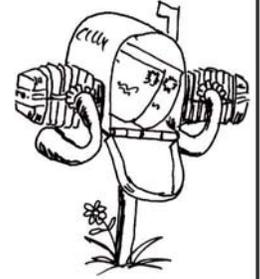


The Mail Boxer

February 2004

BMW MOA #7



Just Joey *by P. J. Francis*

Motorcycling as my friend Patsy Hogan of Ennis, County Clare, Ireland always says, is a many faceted pastime. So it is. There is touring, racing, restoration, socializing and much more.

There are American enthusiasts who are interested in European road racing. I have met some of them. They view the Isle of Man as others do Sturgis, Americade or Daytona.

I have never been to a road race. That is definitely unusual for person who has spent 39 of his 47 years living in Ireland.

Northern Ireland, of course, is the home of road racing. Car rallying also occurs in Ireland, North and South, and in the Isle of Man as those places allow the closure of public roads for the staging of motor sport events. (I cannot see the Needles Highway in South Dakota being closed for similar reasons despite the suitability of that road for the purpose.)

That politically unstable place known as Northern Ireland has produced an amazingly large quantity of exceptionally talented road racers. Norman Brown, Tom Herron, Ray McCullough, Phillip McCallan and Mervyn Robinson to but a few. Sadly, so unforgiving is the sport of road racing, that many of those riders have died following their passion.

Top of the list of Northern Ireland road racers was Joey Dunlap, OBE, MBE. The man from Ballmoney was undisputedly the greatest of all time, past or future.

I only saw him race once. Helena and I traveled to Mondello Park, County Kildare for the privilege of seeing the master. Talk about poetry in motion. I immediately understood why thousands of motorcycle enthusiasts, many who never rode a bike, traveled great distances to see him.

On that particular sunny Sunday at

Mondello Joey toured around the track (he did not care for race circuits too much) like a Sunday morning cruiser out for a 50 mile breakfast run in Northern Illinois. His brother, Robert, who was up and coming, won. We were convinced Joey allowed him to win.

That was all we saw of J. D. because he fell off on the first lap of the next race before he arrived at our vantage point.

On a recent visit to Ireland, in which motorcycling did not feature, I had two motorcycle related experiences that helped me understand the popularity of road racing there.

One: It took me three days to adjust to the narrowness and twistiness of the roads. Total concentration is a necessity for all road users. Burger eating, cellular phone usage and make-up application are not recommended or practiced. (I worried for the U.S. tourists who were lining up at the car rental desks at Shannon Airport.)

Two: I brought a copy of the book *Just Joey* by Jimmy Walker. J. Walker is one of Ireland's leading motorcycle writers. He has reported on the racing career of Joey Dunlop since its commencement. Nobody could be more qualified to write Joey's biography.

Joey won the Isle of Man Tourist Trophy a staggering 26 times. (The great Mike Hailwood had 14 TT wins to his credit.) His Order of the British Empire and Member of the British Empire awards were bestowed for his sporting achievements and his personal humanitarian relief efforts to Romanian orphanages. (One needs to read the book to see how difficult that achievement was.)

It was only after his three wins in the 200TT that Joey Dunlop was killed in a crash on an obscure track in the Baltic country of Estonia.

We will never see his like again.

Upcoming Events

3/7: 9:00am Club breakfast at the Maple Tree Restaurant in McFarland.

3/20: 9:45am St. Patty's Day ride led by Todd Herbst. Meet at the Citgo in Cross Plains. Departure at 10am for a circuitous route to the Spring Green area including stops for lunch and the Famous World View Store and Monestary.

3/21: Rain date for the St. Patty's Day Ride.

4/4: 9:00am Club breakfast at the Maple Tree Restaurant in McFarland.

4/18: Noon Wild Goose Run meet at the Niles Restaurant on Hwy 33 for the season opener. \$8 per person includes meal, trophies and door prizes.

4/25: BMW Flea Market at Winnebago Cty. fairgrounds, Pecatonica, IL. Saturday night camping, food & showers available. Call (815)962-8911 for more info.

5/1: Madison Motorcycle Club poker run begins and ends at Madison Motorsports.

5/2: 9:00am Club breakfast at the Maple Tree Restaurant in McFarland. Followed by the Slimey Crud ride; don't miss the incredible display of bikes and testosterone!

