

The Mail Boxer

September 2003

BMW MOA #7



The Prez says...

by Steve Huber

You know, you could be doing this too. You know, changing your tires. Yeah, for the most part I'll patronize the local shops, but what if you're a "value-driven" rider, or want to swap in the semi-worn tire you replaced before that last long trip? The only solution is to mount your own tires.

Thanks to Todd E I learned how to do that a couple of weekends ago at the Tyre Tech session. That's a nice thing about this club (and other clubs, too) is the sharing of information. If you haven't been to an informal, and these ARE informal, tech session, do so. You'll meet other members, share some laughs, and just maybe learn stuff about your bike.

Now, having done a tire change, I can appreciate paying someone the \$\$ to do it.

Club Stuff:

September B'fast: Remember, we're meeting one week later than usual, Sept. 14.

Elections: Annual Club Banquet and Meeting is coming up Real Soon Now and as usual, we elect club officers. This year's slate of victims, er, volunteers are:

President: Todd Erickson

VP: Tom Van Horn

Secretary: J.T. Wagner

Treasurer: John Ong

Activities: Todd Herbst

Rally Director: Bert Hefty

Newsletter Editor: Betty Bruun

Webmaster is currently not defined in our constitution and has existed as an "appointed" position. My advice to the club is we might want to debate how to handle this position in the future. That's an issue the new prez can handle. :)

Rides: Ed B is pondering an informal "Long Trips" group to explore trips to Alaska, Canada, etc. If interested see Ed at one of the meetings or e-mail him at ed_burington@hotmail.com.

Well, I'm headed out to the garage to admire that spiffy front tire and think about all the fall rides to take where I can use up that tread.

See y'all at the September breakfast.

Mailboxer by E-mail!

Get your Mailboxer earlier than you would via snail mail!

Willing and able members can get their newsletter via e-mail.

The newsletter will come as a PDF attachment that you can view on screen or print out. If you are interested please contact

Derek Engelen at (608)588-7543.

Upcoming Events

9/5-7: 33rd Annual Wisconsin Dells Rally at Chula Vista Resort. Contact Sue Rihn-Manke at (262)495-4163.

9/7: Ironman Wisconsin needs 60 motorcycles for support. Staging at Monona Terrace in downtown Madison. Contact Tom Wiesen for more info.

9/13 (rain date 9/20): Non-Cheese Days Ride led by John Schroeder. Meet at the Cty. MM and 138 Kwik Trip in Oregon ride leaves at 8am. For more information call John at (608)325-4621.

9/14: 9:00am Club breakfast at the Maple Tree Restaurant in McFarland.

9/21: Rochester Rib Run led by Todd Herbst. Depart from Citgo in Cross Plains at 8am. A backroads ride to Minnesota for great ribs and back. For more information call Todd at (608)441-8839.

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...

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

The Maple Tree was definitely motorcycle central during the August 3rd meeting—we filled the whole front of the lot. A few new toys were present: Linda Low was sporting her new F650CS, Bert had his National-rally veteran R1150R, new member Jim K. was stylin' on a blue R1150RS, and, and I'm sure there are a few I'm forgetting...

I want to thank the 14 folks on 11 bikes who came to the Hillsboro ride on the 17th. Due to my schedule the preceding week, I couldn't test the route, so 'twas gratifying to encounter no closures or detours or gravel (well, not much)...
...Jeff Dean and Dave Maly were there when we arrived, trying in vain to deplete the food and pie supply.

Ed Burington had two runs in August: Iowa and the U.P. Andy Goldfine had a "Very Boring Rally" in Duluth on the 16th, aaand there was the Hard to Be Humble rally in Illinois—Anything to report??

Remember, the Dells Rally on 5/6/7 September, always a good time. Sunday the 7th is the second Madison Ironman Triathalon, wherein motorcycle assistance is welcome. Please?? Call Bert or Tom Weisen if you can pitch in at all.

Everyone NOTE THAT THE SEPTEMBER MEETING IS ON THE 14TH, due to the Dells rally and Ironman event. It's at the Maple Tree as usual.

Now, enough screed-scanning—get out and ride, okay?



Planning a Group Ride

by Ed Burington

I,ve had several nice compliments from club members about my willingness to lead rides this year. I appreciate the acknowledgement but I also want to encourage others to think about leading some rides. You might ask what is a ride worth leading? In my case, every ride I have led has been a ride I wanted to go on myself. If no one else had joined me, I still would have enjoyed the ride. You don,t need big numbers to have a successful ride. Most of my rides involve 3 to 5 motorcycles. So where are you going? Do you mind if others come along? How about listing the adventure as a club ride?

