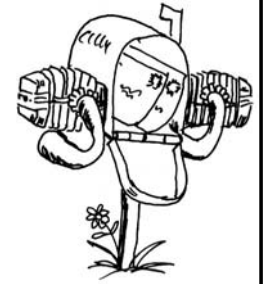


# The Mail Boxer

May 2003

BMW MOA #7



## The Prez says...

by Steve Huber

I always look forward to the first rally of the season. For me it's the first long ride and an opportunity to really blow the winter cobwebs out. These little day trips of a couple hundred miles just don't do it; perhaps it's because I end back home with a cat litter box needing cleaning and my coffee cup still sitting in the sink.

Each rally season has its fits and starts: do I have the tent poles, where are the stakes, what did I forget that I'll likely need, where did I leave the sleeping bag...

Everyone has a different approach to travelling to a rally. Some take the straight road no matter what, get there in time for High Tea; others take any and all curvy roads they find and might never make the rally at all. My philosophy is, if the rally is 900 miles away (e.g. Georgia Mountain) I have to hammer it at least until Tennessee then I can start looking for those wiggly lines on the map. For those "closer" rallies (Trail of Tears, Falling Leaf) that are less than 500 miles one hopes to find curvy roads, unfortunately there's a very flat section of the Midwest in the way.

Then there's the time element. Most club rallies run from Friday to Sunday, if you're like me and need to be back at work on

Monday, it makes for one compressed weekend of traveling. I don't mind that, though; the compressed weekend gives me an excuse to come back and see what I missed first time around.

You do know what all this is leading to, don't you? Well, I'll clue you in. Do It. Get out and Go Somewhere. Maybe if you're unlucky I'll see you there.

### Club Stuff:

If you hadn't noticed by now, the GR3 is almost upon us. If you're not a rally rat, break your tradition and check our rally out. You might actually have a good time and a chance to socialize with other club members in an, ahem, "informal" setting. Besides, we really need your help.

Club picnic is coming up in June; details should be somewhere in the newsletter.

Thanks to Ed B. for arranging the annual banquet (mark down November 8 on your social calendar).

I gotta head out to the garage and get the RT ready for Trail of Tears. Now, where did I put the H2W packing straps and where did I leave the tire pressure gauge...

## Treasurer's Report

by John Ong

We had 35 who ate at the April 6th breakfast, plus another half dozen who came to watch. Tom Van Horn won the free breakfast for May 4th. No 50/50 drawing was held. November 8th will be the club banquet, again at J.T. Whitney's on Madison's west side.

We ended last year with 98 members. At the time of writing this we have 88 members this year.

We have a little over \$5,000 in the treasury and rally Insurance for this year's GR3 has been paid.

## Upcoming Events

5/3: 9am Airhead BMW Tech Day at 2540 Upham St. Airhead riding members of the Madison BMW Club are welcome. Bring something to grill. For more information call Jeff Trapp.

5/4: Club breakfast, 9am at the Maple Tree Restaurant in McFarland.

5/16-18: Great River Road Run

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

5/30-6/1: 27th Hiawatha Rally Money Creek Haven Campground near Houston, MN. See the infamous Milk Truck Drags

5/31: Customer Appreciation at Thoroughbred Cycles starting at 1pm. Food and refreshments, and bonfire starting at dusk. W3928 Cty Hwy A, Elkhorn, WI. For more information call (262)642-7111

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

6/12-15: 27th Iowa Rally. New location, Wind Millridge Campground located just South of Kalona, Iowa. Don't fall down.

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 4:30 pm Friday from Speedway on corner of Hwy 151 and Raymond Rd 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.

9/27: Dual-sport Ride in Wabeno, WI. For more information contact the Madison Motorcycle Club.

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.

11/8: Club banquet at JT Whitney's. More information to come...

