well actually a 50lb 50hp bike...hmmmmmm. Anyway, the two had to separate. Separate they did and we all know where that lead to.

My real speal here is the riding and not the machines. Being a relative new comer to the sport of motorcycling (5 years or so) I was surprised at how quickly I was able go riding with friends

and keep pace with them, when they have been riding most of their lives and I had only been riding 6 months, or so. I wondered about this for at least a year thinking I must just be a natural at it, until I realized I had put in 2-3 thousand fairly hard-core mountain bike miles over 10 years before I got my first motorcycle (my R80) and my motor-bicycle theory was born.

It is bicycling that I give credit to for my basic motorcycle riding skills, and actually for how relaxed I am in high speed cornering. Imagine going down a trail on a bicycle at 30mph fully strewn with rocks, corners and debris "all at once of course" you have to be relaxed or your arms would rattle out of their sockets. this is also where I learned to not watch in front of the bike but where the bike is going, just like motorcycling, hmmm.

Today I don't mountain. bike as much because of motorcycling but I've taken up road biking for commuting to work. This way I get my 2-wheel fix at least 3 days a week (in warmer weather) and it keeps me in shape for those long motorcycle jaunts to those far off places we love to go and see.

If anyone wants more of my blabbering about bikes feel free to call me, I might even tell you what a fixed-gear is.

Keep the rubber side down, both motorized and non- motorized of course.

Boxer Bits

by P.J. Francis



Until recently there were few films available featuring motorcycling. Racing and Hell's Angels predominated. Oh yes, there was *On Any Sunday* and *V-4 Victory*. The situation has improved thanks to Whitehorse Press. Last year I bought *Motorcycle Tours of America—Coast to Coast*. A group of retired airline guys ride through the Tetons, Yellowstone, Glacier and more, I love it. It helps me to survive the winter. I had intended getting the other 5 movies in the series but I see that they are not featured in my Winter 2002/2003 catalog. Bummer.

Another film I purchased featured British adventurer, Nick Saunders, leading a group of riders from New York to Alaska on the world's longest organized motorcycle group tour. Nick has gained fame for breaking motorcycle world records. He entered the *Guinness Book of Records* for riding a Triumph around the world in 31 days and 20 hours. The distance was 19,930 miles. To me Nick's adventures are far too hectic and stressful I prefer the more relaxed approach of the airline guys. *The Emerald Way* and *Kaleidoscope Coast* are two more of his adventures. I must definitely get the former as it features a trip he took around my native Ireland on a sidecar rig.

Two of the most enjoyable books I have ever read are *This is Not the Mainland* and *This is Not the Mainland, Either* by Rannie Gillis. Cape Breton Island resident R.G. gives a wonderful account of motorcycling, history, culture, folklore, music, lifestyle, and much more of the Canadian Maritimes.

One Man Caravan by Robert E. Fulton was a wonderful read. Imagine traveling around the world on a Douglas twin in 1932. Add this to your bookcase while it is still available.

Leanings: The Best of Peter Egan from Cycle World Magazine by Peter Egan (of course) is now available from Whitehorse Press. I have been reading Peter Egan forever. This household subscribes to *Road and Track* for his column. The Egan books are also available from Classic Motorbooks, PO Box 1, Osceola, WI 54020-0001. Phone 1-800-826-6600, fax 1-715-294-4448, website www.motorbooks.com. *Cycle World* and *Road and Track* also sell them.

I just loved Ron Ayres' *Against the Wind; A Rider's Account of the Incredible Iron Butt Rally*. You will not be able to put this book down. I read it twice. I will read it again. I must order his other offering, *Against the Clock*.

A new offering in Whitehorse's catalog is *Motorcycling Stories: Adventure Touring from the Northwest Territories* by Piet W. Boonstra. Many touring books (and magazine articles) are boring. Not those of P.W.B. He has an uncanny ability of making the mundane interesting. I still have not figured out how he manages to cover such high daily mileage. The last trip in his book (to Alaska) he undertook in his 75th year. I could not put this one down either.

Jupiter's Travels by Ted Simon is now available. Get it. No motorcyclist should be without it. Ted, now 70, has undertaken a rerun of his famous journey on a BMW. The accounts of his recent trip in *Classic Bike* have, sadly, proven to be somewhat dull and uninteresting. I canceled my subscription as it was proving to be unacceptably expensive to have mailed over from England. I have no doubt that I will find a pile of *Classic Bike* magazines in perfect condition at a vendor's table at the Walneck's swap meet circa 2010. Just like the pile of *Road Rider* mags I came across at Woodstock (Illinois not New York). I can wait. Another lesser known book by T.S. is *The River Stops Here*. How one man's battle to save his valley changed the fate of California. An interesting read.