Group ride planning:

- If you are going some distance it is nice (not necessary) to have a road itinerary to share. What roads will you be taking?
- If possible, ride the route before leading the group or get information about construction, gravel, etc. that may be encountered on the ride.

Group ride rules:

- Safety first!
- Agree on the pace of the ride.
- Ride staggered
- Give others plenty of room in the curves
- Tell each rider they are responsible for the bike behind them. If the bike behind you slows or stops, you slow or stop and in that way the whole group adjusts.
- Have the least experienced riders nearest the front of the group. Ideally, one of your best riders should be bringing up the rear. If you have a group of seasoned riders, offer opportunities to switch positions. On longer rides I have given up the lead to other riders and brought up the rear on several occasions.

That,s my thoughts on the subject. Most importantly, have fun!

Lean to the left, lean to the right, stand up, sit down, fight, fight, fight

By Linda and Jim Low

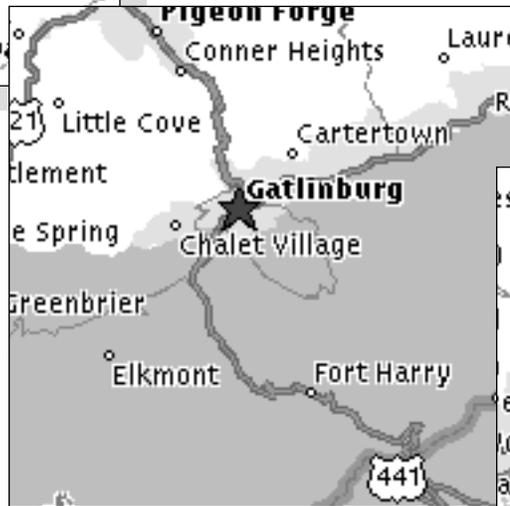


It was a foggy, humid Monday morning in Athens, Tennessee about 8:30. An easy 268 miles to the day's destination of Asheville, North Carolina, home of Biltmore Estate. 268 miles, easy, be there by 2:00, unpack and start visiting Biltmore before it closes at 5:00. Easy day, light fog. 268 easy miles.

Started out on Highway 30 to Tellico Plains, fog getting thicker as we climbed into the Chilhowee Mtns. Hmm, the Cherokee Skyway looks good, and even kinda straight on the map. It will take us over to 129 in North Carolina and Deals Gap. Easy. The Skyway started out fine. It was by no means straight but it was great. The curves were tight and numerous, but predictable. This is why we ride motorcycles.

Get to a crossroads and we go right. I wonder if we should have gone left. Fog, mountains, can't see a car length ahead. Hmm, I don't remember seeing the fog on the map. Maybe the fog shows up on the GPS. Wait a minute! There's no road on the GPS – just space. We're floating in space! Maybe we should've taken the left turn. Oh no, a hairpin curve ahead marked 15 mph, ok made it. What... another one? Where did the road go? It's not on the map, on the GPS, or in front of us. 15 mph curve, straight, 15 mph curve, straight. Going through the gears. Over and over again. Jim's got a smirk on his face and Linda is white-knuckling it. Fog and 15 mph curves, quite the combination.

At last, a sign for US129. Deal's Gap and The Tail of the Dragon, 318 curves, 11 miles long just ahead. 10:30, 238 miles to go. Get to Deal's Gap, no big deal. The first 30 miles of the day were far worse than that stretch of road. Take the mandatory picture of The Tree of Shame, drizzling now, fog coming back. Head on down the road. Oh no, 15 mph curve, oops another, another, another.etc. This must be the "real" Tail of the Dragon! That's right. It's north of Deal's Gap, not south! Duh! 15 mph curve, another, another. Done. Noon now, 200 miles to go by 2:00. Lunch is on the agenda as is gasoline. We hit the jackpot in Maryville. Filled up the RT and ate at Backyard Burgers, a great franchise with burgers just like those from your backyard.



