

The Mail Boxer

January 2005

BMW MOA #7



The Prez Says...

by Todd Herbst

Another year and a few more miles.

Here are a few things to keep us busy over the next couple of months:

Madison Motorcycle Club's New Years Day ride:

Meet at 10:00am at the In On The Park across from the Capitol Building 12:00 ride starts. Destination TBD on weather.

Madison BMW Club's January breakfast. Jan. 2nd

Madison BMW Club's Umpteenth Annual Winter Campout

Jan. 21st.-23rd. At Bluemounds state park. I've got a whole trailer load of wood just waitin' to keep you warm. Fri. Bert should be at the site by 4:ish to stoke the fire. We'll have a 6 or 7 o'clock departure for Hooterville tap in Bluemounds for a fantastic fish fry. Sat. We'll have chili and refreshments during the day for campers and daytrippers alike. Sun. Throw everything in the car as fast as we can and go get some real sleep where it's warm!

P.S. Bring extra dogs to keep the tent warm. they work great.

Chicago/International Motorcycle Show

Where:

Donald E. Stephens Convention Center
Exhibit Hall A
5555 N. River Rd.
Rosemont, IL 60018
(847) 692-2220
www.rosemont.com

When:

Friday, February 11
4:00pm - 9:00pm
Saturday, February 12
9:00am - 9:00pm
Sunday, February 13
9:30am - 5:00pm

Admission:

\$12.00 Adult
\$5.00 Children 6-11 years
Children 5 & under free
Admission is good for one day only.
Avoid the lines—Buy your tickets in advance!
Cash only at the ticket booth. Be prepared—the convention center may not have an ATM.

Upcoming Events

1/1: Madison Motorcycle Club New Year's Day Ride. For more information call John Troya at 271-0582.

1/2: 9:00 am Madison BMW Club meeting & breakfast at the Maple Tree Restaurant in McFarland.

1/21-23: Winter Camp-out at Blue Mounds State Park. Call Bert Hefty for details.

2/6: 9:00 am Madison BMW Club meeting & breakfast at the Maple Tree Restaurant in McFarland.

2/11-2/13: Chicago International Motorcycle Show at the Donald E. Stephens convention center.

2/19: 10am Annual Slip-Slide Ride at Robb Himmelman's.

3/6: 9:00 am Madison BMW Club meeting & breakfast at the Maple Tree Restaurant in McFarland.

3/13: Tentative date for the St. Patrick's Day ride led by Todd Herbst.

Discounts:

AMA members who show their membership cards at the on-site box office will receive a \$1.00 coupon redeemable at the AMA booth at the show. (Only one type of discount per attendee will apply. Discount Coupons are only applicable to adult ticket purchases.

On the horizon:

Slip Slide Ride 2/19 10am Rob Himmelmans Annual Febuary dirt bike fest near Oxford WI. Come on out and ride dirt/snow/mud/grass/rocks/Maicos/Bultacos/Rocans/Hondas/Laverdas/Benellis/Kawasakis/MotoGuzzis/trees/asphalt ect.ect. Bring your own bikes or use one-o-Robs. Contact Rob or Myself for more details Maybe there'll be snow, maybe there'll be mud. Whatever there is I'm sure It'll be slick.

The St. Patty's day ride or thereabouts: tentatively Sun. March 13th.

I hope everyone's Holiday's went well.

Keep your wheels on the ice.

Secretary's Report

by Roland Thompson

The December meeting was held at The Maple Tree. 36 people attended, 15 rode their bikes--not bad for December. Guests present were Allen & Kris Sponnem, Scott Fisher, Ken Moore, and Carol Beal from the Wisconsin Badger Camp. My apologies if I didn't get all those names quite right. No one had a new bike to tell us about.

