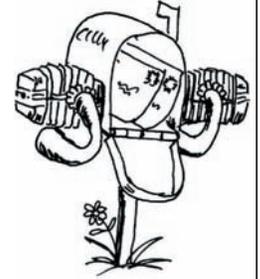


The Mail Boxer

April 2008

BMW MOA #7



The Prez Says

By Todd Herbst

IT LIVES!

After a three year, weather induced hiatus, the St. Patty's day ride lives again. I woke to a clear cold day, about 25 degrees. By the time I suited up and left for the rendezvous point in Cross Plains it was a brisk 29 degree day with bright sunshine. As I pulled into the Citgo, both of the other riders pulled in at the same time. We gassed up, waited a few minutes past 10 to see if anyone else would show up (and to warm ourselves in the sun). No one did.

So off we went, tootling through Cross Plains, west on Hwy 14 until we got to CTH KP west, I noticed my shocks were very stiff, a lot of bouncing around with all the frost heaves. We took KP through some twisties loosening up the cobwebs of winter. We took a right on South Valley road, crossed over Hwy 14 and up a good sized hill. On the way up I was noticing a lot of road debris. I crowned the hill and all I saw was gravel. I mean when the town crews sanded, they we're very heavy handed. We picked our way up South Valley to Kahl Rd where we had to stop on a steep sanded hill before we could take a left. We all got off without a mishap. Kahl Rd has one of the more beautiful panoramas near Madison, rolling hills and coulees in all directions, just beautiful in the morning light. We took a right on Blackberry Road, a left on Turkey for some more fun, sand filled corners until we hit Hwy F near Black Earth. I checked with everybody to make sure we were all staying warm enough. We were, barely. So, north on F a few miles to Hwy 19, right a few more miles to Old Settlers Road where we took a left. Old Settlers is another great road that leads to Dunlop Hollow road, which is even better as far as scenery is concerned. Riding at this time of year when there is still a lot of snow in the woods and no leaves on the trees is really cool, because you see so much deeper into the woods than at any other time of year. There are some really old stone houses on Dunlop Hollow that you can't see with leaves on the trees. We took Hwy 78, right, towards

Upcoming Events

Sunday, April 6, 2008
Club Breakfast at JT
Whitney 9:00am

Saturday, April 12, 2008
Steve's ride n camp in
Soldier's Grove, WI Meet at
Pine Cone Restaurant Hwy
51&I90/94 at 9:00 am

Saturday, April 20, 2008
24nd Wild Goose Run, BMW
Motorcycle Club of Port
Washington
On Sunday meet at Bayside
Supper Club, W9231 County
Road G, Beaver Dam, WI
920-887-0505 for brunch &
festivities. South of Beaver
Dam take Hwy 151 Exit 129
(which is Business 151) for
0.7 miles turn left at Kwik
Trip.

Saturday, April 26, 2008
Steve's Dinner Ride
Meet at Madison Motorsports
at 3:00 pm

Sunday, May 4, 2008
Club Breakfast at Hilltop Inn
4173 County Rd P
(1.4mi N of Pine Bluff)
Cross Plains, WI 9:00 am

Sunday, May 4, 2008
After Breakfast Meeting
Tentative Slimy Crud Run
Ride from Pine Bluff, WI to
Leland, WI--lots of neat bikes

34th GR-3
May 16 to May 18, 2008
in Soldier's Grove, WI

Sunday, June 1, 2008
Club Breakfast J.T. Whitney's
9.00am

June 12-15, 2008 USCA Na-
tional Rally in Duluth, MN

June 19-22, 2008 BMWRA
National Rally in da U.P.
Houghton, MI

Sunday, July 6, 2008
Club Breakfast J.T. Whitney's
9.00am

July 17 - 20, 2008 BMW
MOA 2008 International Rally
Gillette, Wyoming

Sunday, August 3, 2008
Club Breakfast J.T. Whitney's
9.00am

Madison BMW Club
P.O. Box 152
McFarland, WI 53558

President:
Todd Herbst 608-831-4439
president@madisonbmwclub.org

Secretary:
Linda Low 608-838-2690
lrloww@verizon.net

Membership:
Derek Engelen
membership@madisonbmwclub.org

Treasurer:
John Ong 608-222-6489

Newsletter Editor:
Sam Garst 414-704-7767
editor@madisonbmwclub.org

Rally Chairs:
Jim Harms 608-798-3645
Jim Low 608-838-2690
rally@madisonbmwclub.org

Activities Directors:
Tom Schirz 608-221-9682
Bert Hefty 608-831-4439
activities@madisonbmwclub.org

