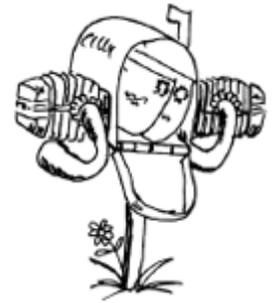


# The Mail Boxer

February 2015

BMW MOA #7 • BMW RA #5



## The Prez Says

### *Greetings all!*

It has been very sunny and warm this week....at Fort Myers Beach, Fl. mid 70's into the low 80's. I had been lounging in a chair have a few Corona Extra and watching the sand drifting and wondering, where does the tide go when it goes out... thinking to much, have a couple more Corona's. It's coming to an end, heading home on the 23rd.

Ground Hog Day marks the middle of winter, meaning about 45 days and it will be SPRING, and some will have gotten the bike's out of storage, except for the Rounders who didn't put'em away.

See you at the VFW for the February meeting.

*Dick*

## The Helmet Hanger

by Russell Champion

Do your expensive helmet(s) get the respect that they deserve? Or are they, like mine previously were, precariously placed on a crowded shelf hoping that they would not fall. Or perhaps they are just located in some unhandy place. Taking a cue from an advertisement for helmet hangers I saw in a magazine, I made my own version to handle **two** helmets for much less than the \$30 advertised price for a single helmet hanger.

Common materials were used, all readily available at your local hardware store and lumberyard.

- Plywood
- Melonite paneling
- ¼" steel rod
- Plastic tubing
- Fasteners
- Wood glue

The rod, tubing and fasteners were all that I had to buy, as the other products were already on hand. This would make an excellent winter project, one way to combat the winter blahs.

The result was well worth the few dollars and hours spent fabricating my helmet hanger.



## Upcoming Events

**Time to *renew* your membership! It has it's privileges!!!**

February 1, 2015  
Club Breakfast  
VFW Post 1318  
133 Lakeside St.  
Meet at 9:00 am  
Breakfast at 9:30  
Meeting to follow

March 1, 2015  
Club Breakfast  
VFW Post 1318  
133 Lakeside St.  
Meet at 9:00 am  
Breakfast at 9:30  
Meeting to follow

**April breakfast date changed due to Easter!**

April 12, 2015  
Club Breakfast  
VFW Post 1318  
133 Lakeside St.  
Meet at 9:00 am  
Breakfast at 9:30  
Meeting to follow

Save the Date! April 19th is the Goose Run!

**BMW Motorcycle Club  
Ride, Eat, Ride  
Madison, Wisconsin**



## Madison BMW Club

P.O. Box 152  
McFarland, WI 53558

**President: Dick Olson**

608-838-8550

president@madisonbmwclub.org

**Vice President: Dawn Feneht**

608-277-0731

cranevision13@gmail.com

**Secretary: Sherry Atkinson**

608-214-5052

theflyingwitch@yahoo.com

**Membership: Jim Low**

NEW! » 608-347-5910

membership@madisonbmwclub.org

**Treasurer: John Ong**

608-222-6489

**Website Editor: Sam Hokin**

sam@bsharp.org

**Newsletter Editor: Heidi Goehring**

608-256-4982

editor@madisonbmwclub.org

**Co-Editor: Mike Tatkov**

mtatkov@gmail.com

**Activities Director:**

open

**Rally Chair: Sam Garst**

414-704-7767

rally@madisonbmwclub.org

Newsletter submissions are due by the 20th for the following month's publication

**ListServ Email Open Discussion**

Madisonbmwclub@

lists.madisonbmwclub.org

**Not a ListServ member?**

Send a blank email to

join-madisonbmwclub@

lists.madisonbmwclub.org

# Secretary's Report

**by Sherry Atkinson**

**January 4th, 2015 Meeting Minutes**



President Richard called the meeting to order.

Membership dues are due. Please send a check to John Ong. Any updates for the membership book can be sent to Jim Low.

Breakfast schedules are tentative set up for the coming months. February thru April are at the VFW. April's meeting has been pushed back to the 12 due to Easter. July has been pushed back to the 12 due to the 4th of July weekend. September's meeting is canceled due to several conflicts including the Dells Rally.

The position of Activities Director is still open.

