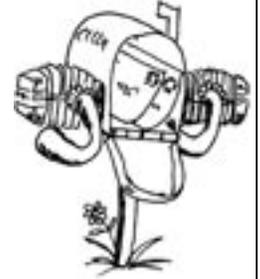


# The Mail Boxer

May 2006

BMW MOA #7



## The Prez Says

By Todd Herbst

So, there I was, getting my RS out in the driveway and ready for it's major service one Sunday in April.

I always start out with the valves because the engine needs to be cold. I opened up the seat to get my feeler gauges out and what do I find? A mouse nest chewed into my nice leather document holder, not only did it chew a hole in my holder, it made a nest out of my notebook that had everything I've done to the RS since I've owned it. Drag. Right about then I had a humorous thought, I wonder what that mouse thought when I fired the RS up to go on the New Year's Day ride. Did he stay in the garage, jump out along the way, maybe he enjoyed his cold ride and just waited to be home so he could chew up some more notes for more insulation and sleep again, dreaming of his next ride.

I hope your riding season has started and is going well.

p.s. If anyone can remember what I've done to my bike in the last 5 years please contact me so I can start my notebook over.

### 5/5/06 Web Meeting Agenda:

- Define overall objectives of web site
- Discuss likes & Dislikes of current web site
- Brainstorming of additional functionality
- Socializing and fun with Hispanic flavor to commemorate the day

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## Membership News

by Derek Engelen

The following club members have renewed for 2006:

Kendall Moore  
Karl Reinke  
Linda Wooldridge  
Dave Jenneke  
Dan Baum

### New Member:

Joe Bruun  
30972 E. Hwy 151  
Platteville, WI 53818  
Phone: 608/348-2194  
Scooter: 2005 Honda VTX 1300

### Upcoming Events

**Sunday, April 30, 2006** - BMW Flea Market, Winnebago County Fairgrounds, Pecatonica Illinois

**Friday, May 5, 2006** - Web site update planning meeting 6 pm @ Todd & Betty Herbst residence. Meeting will be celebrated with a bit of Hispanic flavor. Call 831-4439 for info.

**Sunday, May 7, 2006** - Madison BMW Club 9:30 am meeting & 10 am breakfast at The Dry Bean Saloon.

**Friday, May 19 - Sunday, May 21, 2006** - Madison BMW Club's 32nd Great River Road Rally in Solder's Grove, WI.

**May 19-21, 2006** - Sea of Shining CLC's. Sponsored by Chromeheads Motorcycle Club #274. A gathering of the now discontinued BMW cruisers. Held at the Clifty Falls State Park, Madison, Indiana. An Inn, Cabins and Camping are available at the park, or a hotel can be secured in the local area. Go to [www.R1200clc.com](http://www.R1200clc.com) for registration info. Or contact Robert Davis, 302-345-0807.

**Saturday July 1, 2006** - Alphabet roads of Dane & Green counties Ride with Jim Keeney. Details on back page.

**Sunday, July 2, 2006** - Madison BMW Club breakfast & meeting.

# Secretary's Report

by Mary Klopp

**Sunday, July 16, 2006** - Alphabet roads north and south of Blue Mounds ride with Jim Keeney. Details on back.

**Sunday, Aug. 6, 2006**- Madison Ride for Kids' Middleton Fireman's. Park Reg. Closes 9:15 come early for coffee & donuts. Ride to Devils Lake. For the program more info cont. John Schroeder 608-325-4621

Minutes: Madison BMW Club meeting 4/2/2006  
Respectfully submitted by Mary Klopp, Secretary

The April meeting was held at the Dry Bean Saloon on Madison's west side. The meeting was called to order at 9:45 by Prez Todd Herbst.

New Bikes: None  
Guests: Steve Collins – K1200RS

Ironman Triathlon: September 10, 2006. Bert Hefty is looking for volunteers. Dick Olson is the "co-pilot". There's a June meeting for volunteers. The Media crew now have their own helmets. There will be a training session on the Saturday before the event. More info to follow.