New business items:

- 1) Derek Engelen will be completing 2005 directories by February 1. Any updates you want for your listing should be sent to Derek by then.
- 2) The January meeting will be held January 2nd at 9:00 am at the Maple Tree.
- 3) We need a volunteer to represent Madison BMW Club at a Ride for Kids organizational meeting in Lake Mills, WI on Saturday Dec. 11. John Schroeder, who is club representative for R for K. is unable to make it that day.
- 4) The annual Winter Campout is at Blue Mound State Park January 21-23rd. Come out for the day even if you're not into camping in winter which, I think, most of us are not.
- 5) Carol Beal from Badger Camp filled us in on a planned raffle for a B.C. fund raiser. Ticket prices are contemplated at \$20.00 each with discounts for multiple ticket sales. Local M.C.s are being contacted to help with the poker run, promotions, ticket sales, etc. The prizes are substantial, including an Orange County Chopper, ATV, and Flat Screen TV. Speaking of Badger Camp, the 2005 rally dates are May 20-22nd.
- 6) Steve Parker from Madison Motorsports outlined next year's tire program. More tires equals bigger discounts, so check them out.
- 7) A motion was made and carried to donate a \$100 Christmas gratuity to the wait staff of The Maple Tree.

The January free breakfast was won by Dave Laufenberg. Guest Ken Moore won the 50/50. Drawings were also made for several door prizes donated by Madison Motorsports. Thanks to Steve & Judy for those.

Meeting was adjourned at about 11:00.

Madison BMW Club

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Tuono Means Thunder in Italian

by Dave Jenneke



Hello to all of you racing wannabees. I'm right there with you. Ever wonder what it would be like to have the skills of Valentino Rossi? Ben Bostrom? Matt Mladin? I think it would be really cool. However, this is not likely to be. As much as we'd like those skills, we're stuck with whatever our lives have brought us and motorcycling is our avocation, not our profession.

This is not to say that we don't take liberties with the legal speed limits once in awhile. We take that 45 MPH curve at 65 or more, just to pretend we're Kevin Swantz for a small moment in time. We brake just prior to entering, look far ahead, start cranking on the throttle and in the back of our minds, pray that Bambi is not anywhere around. When we get through the curve, we smile inwardly and gloat a little. Most of us can only dream of riding a motorcycle up to its capabilities.

Believe me when I say I am not an exception to any of what I have just written. I would dearly love to be as good as the people we see at the tracks. I know there are track days available, but time is a big factor in our lives, and unfortunately, I am ruled by brother timepiece too.

We all have times in our lives where things just seem to be going our way. Sometimes we recognize this and we start to get a little cocky. Sometimes that cockiness carries over to riding our motorcycles. Did you ever get home from a ride where you pushed yourself a little? Where you felt like you were riding at eight tenths and getting away with it? I think we all have these moments. Sometimes we all need to be brought back to reality. Hopefully our downfall will be nothing more than a dose of humility.

Probably one of the best examples of this that I can think of is the game of golf. You go out there and tee off. You drill it 250 yards right down the middle. You confidently stride up to the ball and squint at the green and immediately picture your next shot coming to rest next to, if not in the cup. You make your club selection, address the ball, take a nice slow back swing, and promptly look up to see where the ball is going and gouge the ground about a foot in front of the ball. The ball might advance four feet. So much for that 250 yard drive you just messed up.

My motorcycling has the equivalent of this type of humility. It's full and correct name is the RSV Mille Tuono R. It has 115 rear wheel horsepower, a suspension to die for, and at 395 pounds, you can pick it up and put it in your pocket. It's also waaaaay more machine than I could hope to ride competently. Whenever I'm feeling cocky about my riding skills, I hop the Tuono and get an immediate dose of humility.

2005 RSV Tuono 1000 R

Engine type:

V60 Magnesium: four-stroke longitudinal 60° V-twin; liquid cooling with three-way pressurized circuit; double overhead camshaft operated by a mixed gear/chain system; four valves per cylinder; patent AVDC (Anti Vibration Double Countershaft)

Fuel:

95 RON unleaded petrol

Bore and stroke:

97 x 67.5 mm

Displacement:

997.62 cc

Compression ratio:

11.8 : 1

Maximum power at crank:

138.72 hp (102 kW) at 9500 rpm

Maximum torque at crank:

10.9 kgm (107 Nm) at 7,750 rpm

Fuel system:

Integrated electronic engine management system. Indirect multipoint electronic injection. Throttle body diameter: 57 mm. 10,3 litre airbox, with Air Runner air scoop.

Exhaust:

Double silencer with three-way catalytic converter and lambda sensor (Euro 2)

Gearbox:

six speed

Clutch:

Multiple disc wet clutch with patented PPC power-assisted hydraulic control and pneumatic power clutch. Braided metal clutch line. Radial pump with 15 mm piston.