On to Gatlinburg to pick up US441 in the Smokys then the Blue Ridge Parkway. First we had to go through Pigeon Forge, sounds quaint. Pigeon Forge makes the Dells look like Hillsboro on a Sunday morning. Tacky doesn't come close to describing it. Finally, we reach the by-pass around Gatlinburg. Hmm, more slow and tacky or more curves? Are you kidding? It was slow going through the Smokys but we left the traffic behind when we reached the Blue Ridge at 3:00. 45 mph posted on the Blue Ridge (use your imagination about the real speed we traveled at). The Blue Ridge is full of beautiful pull-overs, gentle curves, tunnels, and, unfortunately, a Harley. Do not, we repeat, DO NOT ever follow a Harley into a tunnel. We thought we were going to die – either the mountain was going to cave in on us or our heads were going to explode. At last Asheville. 6:00, sunny, hot and humid. Get to HOJO's and our special Biltmore package deal. Hmm, 3 bottles of Biltmore wine, our cases are already packed to the hilt and we can't ship the wine home. Now we have to deal with our next challenge.



So You Wanna Be A Thousand Miler

By Lloyd McCabe

You may already know about the Iron Butt Association. It is a group of long distance endurance motorcycle riders that have gotten together to celebrate the long days. They carefully certify the distance ridden in a day, two days and longer. The easiest way to become an Iron Butt member is to ride 1,000 miles in a 24-hour period. There are also certificates for 1500 miles in 24 hours or 36 hours, or for riding coast-to-coast in 50 hours.

Like many of you, I have ridden 500-mile days as a routine, almost average touring day many times. I have ridden 600-mile days a few times and even 722 miles once. But I had never stretched beyond that mileage. I had seen a few riders with the Iron Butt license plate holder. I talked with a guy from Los Alamos, New Mexico at the Paonia Rally a few years ago that gave me a lot of encouragement and some good advice. He had not only done a few Iron Butt sanctioned rides, but had completed the Four Corners Ride. This intriguing challenge requires that the successful rider document travel to Manawaska, Me, San Diego, Ca., Key West, Fl., Blaine, Wa., and return to the starting point in 21 days or less.

For a few years, I mentioned the 1000-mile day possibility to riding buddies, usually after a beverage around a campfire. Nobody seemed to have the same interest in it as I did. Maybe they just didn't need to chase another piece of paper. Or, maybe they have better overall mental health.

After spending a little time on the Iron Butt web site and reading a few travel logs of long distance riders, I thought more seriously about doing the 1000-mile day. On one particular winter night, one of those dark, cold, long Wisconsin weekend nights, again after a beverage or two, I committed to doing the deed, even if I had to go by myself. As it turned out, I made it the first day of a two-week, 5,000 mile solo vacation tour of the Rockies.

It really wasn't that difficult. If you have ridden long days, and if you are an experienced (crusty?) rider, and especially if you like to push the envelope, you might want to try this challenge.

"On one particular winter night, one of those dark, cold, long Wisconsin weekend nights, again after a beverage or two, I committed to doing the deed..."

I will echo a few tips that I received from experienced endurance riders. Of course, these are consistent with the way most of us tour, but for long days they become critical.

- Get some miles on in the season before you go. A few fifteen- hundred-mile weekends are a great way to get comfortable in the saddle and to discover any weakness in human and mechanical equipment.
- Gear up. I found a few pieces of equipment to be essential, and I would not try long days without them. Aerostitch or a similar (none comparable) waterproof, vented, abrasion-resistant, armored riding suit, allows you to ride through widely varying conditions without stopping to change outfits. A throttle lock rests that right wrist, even if you only use it for ten minutes every hour. Highway pegs are nice. I logged a couple of hundred thousand miles without them, but they give you several positions for the feet and legs, which allows for stretching hips, back and arms. Finally, my Russell is truly a "day-long" seat, as advertised. It simply takes the butt out of the formula. At the end of the 14-hour, 56-minute day, I could feel the shoulders and wrists a little, but I can truly state that my butt did not hurt. That may be more information than you needed about my posterior anatomy, butt I think it had to be said.

- Start early, finish before the critters are running. I left Waupun, Wi. At 5:18 a.m. CDT and finished in Buffalo, Wy. At 7:14 p.m. MDT . The first hour or so, I was watching the ditches. At the end of the ride, I was glad not to be going on into the night in antelope, coyote and mule deer country.
- Set a pace you are comfortable with. Don't try to make up for time at stops by driving too fast. I try to ride about nine miles over the limit. I have gone by dozens of officers of the law at that rate without having them even blink (or in some cases awaken from their nap). This is a nice pace, especially out west where the Interstate speed limit is 75 mph.
- Follow a normal, healthy regimen for eating and drinking. Minimize caffeine and drink plenty of water throughout the day. This takes a little planning to avoid the need for too many potty stops, but it can be done. For example, I stop every two-three hours, so I drink a quart of water during the middle of this time.
- Finally, HAVE FUN! We have all been on trips where we do not take time to smell the prairie flowers, take pictures, and chat with the locals. I have learned, though, that the best memories are of the rides where I stopped a little more often, even if the stops are for a short time and when I took the time to ask about local happenings, the weather, or whatever. I love to take advantage of the motorcycle and motorcycling as a conversation magnet. This seems to be a natural, especially for young boys and old men.