GR3 Rally: Volunteer sign-up will be available at next meeting. Pins have arrived. Need door prizes from area businesses. Derek has been researching coffee makers on eBay. Sam Garst will check with his brother about donating one.

Wild Goose Run: April 23 at Bayside Supper Club on Cty Hwy G. Tom Van Horn has tickets to sell and will lead a ride leaving from Madison Motorsports at 9:00-ish.

Madison Motorsports: Open House on May 6, 2006.

Mischlers: Open House on April 29th

Next Meeting: Sunday, May 7. Also the day of the Slimy Crud Run

Meeting adjourned around 10:00.

## Not As Far Away As You Think (part 3-the planning stage)

by Ed Burington

Participants shown right:  
Ed Burington; 1977 BMW R100 /7, 1000CC  
Karen Krukenberg;  
1985 Honda Shadow VT700C, 700CC  
Bob & Linda Peart;  
1994 Honda Goldwing trike, 1500CC  
John Schroeder; 1998 BMW R1100RT, 1100CC



We planned this ride for a year. Would be ride members came and went. In the end 5 people on 4 motorcycles made the trip. We traveled over 5,000 road miles plus about 500 ocean miles through the inside passage by Alaskan Ferry.

Bob and Linda after deciding against pulling a trailer, manufactured a platform that fit in the receiver hitch of the trike. A large nautical dry bag carried most of their clothing and camping equipment on the platform. I had made a previous Alaskan trip in June of 1997. On that trip I had run into a lot of rain and mud so my modification was the purchase of a used Luftmeister rain fender for the front fender. I stayed with the existing mud flap for the rear fender. Karen and I purchased medium sized nautical dry

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bags (about 30" wide and 15 inch diameter). We chose a bright yellow colored bag to help with our visibility. These bags sat across our passenger seat and held our clothing and most other items we didn't want to get wet. John chose a smaller version but also carried a dry bag. All of the dry bags performed well, keeping our essentials and valuables in good condition throughout the trip. Everyone had hard saddlebags except for Karen who went with soft bags that mounted over the passenger seat and attached to the frame. The two newer bikes were equipped with full fairings. Karen and I chose smaller handlebar mounted windshields for our rides.

The following is a list I passed out to the group to help them plan for the trip.

Things to take on the Alaska trip:

- Don't think winter coat. Do think what can I layer on if I get cold. Don't forget a good rain suit doubles as a wind breaker and outer layer in cold weather.
- Good tires. don't start this trip with tires that have less than 8,000 miles of tread left. When I went up to Alaska before, I thought I would have had enough tread left on the rear tire to drive 6,000 miles of my normal driving. My rear tire was dangerously bald by the time I reached Anchorage, about 3,600 miles.
- Good rain gear.
- Towel set: one hand towel and one washcloth.
- A week worth of clothes. We should be in Skagway long enough to find and use a laundromat
- Swim wear. We will have time to take in the hot springs at Liard Provincial Park. <http://www.explorenorth.com/articles/liard.html> (good WEB site)
- Shorts for lounging or hiking.
- Riding shoes/boots and hiking shoes. They may be the same but I would be certain to carry two pairs of shoes because one pair will very likely get soaked somewhere along the line. Bring two pair of shoes that will be comfortable riding the bike.
- Flashlight.
- Basic eating utensils, cup, can opener. I like to stop to eat so for me camp food is a granola bar and coffee, tea or juice. Cup or glass will be needed to share the evening libation.
- Tent
- Sleeping bag and a bag that will keep the sleeping bag dry.
- Back pack. At least something that will allow you to keep your valuables with you if we all decide to hike off somewhere. The hike at Summit Lake is well worth the effort.
- Clear glasses, sun glasses, helmet face shields. The face shields are important not just to avoid wind burn but to get through buggy areas—yum.
- Plastic storage bags, I like zip lock bags of various sizes and garbage bags. The garbage bags can be used as water resistant liners inside your luggage or slid over outside luggage to help resist water. I purchased a "dry bag" and tested it on the Memphis run this spring. They really do work. A dry bag can be found in camping stores or scuba/snorkeling outlets.
- Gas treatment. My bike likes premium which is hard to find up north so I will be taking octane booster.