## *V.P.s Report* by Tom Van Horn

### **SURROGATE SECRETARY'S SIMPERINGS (with V.P. maunders included free!)**

Sec't J.T. was roaming the AZ/ SoCal area during the b'fast, so this'll have to do... The April 6th meeting wasn't as well rode-in as I'd hoped—winter's hopefully parting shot was right at that time. My fortitudinal kudos to those who did two- and three-wheel it.

More of us did so for the Wild Goose Run on the 13th—I led quite a crowd up county roads to Niles Pyramid, whereupon we visited, socialized and ate & ate... ..I also have some MOA mileage finishers pins—if you think you have one coming, let me know.

And on wheeling: Once again, Wisconsin had the most riders in the MOA mileage contest in 2002. I for one think we should keep this streak up! The miles started April 12th; We have until May 15th to sent our starting miles in. Let me know if you need help entering...

The first weekend in May promises to be a busy one: Saturday the 3rd, member Jeff Trapp is hosting an Airhead Tech Day at his house(2540 Upham St., Madison/241-7092 <jtwind@itis.com>).If you want some help poking & prodding at your pushrod twin, here's the place. Sunday, there is of course the May meeting at the Maple Tree, and THEN the legendary Slimy Cruds Cafe Racer event - one end is at Kitts Korner in Pine Bluff, and most folks turn up at Leland, in western Sauk county eventually. If you wonder whether people actually ride things like Vincent Rapides, Rocket Goldies, Venom Clubmans (or just about anything else) anymore, here's where you find out. Two weeks after that is our very own GR/3 rally. You've heard about it. Been there, right? Coming again—right? Some of us will be there Thursday night, but come anytime.

Instead of a breakfast meeting on June first, we'll be having our annual club picnic that Sunday. We're going back to Festge Park (on Hwy 14, between Cross Plains and Black Earth), and we'll be fed by Lums catering. For those of you interested in Something On The Side, the United Sidecar Ass'n. is holding their national rally on 19-22 June at Goose Island, just south of LaCrosse. Get hold of me for more info.

The ERC we could wedge in to is June 6th & 7th—Classroom will be Saturday (6th) morning, and the range will be split: Some will ride Saturday afternoon, and the others will do so Sunday (7th). As I said, \$ is 28. and change. If you're interested, call Jan at 246-5257 ASAP. I gather that the Capitol City and Sauk HOG groups have really filled the current ERCs, so this one has been plugged in... I have eight names as of the last meeting;

## *Secretary's Report*

*by J.T. Wagner*

I have nothing to report. I was shirking my duties and taking a vacation out west. But I do have an order form for club shirts and sweatshirts.

These prices are based on a total order between 24–47 shirts and sweats. These are offered only to club members. Checks should be made payable to Madison

BMW Club. Write down what the payment is for on the check. Send orders and checks to J.T. Wagner . 4717 Shaffer Avenue. Madison, WI 53716 Also, the deadline for orders will be the end of June.

# Rally Update

by Bert Hefty

Great River Road Run, it's coming up fast! May 16–18 at the Wisconsin Badger Camp. As it goes right now we should have the camp from Thursday noon thru Sunday noon. As before we will have a team there by noon Thursday. I won't get out there until Thursday after work. I will probably leave from Dane County Credit Union around 4:30. If anybody wants to ride out let me know. Dick Olson has volunteered his truck, trailer and self to do all the hauling of equipment. Thanks Dick. Betty Bruun and Todd H, you can thank for the registration forms and those great posters. Thank Steve H. for the pins, and Tom Van Horn has always been, and will be again, the spokes person for the the club. Volunteer! What I am getting at is, we need volunteers for the rally. Every year we get roughly the same 20—30 members helping out. We have even had non-member Rally "Goers" offer to help. This club is 85 members strong so what does that tell you? This Rally is the only event we put on to finance our club. We could really use your help. If you can't come for the weekend, come out for one day and help. PLEASE HELP! Remember people this is your rally. Ok, enough said.