So, order a book or two on endurance riding. Get on the Iron Butt Association website. As the winter approaches, let the ideas simmer. And then, on just the right long, cold, January night, when you are in just the right frame of mind, you may find yourself on Mapquest, checking mileage: "how far do I need to go in my favorite direction, to roll up 1000 miles?"

Secretary's Report

by J.T. Wagner

42 people were at the breakfast on August 3rd. The only real pressing club business involved the next breakfast. We settled on September 14 because of the Dells Rally the weekend of the 7th. And also because the Ironman Triathlon is also on the 7th. and some of our members will be helping out with that .

There is a new club mailing address. 2352 E. Mifflin St. Madison, WI 53704. At least until the post office rectifies their mistake and gets us a new PO box. Maybe they should raise the price of stamps to hire people who are more on the ball.

The banquet will be Saturday, November 8 which will also serve as our November meeting .

50/50 went to Jim Low.

Free breakfasts went to Steve Lemke and Jeff Dean.

Alvaro Saldana won a cookbook given to the club from the Atwood Community Center for our support.

Aand... Jack Fletcher, the tee shirts you ordered are ready. Call J.T. at (608) 222-3758.

Classifieds

For Sale: 1983 R65LS. 31,171 miles (not sure if accurate) Great mechanical condition. Extras. Mostly original. Call Norm Benedum at (608)423-3419.

For Sale: 2000 Black R100RT. 29,000 miles. Bags, trunk, hyper lights, valve cover guards, aeroflow windscreen, BMW comfort seat, battery tender plug. Professionally serviced. Garaged. Recently serviced and detailed. Asking \$10,500. Call Dave Jenneke at (608)838-0638.

Calamari Cattitori

by Todd Erickson

BHFarms and Beemer Hill Bash

The riding season is in full swing and all the remaining rallies are lined up. Figure out your mileage for the contest? Wonder if those tires will finish out the season. The calendar is packed up with activities from Davenport to the Mankes' Beemer Hill mini blues rally, to the club banquet in November. Then there's the honey-do list of outdoor yard chores to do before the snow flies. EEEEk! Oh my gawash! Where to begin?

We had a great time doing some racing with the CCS crew in early June. There is quite a bit of time and effort that goes into getting a bike race ready so as to pass inspection; remove headlight, blinkers, center and side-stand, handguards, mirrors, etc.. The safety wiring of all fill and drain holes is really exciting too. I had three goals for my first racing. 1. Have fun. 2. Don't crash out. 3. Don't finish last.

The racing class on Saturday with Rick Breuer's Learning Curves taught us the ins and outs of track protocol, safety precautions, CCS regulations, and starting grid procedures. There were about a dozen of us there for the class. Three sessions on the track familiarized us with gridding, corner workers, flag works, and then we ran a mock race with the ambulance on track and all. After passing the paper test participants are eligible to purchase their road-racing amateur license from the Championship Cup Series and race on Sunday!! Holy cats and dogs!?! Race with the big boys on a little pond? Let's do it!

I was so nervous on Sunday that I almost did not go to the track. Then, I was just gonna go watch. The realization hit that I may become an old codger wondering what might've been. That's it. Load the bike and head down to Blackhawk.

What is neat about the scene at BHF is that there are lots of families. Little kids riding bicycles around the pits and families picnicing in the shade. At this level it really is a family event. To the races.-->>

I only signed up for two races and that was enough for one day. The Super Twins was my first race ever and at turn one from the start there was a three bike pile up. Right in front of me in