I could tell you about the other books I have purchased from Whitehorse Press and Classic Motorbooks. I will not. Some are better than others. Some will appeal to some people more than others. I don't know that I regret not having bought each and every motorcycle book before it went out of print. Books are not cheap. What do we expect? It costs money to produce them. We should just buy them. They are all part of the motorcycling experience.

I am about to embark on Gary Paulsen's *Zero to Sixty*. I know it will be great. What am I going to order next? Why John Hermann's *Motorcycle Journeys Through the Alps and Corsica, Third Edition* of course.

One last word on books, if you do not already own a copy of *Obsessions Die Hard* by Ed Culberson get one now.

Here is this month's safety hint. Some people just stick to the rules way too hard. A staggered riding formation is advisable when group riding. (If you must engage in that sort of thing.) Do not stick to it too religiously please. Do not do it when cresting a rise or negotiating a turn. Revert to normal solo practice in those situations. Keep as far away from cars as possible. I dislike group riding. Always have and always will. If it must be done spread out. Each rider ride his or her own ride. Know the day's destination. Socializing at the day's end is great but we do not need to do it on the road.

If you are a camper and have not stayed at a KOA campground I suggest that you do so in 2003. Clean, safe, and motorcycle friendly. They even feature motorcycles in their brochure. More information from koa.com or stop at any KOA while out on your bike.

Tell me about those collector license plates?

By Ed Burington

Since you asked, here are the details...

What qualifies?

All motor vehicles 20 years or older that have not been altered or modified from the manufacturer's specifications. (Ed's translation: basically any vehicle you put a regular plate on).

What is the cost?

There is a one time \$50 fee with your first collector plate application. The one time collector plate fee is the cost of a 2 year plate. Any additional vehicles added after your first vehicle is only the cost of the 2 year plate fee. For a motorcycle, the first plate would cost about \$73. Each subsequent plate would cost about \$23. Additional plates may be purchased in future years and plates are transferable to another vehicle you own should you trade.

Restrictions?

- The vehicle can not be legally operated on the streets during the month of January. You may obtain a temporary operation permit, good for a week for \$5 if you must ride your classic bike in the January 1st New Years rally.
- You must have at least one other vehicle registered with regular plates.

Benefits?

- One time plate fee for the life of the vehicle. That's right, no pesky bi-annual renewals.
- All plates begin with the same sequence unique to the collector. I have 3 collector plates. The plates are B803, B803A and B803B. I have, for a small additional fee—\$15, changed my regular auto plate to the same sequence B803. Talk about making life easier at hotel check in time.
- The plate is yours for a lifetime. Even if you end up selling your classic motorcycle you can hang on to the plate and if at some future date you once again own a classic you may register that bike with your original collector plate.
- You get a beautiful red on blue distinctive plate. Okay, beautiful is not the word I'd use but it certainly is distinctive www.dot.state.wi.us/drivers/vehicles/personal/special/index.htm

Where to get more information?

Call: 608-266-3041

Email: special-plates.dmv@dot.state.wi.us

<<mailto:special-plates.dmv@dot.state.wi.us>>

Or contact club member Ed Burington

Phone: 608-772-1933 (Madison)

Email: edwin.Burington@dot.state.wi.us

<<mailto:edwin.Burington@dot.state.wi.us>>

I can answer questions or provide you a brochure at the next club breakfast but faster service would be through the DMV contacts above.

Bovine Milke Werkes



On the Prairie, my Home Companion,
10,000 lakes do lap at the pastures.
Our Pastor does roam the prairies of Minnesota
with the Calamari Kid in tow on
the Red-winged Blackbird

So, the story goes,
One day a milk truck trilogy
did so mightily grow
from those rich prairies.

These two riders,
out for a corner carvin',
came back to Hiawatha with milk mustaches,
but they were still starvin' for carvin'-
" What!?! Mario Andretti taught milk truck
track days?"

The roar of that oil-head twin,
the whine of his four,
chasing down a milk truck?
We giggled all night,
on the campfire floor.

It's Rossi, no Chandler,
Hey it might be Picotte,
Who was drivin' that milk truck?
They should be shot!!