Sauk City. No bald eagle sightings today. A right on CTH Y, another right onto HWY 12 and an immediate right back onto North Dunlop Hollow Rd. There is a big, narrow, curvy hill on this road that tops out with another stunning view. Straight ahead about 20 miles south is Blue Mound framed perfectly in the trees, then it's straight back down into a coulee, through some more twisties then a left back on Old Settlers to Katzenbuechel Rd, left more prettiness to CTH KP, right to Hwy 19 again, left to CTH K South a few miles to Enchanted Valley RD where we took a right. Enchanted Valley is another great road full of big hills, panoramas and a lot of twisties. This takes us all the way to Airport road just East of Cross Plains. We jump on Airport heading East to Rocky Dell road South, and straight into my driveway, where we park, un-bundle in the house and warm up in front of the wood fired stove with some coffee. It was a Balmy 32 degrees outside. We road 42 miles. No one froze anything off.

And IT'S ALIVE

And, great start to the riding year for Me, Myself and I.

FROM AN ANONYMOUS SOURCE

"Work, work, work. Work work work. Gotta protect our phoney baloney jobs". Mel Brooks had that right. That's all I seem to be doing. Rode once this last month to (of all places) work. I can't wait for spring.....sigh.

The Veep Speaks

By Steve Lemke

Hi Everybody.

I just traded the fastest, best looking motorcycle I have ever owned. My R1100S is now at Mischlers BMW, for you to see and ride. I now have an oilhead RT as my ride.

Whenever I lead a ride, I don't care what you ride or if you are a member of our club or not. You are always welcome to ride with us.

On April 26, I will be riding to Gigantes Riverside in Milford. I am hoping that our group will get there about 5:00 to 5:30. I will not be able to make it to the April meeting. I will be riding to the Dogwood Trail Rally in Mississippi. Mabey I will see some of you down there!

Vice Presidente Generalismo Steve Lemke

Rally Update - By Jim Harms

As you probably already know, I am co-chair of the GR3 this year, along with Jim Low. Planning is in full swing. Roland has been very helpful in transferring title of 'Rally Czars' to us. I have been pleasantly surprised on how many people know what needs to be done and chip in to make it happen. Thanks to one and all who have helped out so far!

A few things to note:

- Rally Mugs (red with white lettering) have arrived. Dick Olson will bring samples to the April meeting. Milwaukee BMW is once again our sponsor.
- Rally Pins, designed again by J.T. , should arrive soon also
- The Posters are making their way to the Chicago area, the Twin Cities, and beyond. Special thanks to Betty and Todd for creating. I know Dan Baum and Mike Shannon are at least two of the people who have helped to distribute them.
- Dave Maly will once again lead the Touring Ride. We have a couple of options for a GS ride.
- We've sent Rally Info to Chartered Clubs within an easy day's ride.
- Web Master Steve Huber has been busy with page updates and other things we throw at him.
- The April edition of the MOA and RA magazines will have our Rally Ad.
- For those who prefer not to camp, a new B&B (The Roth House) has opened up close to the Rally site. We 'may' have less shower options since the Old Oak Inn is currently closed. Less than 20 people took advantage of them last year.

Upcoming:

- Planning for the meals will be happening soon, so I can't tell you what the meal will be yet.
- We are starting to solicit for Door Prizes. If you know of anyone who might be willing to donate something, please let us know.
- Looking for additional 'self guided' ride routes to distribute at the Rally. If you have some favorites, please mark them out and send us a copy.
- A volunteer sheet sign up sheet will be available at the next two meetings. Volunteers will have their Rally Fee reduced to \$15.
- For others, consider sending in the Pre-Registration form on the Web Site. You'll save \$4 and it will give us a better idea of how many people to expect.

SECRETARY'S REPORT

LINDA LOW

None



**WI April 20, 2008
24nd Wild Goose Run
BMW Motorcycle Club of
Port Washington #116**

On Sunday at noon the Wisconsin area clubs will meet at Bayside Supper Club, W9231 County Road G, Beaver Dam, WI 920-887-0505 for brunch & festivities. South of Beaver Dam take Hwy 151 Exit 129 (which is Business 151) for 0.7 miles turn left at Kwik Trip. \$11.00/person includes gourmet meal, tax, tip, trophies & door prizes. For map & more info: www.portbmwclub.com Make reservations with your local Wisconsin area club before 4/13. Contact Mark Williams (mwilliams44@wi.rr.com) (262-284-6414)