Breakfast winner: Jeff Pfund

*Secretary Sherry*



The Madison BMW Club would like to give a warm welcome to our new members. Shad Vollbrecht joined the club in October (we're a little behind) and lives in Lake Geneva. Michael Blodgett joined at our January meeting. And Tom Pfeffer mailed in a membership in January. He rides a 1978 R80/7. Both Michael and Tom are from Madison.

Welcome! We look forward to checking out your bikes & riding with you (once the weather is warmer).

This  
Month's  
Photo

Submit your caption  
on the club's  
Facebook page.



# Pelican Storm 35L Cases on a /7 Airhead

by Michael Tatkow

In August 2013 I added a nice /7 RS to the fleet. I spent last winter reconditioning what was needed, and have had a great 16 months and 14000 miles in the wind. It became my 'go to' machine this season.

One complaint I have with this generation of airhead is the saddlebag. It is reasonably roomy, but oddly shaped, both in profile and the back of the case. If you pack carefully you can get a good amount in there, but this seemed like a hassle. Plus, the retainer straps slipped out of position and the bag was a bit loose on the mount unless you shimmed with some rubber tape. We don't need to speak about the quality of the latches—not the best. More than a few have fallen off the bike or had the lid fall open on the road. Plus any lock which can be picked with a paperclip does not provide much security, and the lid is not 100% weather tight.

Given the age of this machine there are limited options for upgrade. Replacement bags out there are either "exact" replacements or slightly larger with improved latching system, but at the price I felt that I could make improvements. Found one option which requires a complete new mounting system, but the cost did not make sense for a 35 year old machine with over 100,000 miles on the clock.

I set several targets for this project, including:

1. I wanted a system which might allow me to move the new bags to another bike someday without significant changes.
2. The new bags needed to mount securely to the BMW hoops with no irreversible changes, allowing me to re-install my BMW bags quickly and easily.
3. The new bags needed to be absolutely weather tight.
4. The bags needed to be removable.
5. The bags needed to be flat bottom and allow easier packing.
6. I wanted a tad more storage room than the stock BMW allowed.
7. The resulting installation was to be approximately the same width as stock and not impinge on the passenger.
8. All work was to be performed with basic hand tools.

I got in contact with Roger Pioszak of Caribou Luggage Systems ([www.cariboucases.com](http://www.cariboucases.com)) to discuss the possibility of using Pelican cases on the factory /7 "seatbelt latch" style BMW mounts. Caribou has kits for fitment to GIVI and HEPCO, along with custom mount kits for several other machines. Pelican bags themselves have a reputation for toughness and being absolutely weather tight. I sent dimensioned drawings of the hoops, and Roger confirmed they are basically identical to the HEPCO hoops. Given that Caribou makes case adapter kits for Pelican to HEPCO, all that was required was a little ingenuity to make this work.

*The Installation:* The standard HEPCO mounting kit is well detailed on the Caribou web site, and consists of the front bracket, two round posts, and a unique rear latching system which not only secures and locks the bag to the bike, but pulls it tight to the mount when locked. Each is mounted on the back of the bike with an offset block about 1/4" thick. There is also a reinforcement plate for inside the bag. (Pictured to the left). The main

difference between the BMW and the HEPCO mount was the offset, meaning the distance from the bike to the hoop. The BMW mounts are very tight to the bike, requiring that the HEPCO mounts be extended about 1" from the bag to allow engagement without fouling.

The previously mentioned bracket and posts are easily offset with additional blocks, which Roger provided along with longer bolts. For added rigidity, I fabricated base plates out of 1 1/2" wide x 1/8" thick aluminum stock. I used a dab of glue between each block when I assembled the mounts, making sure they could not move. One more item I added to the Caribou mounts was a flat washer on the upper post. This hooks behind the BMW hoop and adds even further rigidity to the system (for those of you like me who sometimes carry unreasonable loads in your bags). This was spaced to the thickness of the hoop with an additional 2 washers on the bolt.

Slightly more complex was the offset for the latch. This device has two studs which cannot be replaced with bolts due to necessary clearance within the latch mechanism. My solution was four M8 coupling nuts



and matching bolts (True Value Hardware). In order to get this to fit perfectly I needed to remove about 1/4" from the latch studs; I did this with a hack saw and a file to clean up the threads (carefully!).

