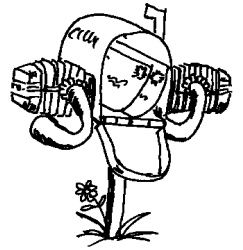


The Mail Boxer

BMW MOA #7

BMW RA #5



No matter what/where/how often/far/fast you ride, we welcome you to join us in motorcycling fellowship.

The Prez Sez:

By Steve Huber

Optimism, yeah, that's the ticket. Just when the sleet/snow/slush of January yields to the snow/slush/sleet of February, Ben Cimino pops up like a frickin' crocus against that overwhelming darkness. Unbeknownst to me after my last month's rant on maps and planning new "adventures", Ben had already prepared an incredible packet of Wisconsin-related material for the February b'fast meeting. It was like opening a Christmas present.

Just opening that packet spilled forth the smells of summer! There was a crisp (yes! a crisp!) new! road map of Wisconsin. Couple that map with the included guide books (my favorite is the "Heritage Traveler") and there is no excuse for not dusting off the camping gear (or VISA if you prefer motel camping) and doing a "wander-about" around Wisconsin. From Bayfield to Hazel Green there's something in that package you'll find interesting. If you missed picking up a packet in February, talk nice to Ben and maybe he'll have an extra to pass along. Believe me, it's worth it.

There's probably a complete Chicago M/C Show wrap up elsewhere in the newsletter; this is my \$0.02. Wow, the useless junk I never knew I didn't need was amazing. One of the more useless items several vendors were pushing was a "toe cover" that slips over your boot (or shoe) and protects your Gucci's from unsightly shifter scuffs. Gee, I thought that was what boot shift pads were for. What's next, boot condoms?

We're a little thin on upcoming rides and events for March and April. Weather gods willing, we will see a gradual thaw and clearing roads. Contact Todd or Betty if you'd like to do a ride. These don't have to be big affairs - a run to a favorite b'fast or lunch spot makes a good half-day ride.

According to Rally Czar Bert, things are moving along for the GR3. We have rally pin samples to show you (if I don't forget to bring them along to the meeting).

Think I'll wander out to the garage and look at the vacant spot where the RT usually sits. See you at the March b'fast.

Prez Steve

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

www.madisonbmwclub.org

President: Steve Huber
(608) 242-1873
president@madisonbmwclub.org

Rally Chair: Bert Hefty
(608) 862-3671

VP: Tom Van Horn
(608) 238-5181

Secretary: JT Wagner
(608) 222-3758

Treasurer: John Ong
(608) 222-6489

Activities: Todd Herbst and
Betty Bruun
(608) 222-8177

Editors: Mary & Roger Klopp
(608) 877-0209
2036 Barber Dr.
Stoughton WI 53589
editor@madisonbmwclub.org

Meetings (usually) on first Sundays
of the month at 9AM

Next meeting:
9 AM March 4 at the Maple
Tree Restaurant,
McFarland, WI

VP's Report

By Tom Van Horn

As I write this, all of the bright red 2001 club directories should be out - those not handed out at the Feb 4th meeting have been mailed. If you don't have one as you read this, it's either lost in the mail OR I don't have you down as a current member! If you should have one, let me know and we'll sort it out.

The Chicago Cycle Show and Rob and Arlene's Slip-Slide affair are both recent history - anything to report??

My own take on the Chi' show? Lots of shiny new stuff - VERY crowded (I'm told Sunday more so than Saturday); KTM, Aprilia, and Victory had big new spreads; Uni-Go trailers had a display (sleek little one-wheelers that even I'd consider); and, of course, piles of T-shirts that I wouldn't be caught dead in out in public. The new (resurrected?) Triumph Bonneville looks better - less blocky - in the flesh than in pictures...

Some of us toured around Chicago just before the show. Among the wonders taken in was Chicago Harley-Davidson, just off of Michigan Ave. Lessee, there were a few medieval-looking boots, some leather jackets on the back wall, bandanas, T-shirts, refrigerator magnets, signs, teapots(!), business card holders, wind-up toys, miniatures, and, what? Motorcycles? Uh, yeah, there were a couple antique replicas hanging from the ceiling. That was it for actual bikes. I just

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Club Member Profile of P.J. Francis.....pp.7-8

don't get it, I guess... (Editors' note: If you think that's peculiar, a pet supply store circular in the Sunday paper featured H-D tags, bandanas, caps, collars, sweatshirts, and jackets for your dog. Guess you have to go to a dealership for the H-D frisbees. As some like to say, if we have to explain, you wouldn't understand.)