This year the Rally should, as always, be a good one. Some changes this year are; only one marked entrance, Old Military Ridge road. Campbell Hollow will NOT be marked. We found out last year O M R RD was easier to use. We need signs going up on the road at intersections. That's a Friday AM job. We have a registration tent donated by Rob Himmelman to set up. This would be nice to have ready by Thursday. So on Friday we can pretty much be open for business. During Thursday we will need to fill wood boxes, set up coffee pots, and get the Great Hall ready for use. We will need help with registration, and security for around the campsite. Roger Klopp has offered to do coffee detail. We have two lead rides, Dave Maly will do one to Mineral Point, Todd E. and Ernie B. will again do GS run on all those neat gravel roads, both are on Saturday. We will need clean up crews each morning to collect trash. Black bags for trash, clear bags for recycle. This year we must make sure that Bon Fires are in the fire rings only. If you walk through the rally site and see a fire where it isn't supposed to be, please put the fire out. Inform the culprits they can't have a fire just anywhere. I will have a cable and locks to secure a bike if needed.

Hopefully we will have a working ice machine, so there will be ice for sale. There will also be ice coolers that people can rent for \$10/wkn and \$10 deposit. Everything from the ice and coolers goes towards the camp. Food this year is about the same as last year. Friday nite sandwiches by the camp staff as well as the saturday morning pancake breakfast. Saturday evening meal will consist of Roast Pork, BBQ Pork, BBQ chicken, potato salad, coleslaw, baked beans and rolls, catered by JL Richards again. However this year he will bring servers and more food than last year. At this time I don't have any vendors. But we can only hope. On the Door Prizes. We do have some nice stuff rom Helen 2 Wheels and the Alaska Leather Company from Anchorage Alaska. We don't have a lot but what we do have is really nice. We still need to talk about the raffle again next meeting. This will need to be done sone. Last year we did \$400 on a helmet, Electric VEst and a Jacket. We made \$120 on the Raffle. All in all we are nearly ready to go. With the help of the members we will make this rally a success. Remember we NEED Volunteers!

See you at the GR3



Wild Goose Run attendees sipped their drinks and gazed at bikes in the parking lot reluctant to go indoors.

## Classifieds

### For Sale:

1974 R60/6; 78,000 miles, daily runner. Needs Tach, Speedo, and TLC. \$1500

1978 R100/7; 103,000 miles, essentially in storage last 5 years. Needs paint, clutch & tach. \$1500

1981 Moto-Guzzi "Monza" (500cc); rare example of sweet little Italian. Red & Black. Clip-on bars, cafe fairing. Linked braking system. Runs great. \$1800

Pictures posted at [www.beemerhill.com/sale.htm](http://www.beemerhill.com/sale.htm)

For additional information call Brian Manke at (262)495-4163

# *This Is Not The Mainland, Either*

Reviewed by P.J. Francis

That man from North Sydney, Nova Scotia, Rannie Gillis has gone and done it again. The retired guidance councilor has produced another wonderful book crammed with excellent photographs and interesting prose. I reviewed his *This Is Not The Mainland* in the March 2003 *Mail Boxer*.