- Maps, GPS (I'll have AAA maps and my GPS along)
- Kleenex, doubles for napkin and toilet paper if needed.
- Camera, binoculars
- Notebook
- Test equipment, VOM, spark tester (Ed will bring)
- Cell phone (Ed, others)
- Emergency kit, bandages to insect bites (One of these would hopefully be enough for the group)
- I will likely carry an 18" and 19" spare tube (for tire)
- If your cables (throttle, clutch) are old enough you think you might want to carry spares, I would replace the old ones now and carry the old as spares, if you want spares.
- At least one set of replacement sparkplugs.
- I plan on taking rubber boots that fit over my riding shoes.
- I have fit a mud flap to my rear fender and I may put on an oversized "rain" fender I bought for the front.
- I purchased an armored "mesh" jacket and pants for hot weather riding so I can comfortably wear shorts under the mesh in hot weather.
- Bug spray (mosquitoes)
- Sun Block (one with a moisturizer like Banana Boat is good) The further north you go the more intense the sun will become.

I'll probably think of other things but this should get you started thinking for your own wants.

After trip thoughts: I once again underestimated the cold riding all day in Canada, especially the Canadian Rockies. I opted for my regular Tourmaster riding jacket with insert so my upper body stayed warm enough but went with the mesh armored riding pants thinking my rain pants and jeans would be warm enough inside the mesh. About day 3 I stopped and bought a pair of heavy fleece sweat pants but really wished I had my regular (not mesh) Tourmaster riding pants. Of course, that would have meant a very hot ride home from Montana.

I'll write more about the trip itself as I get time.



# The Future of the Madison BMW Club

by Jeff Dean

During one of our brunches last summer, we all were asked to raise our hands if we wanted the Madison BMW Club to continue hosting an annual rally. Every hand in the room went up save one – mine. Mine was the only hand raised to say, “no.” I think I should explain why I voted that way.

In 1968 I bought my first BMW motorcycle, a one-year-old R60/2. That same year I founded this club and called it the “Madison BMW and Touring Club,” I felt lonely as a BMW rider. We were a scarce breed. I put out notices on every BMW I could find in the city. On the appointed day, a handful of riders showed up at my house, all on black Beemers with white pin striping. Dave Maly, still active in the club, was there. So was Russ Atkinson, who no longer attends club functions because he did not like the direction in which it was headed. After that, I felt less lonely.

The idea then was simply to get together once a month—a tradition that continues—and arrange rides around Wisconsin’s wonderful roads. In time it was renamed the “Madison BMW Club,” and played a key role in founding BMW Motorcycle Owners of America in 1972. In the past 38(!) years, the club has changed. The world has changed. We have changed. And the Madison BMW Club has certainly changed.

Years ago, the club started hosting the Great Rider Road Run (GR3) rally in southwestern Wisconsin. At first, it was a novel idea and was kind of fun. It was a modest adjunct to the club’s main purpose, which was socializing and riding wonderful roads. However, as the years have passed the rally has taken over the club. Our post brunch “announcement” period is consumed by rally info and urgings that last up to an hour. Brunch has become a prelude to this rally information and solicitation period. Under the influence of a handful of strong-willed members, the rally has pretty much taken the club over, in spite of the fact that it loses money annually.

The Madison BMW Club has become, in effect, the “Madison GR3 Rally Club.”

Other clubs have faced this problem and decided a rally wasn’t worth what it did to the club. The Detroit BMW Club (MOA #1) has dropped its rally, as has the Phoenix International Touring Society (PITS).