The Rockford-by-way-of-Pecatonica Swap meet is April 29th - if any members have something they want to peddle at the club table, let an officer know.

Farther down the road: If you've been at the meetings, you (and we) have likely concluded that this next GR/3 will be our last one at Jellystone camp. They nearly doubled our camping prices on not-too-long notice; we've gone to cheaper pins to keep prices in line for now, but new sites are being looked at.

There has been a steady pattern of Jellystone putting the screws to us - last year they barred vendors at the last minute, BUT - I'm not sure that I would lay

much of this at Mike and Kim's (Bagley Jellystone owners) feet.

Bert, Roland Thompson, Todd Erickson, and I have all had or seen experiences at other Jellystone camps where motorcyclists were blatantly excluded, on thin-to-nonexistent pretexts. Possibly some of you reading this have too (and I'd like to hear from you!); I suspect that this is a Jellystone corporate policy - maybe not spelled right out, but practiced nonetheless. If a body of evidence can be assembled on this, I would like to put it out to riders' organizations - AMA, 'MOA, 'RA, ANCOM, whoever - so they know it's going on. I know that I've made my decision: I camp as much on four wheels as two or three, and no Jellystone franchise is getting my business regardless of my vehicle of choice.

Okay, ranting aside, the next club picnic will be Sunday, June 3rd at Brigham Park, outside of Blue Mounds on Hwy. 'F' (this is a move from Festge Park). As we have lost money paying caterers (we lost more on the last picnic than on the last rally!), we're trying a do-it-yourself thing this time. Todd Herbst, Bert and Lloyd McCabe have offered to put together a barbecue, with the club paying for ingredients. Side dishes will probably be on a potluck basis. Remember, many hands make light work - if you have a dish (or just assistance) that you can offer, let us know!!

It has, so far, been a good winter for club members getting their bits in Larger Media:

VP's Report continued:

Meredith Hassall's observations on colloquial German were run as an article in the January O.T.L. (the BMWRA magazine).

We see Jeff Dean coquettishly modeling conspicuity gear in Dave Hough's article in the February MOTORCYCLE CONSUMER NEWS.

P.J. Francis jabbed Peter Egan for letting the affordable-BMW-airhead cat out of the bag in his letter in the March CYCLE WORLD.

And yours truly had a book review (first seen here) run in the latest OIL RAG.

You have probably noted that I put a lot of space in the latest directory for additions - and here are the latest - welcome back!

RENEWALS:

Al and Cindy Saldana
212 N. Main St. #8
608-423-1491
Cambridge, WI 53523
(K120ORS)

Ed Burington and Karen Krukenberg
2040 Allen Blvd., #7
608-238-1933
608-267-7257
Middleton, WI 53562
edwin.burington@dot.state.wi.us
(R100, K75, Hondas)

John and JaNelle Stransky
6308 Sighting Rd.
608-838-3773
McFarland, WI 53558-9298
(R100RT)

Secretary's Report

By J.T. Wagner

We had 36 people attending the breakfast, with 2 guests: Dave Bancroft and John Sobchak. Jeff Dargis won the 50/50 drawing and Karl Schmidt won the free breakfast next month. Jim Dickey won one of a few remaining old club pins donated by Russ Atkinson.

Ben Cimino passed out state travel info packets. The plan is for club members to read through this and possibly volunteer to lead a club ride.

The club constitution is on the web page.

Rally Czar Bert announced that all the posters and registration forms have been printed. We now have reciprocal web links to other clubs to pass along info about rallies and other assorted things. Also to MOA, RA, Airheads, Oilheads. The rally pins will be here by the March breakfast.

The club voted to rent a table at the April 29 Blackhawk Club's swap meet. The cost is \$20.00.

Tom Schirz sent a rally donation of \$100.00 to be split 4 ways between Airheads, K bikes, Oilheads, and F650s for long distance ridden to the GR3.