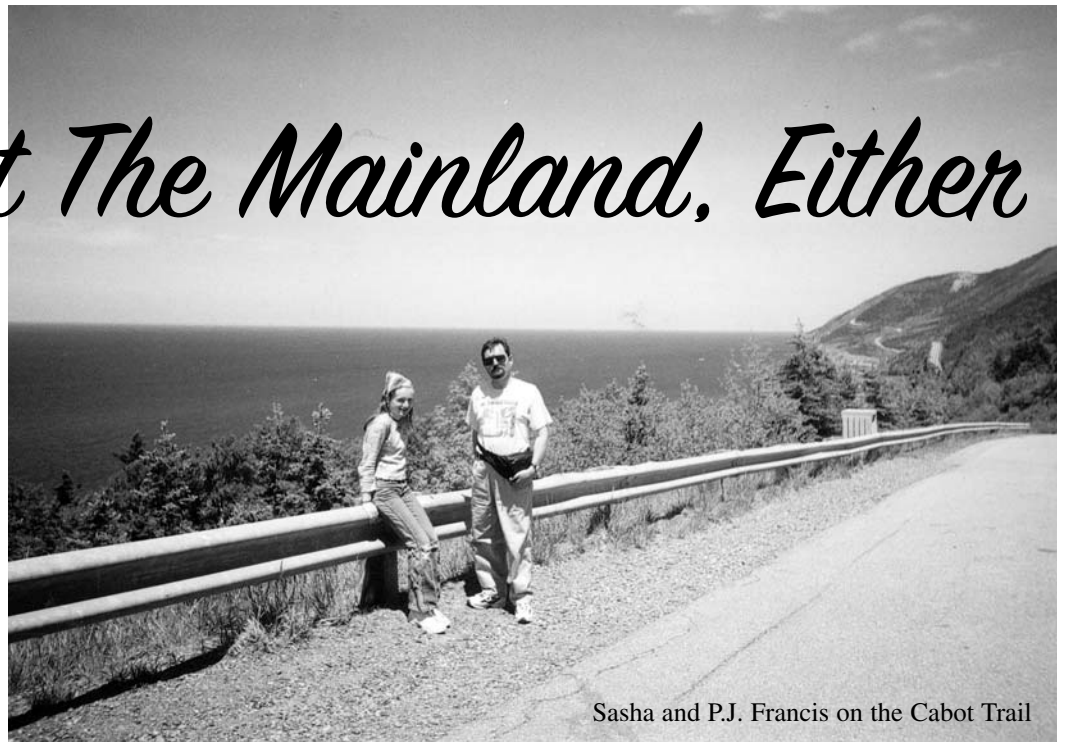
I ordered *This Is Not The Mainland, Either* from Whitehorse Press, PO Box 60, North Conway NH 0380-0060. (603)356-6556. <http://www.whitehorsepress.com>

If I had discovered it on a bookstore shelf with its front cover photograph of the magnificent Cabot Trail I would not have been able to resist purchasing it. The Cabot Trail is one of the most picturesque roads in North America.

The book is subtitled *A Bard's Tour of Cape Breton*. I was pleasantly surprised to learn that Rannie and I share an interest in Celtic music. Cape Breton is one of the world's greatest homes of such music. It was brought there by Scottish, Irish and French immigrants. Now enthusiasts and musicians visit from all over the world. In the early chapters of the book Rannie meets with such well-known and accomplished fiddle players as Mairi Rankin, Glen Graham and Rodney Mac Donald. Later in the book there is a picture of his mother, Mary Mac Lean Gillis playing the piano.

As the book progresses I discover that Rannie has explored the remote areas of Cape Breton Island on a trail bike. This man is becoming my hero. I have happy memories of exploring the trails of Burren and Connemarra regions of the West of Ireland on a Suzuki DR125 on/off road motorcycle. Some environmentalists will cringe at the thought and they have my sympathy. I recall an occasion when I mistakenly agreed to show two trail bike owning friends my favorite Burren trails. They showed up at my mother's home on powerful machines equipped with loud aftermarket exhausts and knobby competition tires. My 125cc Suzuki was extremely quiet with its standard muffler. I have actually had to call an "Excuse me" to walkers who did not hear me approaching. Its standard tires did no more damage than a hiker's boot—much less than an animal's hoof. I trail ride alone. Large groups of noisy, aggressively ridden trail bikes attract the adverse attention of environmental lobby groups, the media and eventually law makers.

Bruce Preston, of England, has been my favorite motorcycle touring writer for 30 years. He now leads



Sasha and P.J. Francis on the Cabot Trail

organized motorcycle tours to different parts of the world for the American Motorcycle Association. Nice job. On a recent tour of the Canadian Maritimes which included Cape Breton Island he regretted having a large heavy motorcycle (BMW K1200LT) which was unsuitable for exploring the trail to the Northern tip of the island. Rannie Gillis had no such problems when he, with a friend, traversed the area on their small, aging trail bikes. It is the opinion of some folks that this is the most scenic region in Nova Scotia.