The bag latch attaches to a small bracket provided by Caribou. As it turns out, the bracket positions perfectly with the existing top hole of the BMW "seatbelt latch". Swap the parts, re-drill the lower hole, and it bolts into the perfect position. Nothing is irreversible, and the seatbelt latch can be swapped for the Caribou bracket, allowing the BMW bags to be re-installed in only a few minutes.

The last trick was positioning the bag so that it maintained no less than one inch from the muffler and was no further forward and no higher at the front tip than the BMW bag. This keeps it safely away from the heat and retains the leg room for the passenger. As prep, I lowered my mufflers about 3/8" with shims at the rear mounts. As you see in the pictures, my bike also has the short stalk turn signals in the rear, which also allowed me to mount the bags a bit rearward. It appears possible to clear the longer stalks if your bike is not so equipped. I personally like my bags as low as possible, both for weight distribution and to make it easy as possible for a passenger to climb aboard. Finding the position took a little time and the help from my

wife, who marked the BMW mount position on the rear of the bag with a sharpie while I held the bag in the desired position.

On hint—once you complete one bag, you can remove the mount components and set it on top of the other to use it as a template for the bracket holes—that way they are identical. Given the holes are mirror image, this worked perfectly.



# The 2014 Cherished-but-Totally-Insignificant Award Results

Compliments of Tom Van Horn, reposted from ListServ



Better late than never ...

## High Miler:

Steve Lemke: 16,500  
Bruce Bowman/Brian Manke (tie): 12,000  
Corrine Jutz: 11,000

## Commuting Miles:

Sam Garst: 4,000  
J.T. Wagner: 1,330  
Yerz Truly (TVH): 650  
(We always get several 'None, retired, Ha ha!..')

## Sport Miles:

Steve L.: 14,900  
Brian M.: 8,000  
Shad Vollbrecht: 5,200  
(Jutz says, "All of them..")

## Touring Miles:

Tom Schirz: 8,600  
TVH: 6,000  
Brian M: 4,000

## Passenger Miles:

Heidi G: 840  
Michelle Weber: 300  
Annette C: 200

## Most Miles/Days:

Tom S: 5,639 in 9 days  
TVH: 2,500 in 9  
Brian M: 2,500 in 18

## Miles In One Day:

Tom S: 842  
TVH/Brian/Sue Rihn (tie): 800+  
Sam G: 600

## Miles in Two Days:

Tom S: 1,583  
TVH/Sue R: 1,200+  
SamG: 1,000  
(Jutz: "Who's counting?")

## Nights in Tent:

Brian M: 20  
TVH/Sue R.: 12  
Heidi: 10  
(JoAnn Hayes: "Tent? HAHAHAHA!!...")

## Nights in Motel:

TVH etc: 13  
Brian M: 12  
Steve L/Tom S(tie): 8

## States/Provinces Ridden:

Tom S: 21  
Brian M: 18  
TVH/Sue: 12

## Rain Miles:

TVH: 350+  
Tom S: 300  
Brian: 200  
(Jutz: "Not enough...")  
J.T.: "It's all a blur..."  
JoAnn: "It never rains on our rides...")

## Rallies Attended:

Brian M: 5  
TVH/J.T./Sue/Heidi: 4  
Jutz/Lemke (tie): 3

## Miles with Trailer:

(behind the bike, <not> with bike on it..)  
Steve L: 300

## Sidecar Miles:

Sam Garst: 5,000  
Heidi G: 542  
TVH also had a pittance (still elegant, huh? Huh?..)...

## TOTAL Lifetime BMW Miles:

Corinne Jutz: 1,000,000+ (yeah, MILLION!)  
Steve L: 745,000  
Brian M: 650,000

## Years Riding:

Russ Champion: 62  
Tom S: 55  
Steve L./Jutz (tie): 40  
(Sam G: "Some...")