Upcoming Events Cont.

5/21–23: 30th Annual GR3 Rally at the Wisconsin Badger Camp. Don't miss this one—lots of new, exciting events planned.

6/5: Club picnic details to be announced.

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Secretary's Report

by JT Wagner

Don't know how many people were at the breakfast this month, forgot to check the sign-in sheet. Though two people did ride. Dave Jenneke donated two tickets to the Cycle show from Avon Tyres. Slip slide ride is Feb. 21.

Rally Czar Hefty found a source for rally mugs instead of pins this year. He also has arranged for live music on Saturday night. There will be more info in his column. We would like any club members who have walkie talkies to perhaps donate them for use at the rally in order to facilitate communications. Put your name on them to ensure their return.

The minutes from any organizational meetings the club may have will be reported in the newsletter.

Ben Cimino announced the date for the annual picnic. Sunday, June 6. Arrangements for the banquet are ongoing as there were questions about the the ability of the China Inn to handle all of us and also whether or not they served alcohol.

Kirk Erlinger won the 50/50 drawing and Troy Kratz won the free breakfast. Mary Klopp won a ceramic coffee mug door prize . March 7 is the next breakfast.

Treasurer's Report

by John Ong

In the Siegler & Co. catalog they have for sale some Swiss Army motorcycles; produced from 1973–1978 by Ducati. Called a "Condor" it is a 350cc kick-start "thumper". They have dual saddlebags, bench seat and have been checked over and given a tune-up. N.O.S. selling for \$5,000 +\$400 for shipping. Of course, the most important features are a rifle rack and army green paint job.

Having too much idle time on my hands, I was looking through old club directories back to 1981. In the early 80's we had over 100 members. 1982 seemed to be a high of 159 members. Then in the late 80's we still had over 100 members plus 10–20 subscribers. Then in the early 90's we started dropping into the 70's, 80's, and 90's in numbers. In 2002 the numbers started to climb again. As of this printing we are at 85 for 2004. Over the past 20 years we've had about a 95% turn over in the membership.

The Prez says...

by Todd Erickson

Due to illness this will be just a quick note. To all those venturing down to Daytona's Bike Week have safe travels, and returned tanned. See you at the March breakfast.

Ducati Owners Club of Canada —Grattan Track Rally 2003

by Kirk Erlinger



After reading the February Newsletter I decided to accept the editor's challenge and submit a story about a wonderful bunch of bikers. The D.O.C.C. is essentially a fun bunch of Ducati riding Canadians who like riding fast bikes during the day and consuming fermented brews in the evening, my kind of guys! This past August my brother, Jack and I attended their annual "track rally" at Grattan Raceway in Belding, MI. Located 15 miles NW of Grand Rapids. I have previously attended this rally at least twice before back in the early 1990's, and each time came away impressed with the event. The D.O.C.C. is open to anyone who owns a European bike; they have two Rallies one at Grattan and one at Mosport. You may have even read about the Grattan rallies in *Motorcyclist* and *Cycle World* magazines. The event is held over two days and the riders are separated into 5 categories, you choose which one fits your caliber of riding. Orientation, Touring, 2 – Fast Touring groups and Hot Shoe. I don't remember exactly how many miles we put on over the weekend, I'm sure it was well over 125 miles (2 mile long track) all I know is that we weren't whining about getting more track time by the end of the day! Each track session was about 20 minutes long and the club directors hustled everyone along to maximize riding time, crashes were really the only thing that slowed down the day. Glad to say we didn't have many incidents, although some unlucky guy tried using his NEW 749S as a farm implement, I've never seen a bike so caked in mud. Camping is available at the track along with basic bathroom and shower facilities and to top it off the rally fee includes an excellent dinner buffet on Saturday night.