Alexander Graham Bell, who invented the telephone among other useful things, had a spectacular home near Baddeck for 37 years of his life. Rannie visited the famous inventor's granddaughter, Mabel, there. On discovering that he played the piano Mabel asked Rannie if he would entertain her with some tunes on the actual Baby Grand that had been owned by A.G. Bell. He obliged with some Bach, Beethoven, Scott Joplin and Duke Ellington.

Pages 28–33 are dedicated to the Cabot Trail. This 184 mile road, named after John Cabot (Giovanni Cabote) who is believed to have been the first European to land on North America in 1497, is one of the world's most scenic drives. It rates up there with California's Highway One, Australia's Great Ocean Road and the Antrim Coast Road in Northern Ireland.

The latter half of Mr. Gillis' wonderful book is devoted almost entirely to the music of Cape Breton Island. The concerts, ceidhles and informal jam sessions are reminiscent of my musical experiences in Ireland. (Doolin in County Clare is the world's capitol of spontaneous Celtic jam sessions should you ever be in the region.) The book's description of musical events and personalities confirms everything I have heard of the music of Cape Breton Island.

So impressed was I with *This Is Not The Mainland, Either* that I have decided to throw the camping stuff in the Kia Rio and make haste for Nova Scotia. That, as they say, is another story...



Photos used with permission from Ducati and BMW.

In getting to know our new Ducati ST4s I have been coming to grips, ha ha, with just how spoiled I was with our first Beemer, the R11GS. Don't get me wrong, the shine has not worn off the Italian apple, but there are enough contrasts to illicit an article of such differences noted thus far. Seeing that our club is not discriminatory about brand names and there seems to be interest in Italian bikes, here goes nothin'.

### Styling

The design of the ST4s is similar to most bikes in the Duc line-up. These bikes were designed first as racers then as road-going homologation pieces. From the radiator placement, to suspension, to the shape of the fuel tank the 4s is no real exception. The GS is of course styled after the Paris-Dakar bike that Hubert Auriol succeeded on over 20 years ago in said race; the enduro bike. Over those last 20 years the GS has been turned into more of a sport-tourer that thinks it likes mud and sand. Each bike is derived somewhat from race breeding of different sorts. The Duc pulls words/phrases from onlookers like wow, luscious, and Ohlins. The GS pulls submissions like tank, armor, beak, stinger, and most interestingly, gonorrhea green.

### Suspension

I have not started twiddling with the Duc's suspension yet as I am still studying on how to twiddle. First, the sag must be measured at the forks and then at the rear end. Then make the necessary adjustments needed to put the sag #'s into the desirable area; 25-30 mm front and rear, "loaded"

with a rider. The art and science of finicky twiddling then commences in adjusting the pre-load, compression, and rebound of said forks and shock according to your preferences and riding style. Also, the most foreign part of this bike's suspension to me is the rear suspension control arm adjuster. This little doo dad can raise the rear of the bike by as much as 10 mm, thus changing the bike's entire geometry and ride characteristics. The GS suspension is like most Beemers except you can adjust the front shock's spring compression with a spanner. In doing such the only difference I noted was tire wear. The Paralever/Telelevar is something that spoiled me. All I ever really ever adjusted was the rear shock's compression with the knob. Deluxe. However, I now realize that the BMW suspension rather mutes roadway feedback while the Ducati's speaks volumes while somehow keeping it's Pirellis firmly planted.