**September 4th – 7th, 2008
38th Annual Wisconsin Dells
BMW Motorcycle Rally**

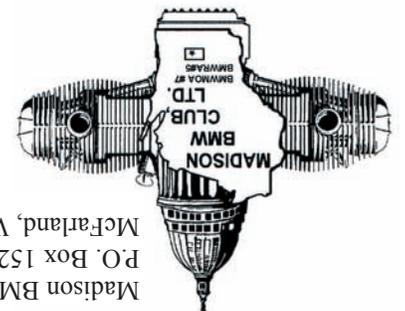
BMW motorcycle owners, riders and their guests are cordially invited to attend the 38th annual Wisconsin Dells BMW Motorcycle Rally. This will be our 6th year at the fabulous Chula Vista Resort. Enjoy a sit down indoor Saturday evening buffet, indoor and outdoor Water Park, seminars, vendors, live music Fri & Sat nights. Camping has been GREATLY improved for 2008! Rally Registration includes reduced Room rates for Chula Vista Hotel rooms and Condos on grounds.

Notice

Our local BMW Club #7 is in the process of reinstating our membership in the BMW Riders Association, which has been dormant since 2004. In going over the current membership (65) papers we find only 4 who also listed RA membership. We need 5 to reinstate. If there are others, contact John Ong, or the club mailbox, with the name and RA membership number. If we have 25% of current club #7 membership we won't have to pay the \$10 fee. This would require a total of 17 RA members.

Thanks!

John Ong



Madison BMW Club, Ltd.
P.O. Box 152
McFarland, WI 53558-0152

1968: The Birth of the Madison BMW Club

By Jeff Dean

Imagine a world with almost no BMW motorcycles. Imagine not knowing any BMW motorcycle riders. That was the world I faced in the 1960s when I started riding motorcycle.

The motorcycles I did see back then were made in England or the United States. They were bright and noisy and driven by chains. Japan had yet to enter the scene and flood the U. S. market.

I first saw what I later learned was a BMW motorcycle in 1959 as a freshman at Lawrence College in Appleton, Wisconsin. One spring day I saw an upperclassman riding around campus on a quiet, black motorcycle. I noted its unusual engine with cylinders projecting sideways into the air stream. It was impressive to me and much more handsome than any other motorcycle I had ever seen. The image of that bike and rider stuck in my memory.

Years later I was a graduate student in New Haven, Connecticut. There I noticed several of the black motorcycles turning off of Chapel Street, across from the Yale Art Gallery, to ride up an alley that disappeared into the middle of the block. One day I walked up that alley and found Libby's Sales and Service, a motorcycle dealer selling Vespas, Yamahas, and the black motorcycles. A garage door was open into a service area, so I walked in and saw a man working on one of the black motorcycles. He seemed friendly, so I starting talking with him. In a distinc-

tive German accent, he told me what I had not known. The black motorcycle was a "BMW" and it was made in Germany.

That was the beginning of my saga regarding BMW motorcycles that has now extended over four decades.

Being a graduate student on a limited budget, there was no way I could afford a BMW, not even the one with a single cylinder. An R27 that cost \$810 new (\$5,440 in 2007 dollars) at the time way too much for me. A couple of years later, I could afford something that cost half as much and was sold by Libby's. It was a 150cc Vespa GL, which served as my two-wheel motorized transport for the several years it took before I could afford to own a BMW, my first real motorcycle.

In 1967, I was married to a very tolerant woman.



Jeff and Jill in 1967

We both had full-time jobs, so we felt we could afford a BMW, at least a used one. One appeared in the newspaper ads. It was a one-year-old R60/2, the very model that I had decided by then was my dream bike. After discussion with my wife, Jill, we drove up to Oakfield, Wisconsin to see it. It was the same kind of quiet, black motorcycle that had been burned into my memory years earlier. We bought it on the spot.

I will never forget the thrill of riding that BMW back to Madison. I remember looking down at

A year went by and I was feeling lonely riding my BMW around town, so I decided to see if I could arrange some sort of gathering for the few owners that I could find. I selected a time and a place and photocopied some invitation sheets. Whenever I saw a rare BMW motorcycle, I would put one of the fliers on it. The appointed day arrived and nearly a dozen riders showed up. The "Madison BMW and Touring Club" was born. It was later rechristened the Madison BMW Club and it eventually became chartered club #7 of the BMW MOA. I was the club's first president and newsletter editor.



Russ Atkinson taking a photo of the club. The photo was taken at Wyalusing State Park in 1970.

the cylinders and thinking of them as stubby wings flying me home. That is until the flashing red lights of a police car appeared in my rear view mirror. The previous owner's license plate on the R60/2 which I had not removed was expired. The sharp-eyed officer had noted that. I showed him the signed title and handwritten bill of sale, and he took pity on me. However, I had to remove the plate before I could continue.