I have participated in many track days and have raced at Grattan on numerous occasions and it's my favorite track. It's very technical, with elevation changes, one notorious down hill off camber corner followed by a hump/jump (depending which direction your riding) and a nice long straight. This is a fun and safe track with plenty of run off and a decent surface. One of the neatest things about Grattan is it can be run in two directions, it

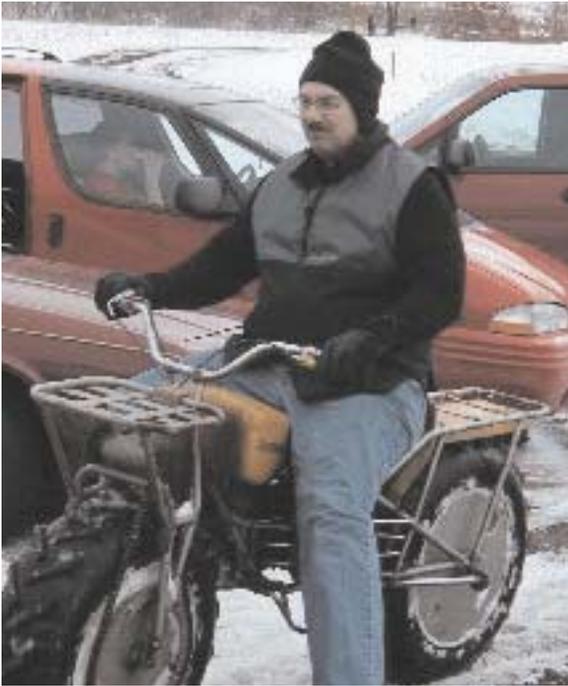
takes on a totally new personality when running counter race, The D.O.C.C. schedules Sunday for counter race direction. Also during lunch breaks on both days you can ride two up! Jack and I took turns being passengers and it was a hoot. I remember years ago we did this and Jack had never been a passenger at this kind of speed before. I remember we came back in and he commented on how he could have reached out and touched the ground if he wanted to; I also remember how he was shifting his weight all over the place. This year I kindly reminded him to keep his ass still! Jack ran in one of the fast touring groups and I ran in the hot shoe category, and I can proudly say we were the only ones on GS's. There was one other gentleman on a R11RS and his friend on a nicely prepped R100, naturally there was the huge assortment of really nice Duc's, we had a few Motard bikes. All in all there was a nice assortment of equipment and an equally pleasing group of gear heads. Last but not least a local Ducati dealership had demo bikes for us to ride and I can hardly believe they turned Jack and I loose on two BRAND NEW Duc's, a 999 and a Multistrada. The 999 had less than 400 miles on it, the poor thing; I'm sure it was never the same after we got off it. Catch me at a rally and I'll give you a highly entertaining ride review!

I encourage anyone who is looking for some good fun track time to contact the D.O.C.C. and join the club, the membership fee is \$30.00 and the track event is \$170.00. However, this event fills up very quickly and if anyone is interested arrangements should be made right away. This year's event is July 31 and August 1.

Bike preparation is minimal, new tires, side stands and center stands need to be removed, leathers and back protectors are mandatory along with a current spec helmet. Unfortunately Aerostich suits are not acceptable.

Feel free to contact me if you have any questions.

Recent Events



Above: The slip slide ride at Rob Himmelman's.

Above right: Bert & Steve—winter campout coordinators.

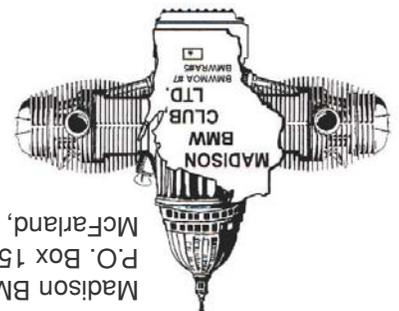
Right: Kids of all ages enjoy the winter campout bonfire.



Classifieds

FOR SALE: 1980 R65 24K miles brown with red pin stripes. Krauser bags, wind shield, after-market side stand. In great condition. Recent carbs rebuilt and sync-ed, rear main seal, and all fluids. \$4000. Call Peggy, 608-334-0713

FOR SALE: 2000 Ducati M900 I.E. - yellow 944 Big Bore Kit. Ducati High Performance Cams. Polished & ported heads. Termignoni carbon fiber slipons, EPRON reconfigured to match the engine work Sargent Saddle with yellow piping Napoleon Bar End mirrors. 8000 miles on the bike - 1500 miles on new engine work Good Rubber New Battery Fresh Oil Change Loads of fun to ride - power everywhere - 50 MPG Asking \$8500 Call Dave Jenneke at 838-0638 - Evenings



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