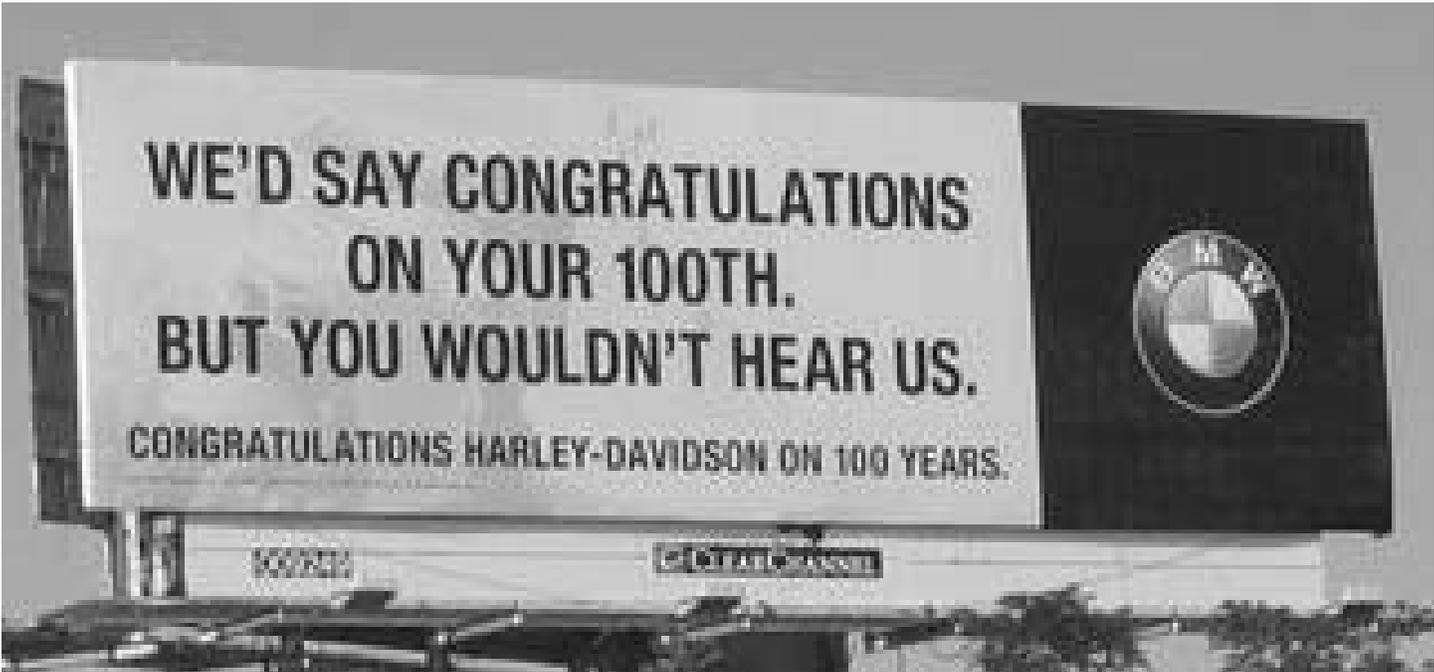
the middle of the track. Guys swearin' and hollerin' to get the hell outta the way. It was kinda funny seeing that I was still upright. I could taste the Guinness already and I wasn't even through turn 1. The experts and novices are gridded one behind the other and run at the same time. So, I used the GS handlebar leverage to my advantage to wheel through the gawkers and rubber neckers at the turn 1 frackus, and jumped 8 or 9 spots right off the bat. I can't tell you much from there on in the race as that much adrenaline seems to kill the memory. Chasing down other riders, like a bird of prey following Mike Shannon down the Mississippi, lurking and attacking their weak points on the track. Running flat wide open tucked down to the tank and looking for your braking points. Three or four experts lapped me but I placed well for my first race.

The second race was hilarious as I thought I'd be cherry pickin' the Middleweight SuperSports?! Of the 33 bikes on the grid the GS was the only twin. Hell, I was the only guy not running an in-line four 600!! Calamari stew. Chewed me up and spit me out over the fence. The majority of the field lapped me not once but twice. Mind you, it was only an eight lap race! All was not lost as my lap times running with the 600s were the best of the whole weekend and four 600s finished behind me.(Crashed out I think)