"My Power Commander is tweaked! The Falco
would not have failed!"
On and on they chased the Bovine Milke Werkes,
man that truck sailed.

Think your hot cow-pie?
Is your ridin' pretty cool?
Let me warn you, my friend;
In the cooly and valley region,
milke trucks rule.

(The names have been changed to protect the pasteurized.)



VP's Report *by Tom Van Horn*

As I write this, we've just had a summery weekend—which Todd H.'s Paddy ride' took good advantage of—good turnout, and I gather that fun was had by all (John S. even brought his own leprechaun). Thanx, Todd!

I expect that winter isn't done with us QUITE yet, but the season's a'comin', people—time to prepare bikes and selves for 2003. Assuming that we stored them correctly last fall (uh, didn't we?), they should fire right up. All of mine did (well, the SR took a buncha kicks until I saw the kill switch was off...), but, then there's tire pressures, light bulbs, cables (are clutch and throttle higher effort than they were?), hoses (there was a vacuum hose off on my 'RS, spotted by J.T...), nuts and bolts, etc. Now, don't lie, was there work you put off last fall to get more riding in? Hmmm?

How about us? Unless you've been riding all winter, you're out of tune, too. Add this to roads that are still coated with sand and stuff (remember black ice?), and cagers who are even less aware of bikes than usual (whatever their "usual awareness" is...). I want all of us to start the season with a figurative, not literal, bang.

So, whadda we doin' for starters? How about Tom. W.'s gathering at Damons East on April 5th at 3pm for a broadcast of the Ironman event. Let's see if we can spot any of us in among the hordes of disgustingly fit athletes in scraps of spandex (them, not us)...

The following Sunday (4/13) is the Wild Goose Run—as usual, I'll have tickets for sale. As far as I know, it will still be \$8.00 for their great buffet. I'll be leading a ride up there from the NEW Madison Motorsports location, leaving 9:00 or so. A change this year, I will need payment in advance for Goose tickets. Catch me at the b'fast, call and have me mail them, whichever - most folks are very good about following up, BUT: I have to commit to the number of tickets in advance. When I've done that, they're mine, payment due. Every year I get two or three people who verbally commit, then don't show - and I'm stuck with the cost of those...

There has been interest in holding an Experienced Rider Course for club members—if I get enough interest, I can maybe arrange this. This would be two,4-hour sessions (one day or 2 half days), and June 7th and/or 8th are tentative dates. Cost would be \$28–30 per student. Call or email me SOON if you're interested.

Thanks to Ben C., our June picnic is on—Festge Park(hwy 14), 6/01, catered by Lums.

Classifieds

For Sale:

Power Washer\$125.00
Nolan N-40 Trend Helmet\$75.00
(very little use)
Moss Stargazer Tent\$225.00
(3 person, used 3-5 times)
Trailer wheel & tire\$35.00
(480 x12, 4 ply, 5 bolt)
Trailer wheel & tire\$20.00
(6.50 x 13, 4 ply, 5 bolt)
Snow-rider Electric gloves - New\$40.00
Stock K-75RT seat\$100.00
10 x10 camp canopy w/case\$25.00
Call Dave Jenneke at 608-838-0638.

For Sale:

Joe Rocket Ballistic pants size large. Never worn! \$100 or best offer. Call Stuart Klopp at (719)836-0467

For Sale:

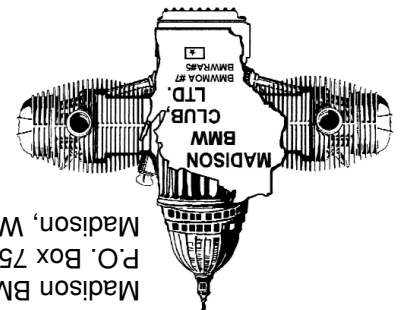
Purchased in May 2002; used once and it was toasty warm at setting 3 of 10 in 50° weather!! Custom-made Gerbing heated suit: jacket, pants (inner liner and outer shell), gloves, and socks. Will fit women from 5'4"-5'7" approx. 115-140 lbs. All pieces are black and have connecting harnesses to one another. Lifetime warranty on the electrics
Must buy as a set; price \$500.00

Women,s Unik black leather jacket w/ zip out liner; fringed front and sleeves; size M. \$50.00

Women's Bermans black leather biker jacket. Size M \$50.00

Small shorty H.D. helmet; size S; made by Simpson Helmets. \$25.00

Call Cindy Bonde at (920)898-4954



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