Our club picnic has been held at Festge park the last few years. Bert Hefty said he would check into availability of Brigham park and also what dates are open. The idea right now is possibly a pot-luck picnic. Todd Herbst

volunteered to cook, though I'm sure he wouldn't mind helpers.

That's it until the march breakfast on Sunday the 4th.

Winter Campout 2001

By Steve Huber

I find the thought of camping in single-digit temps interesting in an academic way, much the same as Einstein's thought-experiments regarding the General Theory of Relativity. In fact, winter camping makes as much sense to me as the Theory of Relativity.

That said, a group of brave souls from the Madison BMW Club gathered with several braver souls from Steve Werlein's family over the weekend of January 19-21 to experience the frigid thrills of Blue Mounds State Park. Attending from the club were Todd Herbst, Betty Bruun, Roland Thompson, John Schroeder, Roger & Mary Klopp, Steve Werlein and Tami Bonkamp, Lloyd McCabe, Peggy Waters and friend Patty, Ben Cimino, Meredith Hassal, Daniel Baum, and yours truly (wow, what a crowd!).

Several of the above pitched a tent, fluffed the sleeping bags (or bags) and spent one or two nights out in the crisp January air: Steve, Lloyd, Todd H, Betty, and Roger K.

Roger Klopp, showing the hardcore determination (and notable lack of judgement) he's known for, actually rode his



Happy campers (okay, so they didn't actually camp overnight)
Peggy and friend Patty warm up with Todd's killer chili.

R11RT to the park. He reported easy sledding until he got to the park roads, where things got "interesting". Maybe it was all the layers of clothing he had on, however I didn't notice that the seat covering was too puckered. Further amazing the assembled crowd, he left the Rog Mahal at home and brought a tent!

Keeping up one's energy level in the cold takes plenty of fuel. There was abundant liquid refreshment circulating (thanks Mad Motorsports for the cider), and Todd H made not one, but two pots of some bodacious a*s-kicking chili! I propose we modify the Activity Director job description to require potential applicants to submit chili samples for evaluation.

Blue Mounds State Park has several miles of cross-country ski trails of varying levels of difficulty. John Schroeder

reported that one intermediate level trail he took had a "gravity cavity" that sucked unsuspecting skiers into a white hole.

With daylight fading and the temperature slowly falling, your humble scribe decided to retreat back to Madison and the comfort of fluffy pillows and warm blankets (and central heating). Festivities continued into the evening by the remaining crew.

Post-camping reports showed that all campers were present and accounted for (and functioning) on Sunday morning. Roger reported the RT fired up fine in the zero degree weather, although the fuel system had developed a disconcerting drip, right on to a hot exhaust pipe. He was able to ride home without the bike or himself getting flambéed.

Hmmmm, maybe, just maybe I'll give this bizarre ritual a try next year.

Chicago M/C Show: One View

By Steve Huber

One motorcycle-related fix to look forward to during these abject, dismal, slush-filled, freezing, dark days of winter is the Chicago motorcycle show. For those of you born in a cave or with your head up your butt, this is an annual, travelling shindig sponsored by Cycle Word magazine and held at the convention center in Rosemont, IL, a 'burb across the road from O'Hare airport.

Locating the convention center from I-90, and getting back on I-90 afterwards, is an exercise in the absurd that rivals an Escher lithograph. Bring plenty of maps, liquids, and food. You'll need it if you (inevitably) get misdirected (i.e. lost).

Once you're finally inside the exhibition hall you notice the major players: BMW, Honda, Kawasaki, Yamaha, Suzuki, H-D, Aprilia, Polaris, Ducati, Triumph, and "Indian" (don't get me started on that one). Here's their big chance for the manufacturers to get the unwashed masses in a lather to ante up the bucks for this year's BNG (bold new graphics).

An occasional concept or custom bike is displayed, and frequently one or two racing

Chicago m/c show continued:

machines are there. BMW had an F650 piloted by Andrea Meyer (I'm not sure if it was the same one she used in the recent Paris-Dakkar race, this machine was clean). I still haven't washed my hand that touched the bike.