### Maintenance

Uff Da! I am finding that the perceived maintenance issues, in dollar figures, are the barriers that keep most off Ducs. To work on Oil/ Airheads you will need a Twin Max, oil-filter wrench, torque wrench, feeler gauges, and a Haynes manual. (Oh, and a pinch bolt remover.) For the Desmoquattro Ducs you will need to clear a three day space in your calendar, find a grand for specialty tools, and purchase the \$700 shim set. The 2 valve jobs are much easier to work on. Imagine you are in the cave of Honda/Kawazuki/Yamaha, sitting around their fire, learning about their bikes. Suddenly, someone comes into the Honda



# Calamari Cattitori

by Todd Erickson

cave, takes you by the hand out into the light. You go into the BMW cave where by their fire you learn about Max Friz, Ernst Henne, and flying bricks? Then, you go to the cave of the Italians to learn why valve springs are just plain silly, Malto Mario from the cooking show is not Italian, and just where did Terblanche get off anyway? (The inhabitants of the Porsche cave destroyed the Harley cave after the V-Rod release.) Anyway, you get the picture. Be flexible, learn the new maintenance, adapt, and overcome.

### Performance

There is no comparison. We will not go there. You will not be held hostage by my drooling and drivel. I refuse to contrast sushi at Wasabi to the Corn Palace buffet. I won't do it. You can't make me. They are both awesome bikes. The dealership experience The BMW experience ended in divorce, me paying child support and alimony. Mischler's got my house, dog, and pension. Enough said. Find some humor in a Harley dealership and move on. Corse Superbikes has been pretty good so far; we're engaged, looking at property, and trying on dresses. (Wedding dresses, silly.) Somehow, the Corse shop seems to be closer. Perhaps this is because we like going there?

### Conclusion

After 50k on the GS and only 700 on the ST4s, it is fair to conclude that the research is inconclusive. I had better go for a ride.

# Moweaqua Coal Mine Museum,

As I made my way homewards through Illinois on US Route 51 after my 2001 Fall tour of Missouri and Arkansas I passed through the small town of Moweaqua. A signpost pointed to a memorial to the coal mining disaster. I did not have time to stop but I was intrigued. Coal mining in Central Illinois? I associated that region more with farming. Corn growing in particular.

A day in October of 2002 found me back in Moweaqua with time on my hands. My first stop was the Coal Mine Disaster Memorial Monument and Historical Marker. On December 24, 1932 an explosion took the lives of 54 miners. The names of all the men who died are listed on the monument. Some families lost more than one member.

The first drilling occurred in Moweaqua on July 25, 1889 by the Cochran Coal & Mining Company. Though a seven foot vein of coal was located at 540 feet the company did not develop the mine.

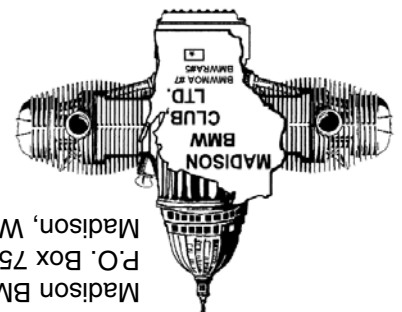
A new company was founded in 1891—the Moweaqua Coal & Manufacturing Co. This company successfully worked the mine until 1931.

The Moweaqua Coal Corporation was formed in 1932. It mined until 1935. There has been no coal mining in Moweaqua since then. In fact there is no evidence that mining ever occurred there.

I headed to the Coal Mine Museum at 1295 South Main Street. The museum was dedicated on May 25, 1986 and houses a large and interesting selection of coal mining artifacts. Though the most remembered fact about the Moweaqua coal mine is the disaster there are numerous pictures, newspaper clippings and tools that tell of the mining history and way of life. I felt that I was experiencing a very real piece of American history. The attendant was more than helpful. She informed me that the museum committee were shocked to be inundated with items from families when they began the project. I was moved when she showed me a pocket watch, mine tags and other personal items that had been owned by men who died in the explosion. An emotional experience.

The Moweaqua Coal Mine Museum is open year round. There is no charge but donations are accepted. T-shirts, sweatshirts and baseball caps are for sale. Groups are welcome by appointment. Call ahead for opening hours (217)768-3019 or (217)768-3475.

Moweaqua is located on US Route 51 approximately 10 miles south of Decatur, Illinois. Decatur is 180 miles from the windy city of Chicago.



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