Front suspension:

3 mm Showa upside-down fork, with adjustable compression, rebound and preload. 120 mm wheel travel.

Rear suspension:

Aluminium alloy double member swingarm. Aprilia Progressive System (APS) linkages. Sachs monoshock with adjustable compression, rebound, preload and length. 133 mm wheel travel.

Brakes:

Front: Brembo, radial pump, double stainless steel floating disk, 320mm. Radial callipers with four 34 mm pistons and four sintered pads. Metal braided brake line.
Rear: Brembo stainless steel disk, Ø 220 mm. Twin 32 mm piston calliper. Sintered pads. Metal braided brake line.

Wheels:

Aluminium alloy. Front: 3.50 X 17". Rear: 6.00 X 17"

Size:

Overall length: 2035 mm
Overall height: 1135 mm (at windscreen)
Saddle height: 810 mm
Wheelbase 1410 mm

Dry weight:

189 Kg

Tank:

19 litre capacity (including 4 litre reserve)

Tuono continued...

It sits tall. My legs (32 inch inseam) are perfectly straight when straddling the bike and feel relatively flat on the ground. It takes some getting used to when putting your legs down because it seems like a long waaaaay down there from the sitting position. In the sitting position, your legs are tucked up a little. It's not like most sport bikes, but your feet are up there and your knees are definitely bent.

From this sitting position, you straddle a gas tank that's made of nylon and might be eight inches wide at the junction with the seat. The handle bars are an easy reach. After all, this is pretty much a standard bike. The bars are tubular and wide, plenty of steering leverage. The seat is a little "firm".

To start it, you slide the choke lever down. It's on the left side of the handlebar. Turn on the key and press the starter button. It will jump to life immediately with a high idle, about 2500 RPM. It will drop back a little and you can slide the choke off pretty quickly. The first thing you notice is the engine noise, what a nice sound. Then you hear the exhaust note from the Aprillia racing system that says "not for street use". It's a two into one system culminating in a titanium can that says Aprillia Racing.

The instrument panel will indicate that the motor is cold. After about 20-30 seconds, the engine temperature will start to register at about 95 degrees. It moves up pretty quickly from there. Running temperature is 168 degrees. Never have figured out if that's "C" or "F".

Squeeze the clutch, it's not a bad pull. Down shift to first. The gearbox feels stiff. No false neutrals here, but you need a firm shift. Better have boots on, anything less and your foot is going to take a beating. Ease the clutch out and give it some gas. There's that sound again. It's telling you to give in to your desires and let it rip. Do that and you'll likely find the gas tank in your lap and the front wheel reaching for the sky. I have several magazines with articles on the bike and the only pictures of the machine with both wheels on the ground are those where there is no rider on the bike. 0-60 time, I have no clue. How about really fast.

Once underway, you notice that it moves effortlessly. You also sort of notice that you think you are floating on air. That Ohlins suspension does its job well. The bike is dead stable under just about any and all conditions. It doesn't take long to realize you could get in plenty of trouble with this bike. It knows no speed limit and has a pretty unlimited lean angle. In cornering, you are only bound by surface conditions and available traction.

The bike is a fun ride. It does not have much coverage, just a small instrument fairing. The owners manual says the fairing was designed to handle and give adequate give coverage up to the projected top speed of 155 MPH. I'll never know if this claim is true or not. In spite of little coverage, you don't notice the wind and with your helmet in undisturbed air, it's relatively quiet. So much the better to hear that wonderful exhaust singing its note.

To my eye, this is what a "streetfighter" is supposed to look like, black and mean with little or no glitter. Unfortunately, the bike can "walk the walk", I can't.

Spring can't come soon enough for me. Got some new Pirelli Diablos on it and Corse Superbike did a complete check of the bike and dyno tuned it. Between now and Spring, I'll have to be happy going into the garage and admiring it to my hearts content. Hope my wife doesn't get jealous.

Classifieds

Wanted: One highly active club member that is actively active with activities. Must be motivated in an active way to activate others to be active. No acting experience necessary. Free club membership. If interested in acquiring this prestigious position, please contact acting Activities Director/Club Prez Todd Herbst.

p.s. Kick backs are a possibility.