An interesting sideline is the "customer" displays. The Chicago-area Norton/Triumph/Olde English Crocks Club had a display of British bikes (including a 1914 Excelsior, although that one is an American bike). The Moto Guzzi owners club had a nice selection of Italians including several Falcons. What was missing this year, or I somehow missed it, was the bike exhibit sponsored by Cycle World. In past years there was a rather large collection of motorcycles in various categories: the usual dime-a-dozen custom H-Ds, classic Japanese bikes, British, etc.

As an adjunct to the machinery are the various vendors. Yes, you're likely to find those concho-encrusted chaps you've been pining for, however there are quite a bit of real riding gear available from decent leather jackets to synthetic jackets and pants, to helmets and gloves. I forgot to pick up some temporary tattoos for the next time Chainsaw, Snake and I get together for some brews.

After a couple hours wandering the floor I'm ready to leave. There's only so much of milling around with 5,000 of my closest friends that I can put up with. I enjoy the show and am glad to have gone, but I always look

forward to the return trip. At least after we find I-90 West.

**AIM/NCOM
MOTORCYCLE E-NEWS:
Coast to Coast Biker
News**

Submitted by Tom Van Horn

FEDS ENDORSE HEALTH CARE DISCRIMINATION For the past several years, motorcyclists have rightfully believed that we had won the federally protected right to medical benefits from our health care providers in the event of an accident. But now, over four years since bikers from across the country successfully lobbied Congress to ban health insurance discrimination against motorcycle riders, new regulations released recently may actually have the opposite effect.

The original intent of the legislation, the Health Insurance Portability Act of 1996, was to protect employees from being discriminated against by being denied coverage "due to their participation in activities such as motorcycling, snowmobiling, all-terrain vehicle riding, horseback riding, skiing and other similar activities," according to the Congressional Record from that time.

But on January 5, 2001, the three federal agencies involved in the rulemaking process to codify the legislation into federal regulations, released the new rules which appear to completely contradict the original Congressional intent. While on

one hand the regulations state that employers cannot refuse healthcare insurance on the basis of an employee's participation in legal recreational pursuits, on the other hand it allows health care benefits to be denied for injuries sustained in connection with those activities. In other words, according to the new regulations, your employer can't deny you insurance coverage because you ride a motorcycle, but the insurance carrier can refuse you coverage if you're involved in a motorcycle accident.

Bikers from coast to coast worked hard to enact legal protections against insurance discrimination, and yet these new rules render all that effort meaningless. However, with the new Bush Administration taking charge, and new agency heads appointed, perhaps the first order of business for the new Congress should be to address the situation and correct this grievous error. We encourage concerned riders to contact your Congressional representatives and urge them to take corrective action.

To contact members of Congress, call the Capitol Telephone Exchange at (202) 224-3121.

EPA TO TARGET MOTORCYCLE EMISSIONS The Feds are drawing a bead on motorcycles, and will soon tighten emissions standards for street bikes and impose standards for dirt bikes, which are currently unregulated at the federal level.

AIM/NCOM News continued:

The Environmental Protection Agency is expected to follow California's lead in both sets of standards, reports the San Francisco motorcycle publication CITY BIKE. Along with bikes, snowmobiles, marine engines and industrial engines such as those used in forklifts are expected to come under scrutiny in the coming months.

In a November document called an Advance Notice of Proposed Rule Making, the EPA puts forth their case for regulating machines hitherto untouched. On page 3 of the document, it is proposed that while they're at it, they may as well tighten standards for street bikes too. There seem to be two reasons: 1) It hasn't been done in a while ("current standards were established more than 20 years ago"); and 2) California recently did it ("California recently adopted new standards for highway motorcycles and new standards have been proposed internationally").

Then, in a remarkable attempt at sugar-coating the bitter pill of government regulation, the agency suggest that the coming restrictions of both street and dirt bikes might actually help the industry. "There may be opportunities to reduce emissions in a way that also allows manufacturers to benefit from harmonized requirements, which may reduce product lines and production costs."

Why this pie-in-the-sky nonsense would work at the national level when it failed so utterly in California is not made clear.

UPCOMING EVENTS:

March 4, Sun: Club Breakfast, 9AM at the Maple Tree, McFarland, WI. Spring is just around the corner. Try to ride if the roads are safe!