## GR/3s Attended:

Brian M: 35  
Russ C: 31  
Steve L: 29

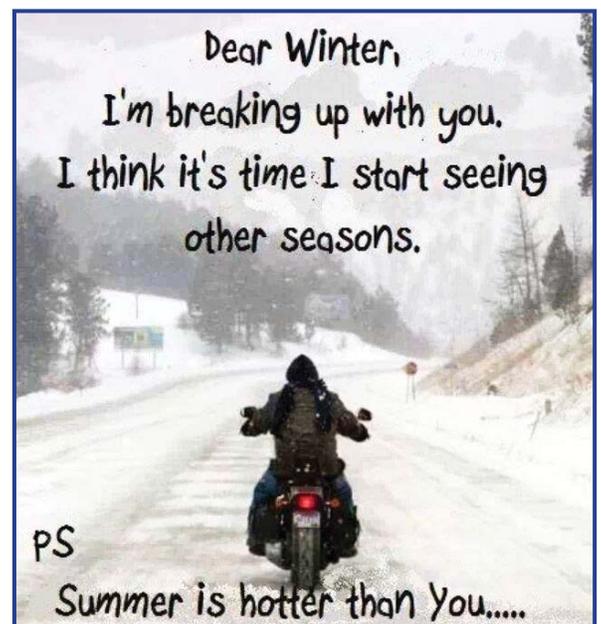
Heidi Goehring won the MOA Club Medallion for her work as the Newsletter Editor - Well deserved!..

## Pelican Storm 35L Cases on a /7 Airhead (continued from page 3)

*Results (and lessons learned):* The bags position well on the bike. The mounting system is more solid than stock, and all the goals of the project were met. I want to emphasize that the bags used for this project were the 35L Pelican Storms. The 1550 bags, which are supposedly a slight bit heavier gage may work, but this has not been checked. The Storms appear to be more than adequately sturdy, and should last for years.

The primary complication of the install involved the spacing of the bag from the mounts. I found out the hard way that my mounts were not equally spaced from the bike, and the left required 1 1/4", where the right required only 1". My left mount was also not square to the bike, likely due to some "incident" by a past owner, and I compensated rather than attempting to correct the condition.

This is not an immediate bolt up, but it is an easy task taking only a couple hours of fooling around to figure it out, and the result was worth the effort.



**I SUFFER FROM P.M.S.  
(PARKED MOTORCYCLE SYNDROME)**

## Mexico in February: continued...

The following is a blog created by Russell and Annette Champion in 2005 documenting their month long trip to Mexico. This is part 3 of a series which will appear in condensed form. For those of you who are interested in more detail and photos, gorgeous photos, it can be found at:

[http://travelpod.com/?u=tex06rus&t=cycle\\_mexico-05&e=1113482580&p=tpod](http://travelpod.com/?u=tex06rus&t=cycle_mexico-05&e=1113482580&p=tpod)



February 12

Our drive to Dolores Hidalgo from San Miguel de Allende is but a short distance, taking only 50 minutes, mostly by highway 51. We had our hotel by noon, Hotel Posada Hidalgo, only two blocks from the main plaza.

The small town of Dolores Hidalgo has proven to be an interesting place, worthy of exploration. Our guide book reports the city has a population of 53,000 and is 1,950m (6,435 feet) in elevation.



Dolores is where the Mexican independence movement began in earnest. On September 16, 1810, Miguel Hidalgo, the parish priest, rang the bells and issued the Grito de Dolores to the assembled. He exhorted the people to overthrow the Spanish-born overlords who ruled Mexico. The revolution spread but was put down and the leaders executed by the following summer. Today, Hidalgo is Mexico's most revered hero with perhaps the most monuments in his honor.

We toured the town museum and the principal churches. We ate at another great restaurant, Casa Mia, possibly the nicest thus far. Camarones for Annette, fetticine for me. The dinners plus beer and wine cost but \$12.00 Annette discovered a new beer she likes, Victoria. I think it is made by Modelo. We are ready to leave tomorrow for Guanajuato..

Before leaving we toured the museum House of Hidalgo, which was the home of Miguel Hidalgo. There were many historical documents, all in Spanish of course, but the staff, Jose and Ana, helped us interpret them. By the way, the tour was free for us seniors. Mexicans have respect for old people!

Another observation to pass on: We see old Mexican men who appear to be right out of the mountains carrying their blanket, wearing old well worn sandals, with calloused feet, straw hat, etc. Amazed, we watch them pull out and use a cell phone.