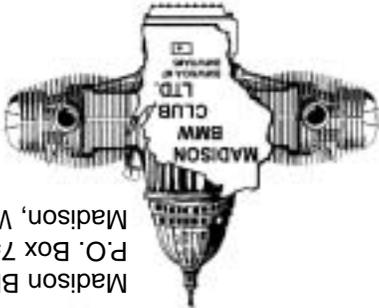
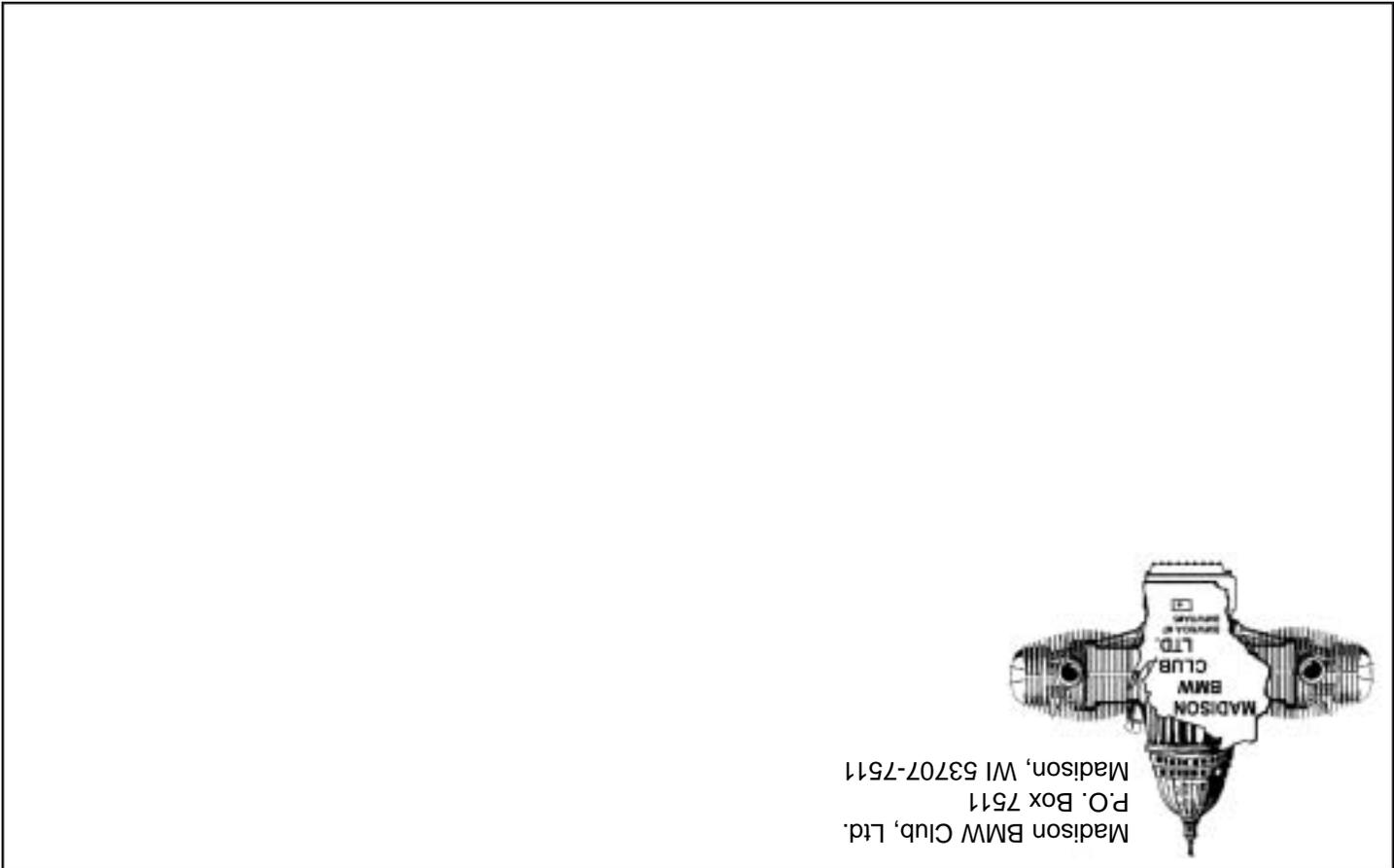
A good time was had and I'd like to thank Matt and Suelli, Derek Engelen, Phil Wilson, Tanya, and some guys from work who came out to show support and calm my nerves. Thanks to Mitch and Virgil over at Corse for their advice and support as well. Thanks especially to my wife for listening to my hours long sessions of cussing out safety wire.

Not to long ago we hosted a Honda tech. day at our place where we changed out Troy Kratz's cam chain adjuster on the Blackbird and washed the headlight. Funny things, these Hondas, they render most tooling useless. Oh yeah, we checked the oil and tire pressures as well. If you are out on the Great River Road keep your eyes peeled for the moto hunting birds of prey that are so fond of 650GSs. BEWARE.

Next month: Fear and Loathing in Peoria.



This billboard located in Milwaukee was sponsored by BMW of Milwaukee and BMW NA. I thought it was very entertaining but I wonder what Harley Davidson thinks? —Betty



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