For Sale F650GS: 12,000 mile maintenance complete. Ron Woods Kit installed by Eric Mischler. Rock solid. Approx. 58 MPG, 4.2 gallon tank. Runs on premium; runs best with octane boost. Hand guards, electric grips, and a tail trunk. Good rubber. Weighs about 370#. Sort of custom painted; BMW Terrafirma red, but the painter used the wrong base coat and it came out about the color of a slightly tarnished copper penny. Pretty color. \$5500. Call Dave Jenneke at (608).

For Sale: Women's First Gear Air Pants. Size 14. Excellent condition; lost weight—pants no longer fit. Asking \$75. Call Betty at (608)831-4439.

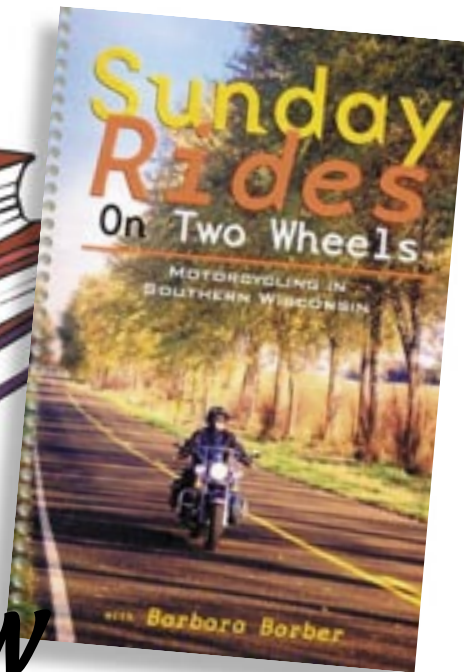




Book Review

by Betty Herbst

If you are looking for scenic day rides in Wisconsin this is the book for you. Featuring 18 fantastic routes along riverways, ridges, and rustic roads. Ride routes are complete with description, mileage, and crystal-clear directions. Spiral binding allows you to easily photocopy the pages to place in your tank bag. Available at www.Amazon.com for approximately \$14.00.



Restaurant Reviews

by Todd Herbst

Middleton's newest (probably only) motor-vehicle themed restaurant, Quaker Steak and Lube, is now open. You'll enjoy dining in the casual atmosphere of the motorcycle room featuring a vintage BMW. The restaurant serves American style food such as steaks, and burgers and features a variety of hot wings. Customers ordering the atomic wings, their hottest, must sign a waiver prior to being served. Don't let the waiver intimidate you they are not only edible but delicious as well.

Madison Motorsports Tire Program



Once again MM is running their popular tire program to help take some of the hassles out of buying tires for your motorcycles during the riding season.

This program gives discounts of 27% off retail prices for Metzler, Dunlop, Pirelli, and 22% off of Bridgestone tires. Each extra set of tires purchased will get an additional 1% off retail prices up to 32%. Tires purchased do not have to be for the same bike.

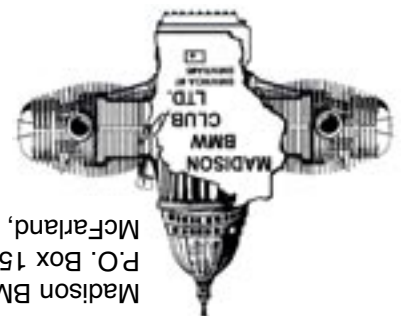
Sign-up now, the program closes January 31, 2005. Applications will be available at Madison Motorsports (2613 S. Stoughton Rd).

Exhaust note



This photo was taken while earning my Wisconsin Rustic Roads patch/certificate. One only needs to get the rustic roads map form the WI Dept. of Transportation and go for a ride. Take a photo of yourself by each rustic road sign you encounter and submit the photos to the DOT. (<http://www.dot.wisconsin.gov/safety/vehicle/motorcycle/rusticroads.htm>). 10 photos gets you a patch, 25 gets you a certificate. I had two strange encounters while earning my patch/certificate. The first involving this cow was a little scary. Being a city boy, I didn't know how territorial those country cows can be. "Bessy" finally gave me permission to take the photo.

(Stay tuned next month for additional Rustic Road adventures...)



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