February 15

Like San Miguel, Guanajuato is a quaint colonial town. Our hotel, Dos Rios, has a courtyard where my motorcycle is now parked. It is locked at night. The cost: about \$22/night.

This is a most interesting city. Very hilly and beautiful, you can see the homes as they climb the hillsides, each painted a different color. Guanajuato is picturesque, with much old world charm.



The Museo Alhondigo is the principal museum in Guanajuato. Built in 1808 as the town grainery, this imposing building has played an important role in the city's history. When the first revolutionaries had taken most of the town in the fall of 1810 the federalists made it their fort. It was soon taken by Hidalgo's forces with the brave action of Pipila mentioned above. Soon after the first revolution failed and its leaders killed, the skulls of the four principal leaders were hung for years from each corner in metal cages. The Alhondigo served as a prison for 100 years until recently being converted to a museum.

A highlight of the day was sitting in a sidewalk cafe having lunch. A perfect setting with a great view of the plaza with



its manicured trees, surrounded by happy, smiling people.

A man at the next table spoke to us when he overheard us. It turned out that he was an American who had come

to Guanajuato just two days ago to study Spanish. His objective — to be better prepared to drive his cycle down to South America.

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### Tire Mounting?

Steve Parker is mounting and balancing tires.  
 \$20 per. You take off wheel and bring to him.  
 You discard old tire.

Steve's email is teven@tds.net  
 His phone is 608-240-2929.



When does Spring Start?



I live in Wisconsin.



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# Last Month's Photo

Captions submitted:

- Laurel Hefty — Bert ran out of room in his garage!
- Carol Bracewell — Poker Run!
- Corrine Jutz — I'll have a hot toddy please.
- Bruce Bowman — heated seats????
- Rick Stauffacher — When motorcycles put their heads together
- John Bollig — The latest thing in home decorating: repurposing.
- Kevin Moran — Doctors said they would not survive surgical separation . . .
- Angie Bowman — Corrine just could not get enough miles in before the snow fell!



**The cheapest way to trace your family tree is to run for a public office.**

**For Sale:** Lane Bowman's 1997 R850/R. \$2750. Call Bruce Bowman (815) 289-7694 if you are or know of anyone who would be interested.

## 2015 RIDE Dates: Spring is coming! Save these dates.

- |  |   |
|--|---|
| <p>April 19 31st Annual Wild Goose Run!!! Hosted by the Port Washington BMW Club Noon brunch and Festivities at the Bayside Supper Club W9231 County Road G, Beaver Dam, WI. More info at portbmwclub.com.</p> <p>April 25-26 30th Annual BMW Flea Market &amp; MotoExpo. Sponsored by the Blackhawk Region BMW Asso. Winnebago County Fairgrounds, Pecatonica, IL. Sat. 1-6 pm • Sun. 8 am-3 pm More info at Blackhawkbmwclub.org</p> | <p>May 3 The Slimey Crud Run!!! Pine Bluff in the morning; Leland in the afternoon. See 1000s of bikes, all different makes &amp; models at this unofficial MC event which can literally be described as a <i>Museum on Wheels!</i> Increase your miles for the mileage contest and pick a diverse route back home. Beautiful Sunday ride! Pray for good weather!!!</p> <p>May 15-17 41st Annual GREAT RIVER ROAD RALLY (GR3). Our annual club event!!! Veteran's Park, Soldiers Grove, WI. More information coming soon!</p> |
|--|---|

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(In case we have questions & to let you know when it ships)

What do you want on the marker? \_\_\_\_\_

# Madison BMW Club Membership Form

First Name \_\_\_\_\_ Last Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home# \_\_\_\_\_ Work# \_\_\_\_\_ Cell# \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Membership status:  NEW Member  Current Member • Newsletter preference:  Email  Snail Mail

MOA# \_\_\_\_\_ RA# \_\_\_\_\_

Bikes Owned \_\_\_\_\_

Interests, comments, etc... \_\_\_\_\_

Include your dues and bring to the next meeting or mail to:

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

Dues: 1 calendar year membership \$20.00 individual / \$25.00 family \*\* After June 30, membership \$10.00 individual / \$15.00 family

*CURRENT MEMBERS:* Please update any information that may have changed for the directory. Thank you!