During winter months, I spend time with the South East Arizona Touring club (SEAT -- MOA #213), based out of Tucson and Sierra Vista, which is about 80% BMW. In a short time, it has grown larger than the Madison club. It is really a wonderful club, much like the sort of club I envisioned for Madison back in 1968. It holds annual brunches on one Sunday a month in different places, often in places that require a nice ride to get there. In February, for example, it was in Bisbee (Arizona’s version of Mineral Point), which is about 100 miles from Tucson. Jill and I enjoyed the ride there and back. (Bear in mind that distances in Arizona feel differently than in Wisconsin.) Usually

the brunches are closer to Tucson. The SEAT club hosts no rally. Usually there is no need for announcements after eating. It does hold occasional runs, especially an overnigher every June for members (I hate to miss that, but I am back in Madison). In sum, SEAT is an easy-going and laid-back group of riders who enjoy getting together.

I think SEAT is so successful because it is essentially a social club for riders, and makes no demands on members. If you want to show up, you do. You feel welcome and get to know other members. There is no pressure whatsoever. No one says anything like, “I need volunteers to do X, Y, or Z.”

Check out SEAT’s very active web site (<http://www.seatrider.com/>), which is updated at least once a month, and often more frequently. In contrast, Madison’s web site was last updated in 2004 – two years ago! And SEAT’s colorful monthly newsletter is lengthy with lots of news and contributions from members. Check out SEAT’s on-line membership directory and events calendar, too.

At the moment, I appear to be a minority of one with respect to the mission of the Madison BMW Club and GR3. However, I suspect that if the club stopped doing GR3, most members would not really be bent out of shape about it. Indeed, I suspect the club would begin to resemble SEAT in becoming a laid-back bunch of riders who want to know each other, share experiences, and ride their motorcycles without organizational pressure.

One acquaintance who attended a Madison BMW Club brunch recently told me that once was enough, and he does not plan to repeat the experience. His reason was much like what I have been trying to say here. It was not a pleasant gathering to him, and he did not enjoy all the GR3 pressure and talk after the club was finished eating. He is not a “rally rat” and has no interest in working or attending a rally other than the MOA national. I think he may represent a majority of BMW riders.

Those few strong-willed members who push GR3 within the club could well continue to be successful in pursuing their goal. Personally, I am sorry for that, because I think the club would be better off socially and certainly financially without the rally and all the associated encumbrances it places on the club.

I hope my message here can begin a constructive dialogue within the club about its mission and future. It is entirely possible that I am, in fact, a minority of one. It’s also possible that I represent a silent majority that cares little about a rally and somewhat more about the original core mission of the club.



# We run with N8

by Todd G. Erickson

This past weekend, April 20-23rd, Bert Hefty and I went up to Road America for the CCS/ASRA season opener. I was running the Honda RC 51 in a few of the Heavy Weight classes, SuperTwins, and a couple others for a total of 7 races. The forks were re-worked and a Penske shock was bolted on to try and improve handling. With the new suspension I wanted a good track day to sort things out and get a feel for the new suspension, hence the NESBA track day on Thursday. (NorthEast SportBike Association) Running around the paddock on Thursday visiting with friends I spotted something strange. An oil-head with a #1 plate on it. "Hmmm, this is a strange site.", I thought, knowing damn well the only #1 plates on an oil-head belong to either Brian Parriot or Nate Kern.

Sure enough, it was Nate Kern out at Road America for his first time, running the R11S in the ASRA ThunderBike class. He also had another R11S that had a jug reduction to 900cc to run in the Lightweight SuperSport class. Nate beat Ed Key in the LW SS race on Saturday by a healthy 15 seconds, to take that 1st place. However, for the HP hungry amongst us, Nate was also hosting a very special machine in his pit area. A K12S that is one of only 2 in the U.S.. Beautiful carbon fiber work. Sleek. Muscular. Hot. Oh, and fast.