March 5-11, Mon - Sun: Daytona Bike Week, see following article for schedule of activities for the BMW enthusiast.

April 22, Sun: Wild Goose Run, 12 noon at Niles Restaurant (formerly the Pyramid) east of Beaver Dam, WI. \$8 per person.

Certainly, the EPA knows what a fiasco the California regulations were, and are: The document acknowledges that "...a lack of certifiable product from manufacturers was reportedly creating economic hardship for dealerships. The number of certifiable motorcycle products was particularly inadequate."

The EPA is soliciting comments at ranprm@epa.gov.

2001 Daytona Bike Week BMW Event Schedule

From Tim Hirst
R1200 C Product Manager
BMW of North America, LLC.

International Motorcycle Show (IMS)

Dates and times:
March 7 - 9 (10 am - 6 pm)
March 10 (9 am - 6 pm)
March 11 (9 am - noon)
Location: International Speedway Hospitality Village

Want to see all the BMW models in person? This is your bike event, especially if you don't mind crossing the continent to see them. And, as if the ride isn't reward enough, you can pick up some new BMW Riders' Gear and literature for the ride back.

Demo Rides

Dates: March 5-9
Times: 8 am sign-up; rides begin 9 am, last ride at 4 pm
Location: Along West International Speedway's Blvd.
Duration: 45 min. (the longest in the business)

There's no better way to get to know someone than to ride with them, and the same goes for bikes. With 45-minute rides, ABS demonstrations and mid-point bike swaps, our justly famous Demo Rides will give you plenty of time to bond with the bike, and maybe a stranger or two.

Daytona Track Rides

Date: March 10
Times: 8 am sign-up, first ride 9 am, last ride at 4 pm
Location: International Speedway
Rally Point: Gate 50, off Midway Boulevard
Duration: Minutes, after all it's a race track!

If you think cruising down the Interstate is a blast, try a spin around the Daytona Infield Road Course. Since our track rides are a BMW exclusive, you won't have to share space with hot dog vendors or road hogs. Just grinning Beemer enthusiasts. For your safety, rides are limited to the Infield Road Course. Still,

Daytona Schedule continued:

you'll need to get there early to reserve a spot.

R1200 C Road Show Demos

Dates: March 5-9

Times: 8 am sign-up, first ride 9 am, last ride at 4 pm

Location: Along West International Speedway Blvd.

Duration: 45 min.

Stop in for a one-on-one with our 2001 BMW cruiser fleet, including the all-new R1200 C Phoenix. Take one out for a ride and you'll find out why current owners of the R1200 C believe that their bikes are the best handling cruisers ever made. If that isn't enough, be sure to ask for details on our R1200 C Phoenix giveaway promotion; if you are lucky, you might finally end up with a good excuse to trailer your own bike back home!

R1200 C Road Show Downtown Display

Dates: March 5-10

Times: 10 am - 7 pm

Location: San Juan Avenue at South Beach Street

A special downtown display just off the main drag on South Beach Street for R1200 C loyalists, with the full R1200 C lineup, including some unusual custom machines. You'll also have a chance to meet with R1200 C owners staffing the display (although you may have

a hard time getting them to shut up about the bike.) Reconcile yourself by signing up for that R1200 C Phoenix. Who knows: you may end up as an R1200 C owner yourself!

R1200 C Customer Appreciation Ride

Date: March 8

Time: 11:30 am

Rally Point: West International Speedway Blvd. and West Road

Destination: DeLeon Springs State Recreation Area

Duration: 2 hours

Join other R12C owners for a ride organized just for you. You'll put on some miles, make new friends if you're in the mood, and pick up a free BMW Motorcycle T-shirt and cap. After a beautiful ride to DeLeone Springs State Recreational Area, we'll feed you at the Old Spanish Sugar Mill Griddle House. The ride is limited to the first 50 riders who sign up. Please ask for tickets in advance at the BMW Demo Ride Truck on International Speedway or the R1200 C Road Show Downtown Display on San Juan Avenue.