Representing the Madison BMW Club, I began to correspond with other BMW riders across the country in the hopes of founding a more broad-reaching association. I exchanged local newsletters with clubs in New York, California, Michigan, and Illinois, among others. As a result, a group of us decided to get together in Chicago during the winter of 1972 to see about starting a national BMW motorcycle owners association.

It was 13 degrees below zero that day in Chicago. Jill and I drove down there in our old Ford Mustang. The carburetor froze at a gas station in Illinois, but an attendant sprayed something into it and it started flowing again. Vern Hansen (Detroit), John Moore (California), Charlie Smith (New York), Frank Diederich (Chicago), and I met in a motel near O'Hare Field to talk about starting a membership-based national BMW motorcycle organization with elected officers and a board of directors. We agreed to do it, with Charlie starting out as the first editor, John the treasurer, and Vern as the president. I was charged with writing the association's first bylaws, which I based inexpertly on those of the Madison BMW Club.

There was no way in 1972 that I could have envisioned what would happen to the little organization we started on that frozen day in Chicago. I doubt that any of the founders would have conceived of what the organization would become by the 21st century. We named the organization BMW Motorcycle Owners of America, and as they say, the rest is history. BMW MOA, as it is now known, is the largest association of BMW motorcycle owners in the world. It boasts a full-time staff, an excellent monthly magazine, a rider education program, and North America's largest annual BMW motorcycle rally that travels throughout the United States and in Canada. I am proud to be a life member.

In 1972, John Harper from Alabama and I joined together to found the Vintage BMW Motorcycle Owners, Ltd., which is also still going strong.

I have not been without at least one BMW motorcycle since 1967, and have gone through over fifty of them. My modern ride now is an

R1200RT. I am dedicated to the shaft-drive "boxer" that got me started in the first place.

My memory of that old R60/2 is alive and well. I am still attracted to that quiet black motorcycle from my college days and I cannot resist owning examples. I now have a Black, Dover White, and a Granada Red version of that model, as well as a Dominican Blue R50/2, an R51/3, and an R68. When I feel down or just want to feel young again, I roll out an R60/2 and I am instantly transported back to the 1960s. I look down at those stubby "wings" and listen to the throaty rumble while compensating for the languid acceleration and antique brakes and in this moment, I can hear that German mechanic at Libby's in New Haven extolling the wonders of this great motorcycle.

We now live in a world with many BMW motorcycles and through the BMW MOA and our own Madison BMW club, it is a world that we share with many BMW motorcycle riders.

2008 marks the 40th year for the Madison BMW Club. All is well with the world.



Half a Helmet is Better Than None

By Jim Harms

I know, I know. This is kind of like preaching to the choir, but here is a little story about a rider who now always wears a helmet and a couple that still don't.

Last summer, I took a cycle ride several hours north of here. The occasion was one of those 'significant' birthdays and to celebrate that fact that he (and his wife) were still alive to see it.



Several months, earlier, while riding with a group, a small truck pulled out in between them. The driver was going quite slow, so after a while, they decided to pass. At the same time, he made a left hand turn and, as you can imagine, they both couldn't share the same space at the same time. Apparently he did not notice this fact right away, and continued on, pulling into the parking lot. The turn signal and loud pipes didn't catch the driver's attention as they expected.

The gist of it is, neither were wearing helmets. He was Med-flighted, but her deeply gouged leg and case of vertigo would keep her out of work for many months. I couldn't help but think that a helmet might have, at least, prevented having to through vertigo treatments. Luckily, they have a lot of close friends who helped them through this, but it certainly wasn't an easy journey.

So, at the party, I spied a tall skinny guy, with a neck brace. I thought he might have been involved in the same accident, but that wasn't the case. Striking up a conversation, I found that the brace was more or less precautionary. The story goes like this:

A woman in this same group of friends had just taken the Harley New Rider safety course and purchased an 883 Sportster. Several rode along to pick it up and were coming back around dusk. He was driving a sidecar rig (no passenger) when a deer began to run next to the side car. Before he could react, it cut in front of him.

From there, he doesn't remember much beyond the fact that it flipped end to end and that he was able to hang on for one revolution before falling off. Those behind said the rig itself actually did three revolutions. Later that day, they were trailing it home and I got to see it. Quite a bit of damage to the front of the side car and cycle top case since those were the main contact points. Who knows how straight the frame might be.

Luckily his injuries were minor. He attributes this in large part to the fact that shortly before the crash, he was getting cold and stopped to put on his leather jacket and half helmet. The year before, he was involved in another accident and just happened to put on a helmet shortly before that one too. Now, he says, he will never ride without one.