I did a short interview with Nate after his ASRA race on Sunday. He would particularly like to thank Mainline BMW Motorcycles in Devon PA., BMW North America, Vanson

Leathers, Suomy Helmets, BG Lubes, and especially all the local BMW riders who showed up to support his efforts. It really can be lonely out on the road in a strange place, and the local riders helped him relax and settle onto the podium top. Oh, and his mechanic deserves a well earned Roundel pat on the back too. Way to go fellas!!

In store for the future; Nate has some special goals and plans for the Roundel machines on the tracks of America. BMW is giving him the support he needs to follow those goals through. I'll just say the new R12S is in that picture along with another machine that will knock your Bayerischen socks right off!!

Bert and I had fun too. We learned that I can make the RC 51 slide real well. Road America is a HP track not all too forgiving for a bike that's 40 HP down on the big I-4s, but I kept 'em honest and woke them up with the barking SATO race pipes. This year's Championship Cup Series at Road America was very well attended by the public. Think about it for next as Nate Kern is on his way back and needs our support. A ticket in to Sunday's races is only \$15 and you get the run of the place compared to an AMA weekend.

Thanks for the pit help to Bert and my lovely bride

# July Club Rides

by Jim Keeney

At the January meeting I volunteered to lead a couple of informal club rides in July. Here are some details. If anyone knows why these are not good dates, let me know.

Both rides will be three to four hours. I'm not planning to stop for a meal. Let's just ride. Whoever shows up can decide when and how often to take a break. Unless the weather is really foul (or dangerous), I'll plan to ride.

## Saturday, July 1, 2006

Alphabet roads of Dane and Green Counties: Meet at the Oregon Kwik Trip at the intersection of County M and 138. Let's plan to leave at 9:00 a.m. South to Brooklyn, New Glarus, Blanchardville, Yellowstone Lake, then North to Blue Mounds and Brigham Park. Bring a lunch for Brigham Park if you want. After that you're on your own.

## Sunday, July 16, 2006

Alphabet roads south and north of Blue Mounds: Meet at the Oregon Kwik Trip at the intersection of County M and 138. Let's plan to leave at 9:00 a.m. West to New Glarus, Hollandale, Ridgeway, Mazomanie, Sauk City, and finish at Lodi or Waunakee.

## Book Review

by Edwin Burington

### Long Way Round: Chasing Shadows Across the World

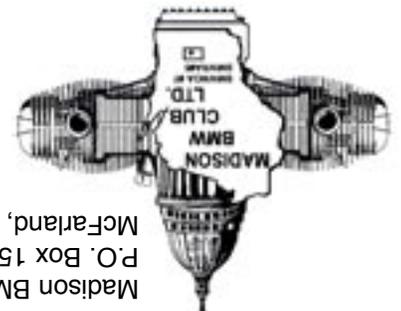
by Ewan McGregor & Charlie Boorman



Excerpt from an Amazon.com sellers blurb:

"From London to New York, Ewan and Charley chased their shadows through Europe, the Ukraine, Kazakhstan, Mongolia and Russia, across the Pacific to Alaska, then down through Canada and America. But as the miles slipped beneath the tyres of their big BMWs, their troubles started"

What can I say. I wanted this book to be so much more than it was. Although there were truly interesting parts and great photos, most of the book read like a not so interesting diary. A diary written as a trigger for the author's own memories. It lacked the details that would have made this a more interesting read. Ewan and Charlie are definitely not seasoned tour riders. They lacked that day after day, mile after mile experience of the long rider. Although they did do their research before making the ride, it is obvious that in many instances the good advice was ignored to their detriment. I chuckled a little when they talked about pulling into the BMW shop in Anchorage. They were surprised at how little impressed the shop guys were with their touring feat. Here was a shop that regularly sees riders coming in off the Pan-American Highways better prepared and without a film crew entourage. I still would like to see the film they made of the adventure. I have a feeling the film will be more interesting.



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