BMW Motorcycles Owners' Appreciation Ride

Date: March 9

Time: 11:30 am

Rally Point: West International Speedway Blvd. and West Road

Destination: Brevard County's Fox Lake Park near Titusville

Duration: 2 hours

A ride for all BMW Motorcycle owners, just to show that we don't just appreciate R1200 C riders! Join upwards of 300 riders as we cruise towards free lunch and prizes. Nearby attractions include the Kennedy Space Center, Merritt Island Refuge, and Canaveral National Seashore. Please ask for tickets in advance at the BMW Demo Truck on West International Speedway Boulevard.

Oops! We Screwed Up Again.

In the February issue of the Mailboxer, we failed to mention that Bob Rogers' son Artie and family dog Mary rode to the New Year's Day Ride with Bob in his sidecar rig. Artie's enthusiasm and hardiness is noteworthy. Sorry about the omission. We hope this is the beginning of years of participation in motorcycle events for Artie.

Motorcycle Wanted:

Used R1100GS in excellent running condition. Must have ABS and RID. Contact Stuart Klopp at 719-836-0467.

Member Profile of Patrick Joseph (P.J.) Francis

When/how did you become interested in riding motorcycles? I think it was a natural

progression from my teenage interest in cycling. Motorcycles could go further faster. My touring interest came from the T.V. series "Then Came Bronson" and from reading Ken Cravens touring articles in "Motorcycle Sport".



How long have you been a member of this motorcycle club? Five years. Joined after attending my first BMW rally at Bagley on my newly acquired K75. (Thank you Karl Kegel for helping a foreigner with no U.S. credit record buy a BMW.)

What is/was your first motorcycle? Honda C50 early 70's.

What is/was your favorite motorcycle? BMW R100RT.

What is your current motorcycle? BMW R100RT.

What kind of riding do you prefer (e.g. long distance touring, dirt roads, day trips)? The "ride, eat, sleep, repeat" type of touring. I prefer to ride alone or with Helena as passenger. I do not enjoy short rides as I have spent too many miles commuting in all weathers. I do not begin to enjoy a trip (day or longer) until the first 100 miles is completed. The Bagley Rally is the only BMW rally I have attended.

Briefly describe your most memorable experience(s) on a motorcycle (good

and/or bad): The best tour I have enjoyed was a two week, 2500 mile tour of Scotland. The brilliant traffic-free roads; the indescribable scenery; the wonderful restaurants and pubs; the remoteness of the place. The year was 1993 and I had not been in bonny Scotland since 1981. I revisited old places and discovered new ones. Scotland in summer is one large, unorganized motorcycle rally. If I had to confine my touring to just one country, it would be Scotland. The mountains, the lochs, the Mull of Kintyre, the Trossachs, John O'Groats, the Isle of Skye, Glencoe. I saw the Loch Ness monster too. Honest. After consuming a few wee drams.

What do (or did) you do to support your motorcycle habit (e.g. occupation)? Security work, oil blending, parcel delivery work, machine operating, driving, assembly work, farming, other jobs too numerous to mention.

What are some of your other interests/activities unrelated to motorcycles (hobbies, volunteer activities, etc)? I have an interest in the movements of European settlers in the States and Canada. This fits in nicely with my touring. Example: Discovering an Irish town, O'Neill, in Nebraska. Also stopping at Killarney, Ontario Canada. Killarney, County Kerry, Ireland is the No. 1 destination for U.S. visitors to Ireland.

Other information you'd like to share with fellow club members (family info, favorite foods, pet peeves, etc.): I am Irish. I, with wife Helena and daughter Sasha, moved to America in 1994. I came here to experience American motorcycle touring. Why do Americans, including motorcyclists, not understand that? Helena and I have toured in Ireland, United Kingdom, France, Spain and Portugal. Must do Norway. And New Zealand.

February

2001

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4 9 AM Club Breakfast	5 Happy Birthday Linda Penn	6	7 Happy Birthday Boyd Weber	8	9 Chicago Bike Show	10 Chicago Bike Show
11 Happy Birthday Dick Olson Chicago Bike Show	12	13	14	15	16	17
18	19	20 Happy Birthday Becky Miler	21	22	23	24 Slip-n-Slide Ride
25	26	27	28	Happy Birthday Mary Ellen Schlough		