

the Legendary SHAFT

News from the Land of Enchantment BMW Riders • June 2000

On the Road Again

My bike is back! As you can imagine, I am the model happy camper. The '66 Valiant is parked and I am once again passing everybody on the highway, getting high fives instead of funny looks (I have to admit, though, the panhandlers at the exits always had something nice to say about the Valiant).

I put the bike together on Saturday, and on Sunday – in a flurry of bike-giddiness – I assembled four of what would each have been a normal day ride into one grand tour. Or, as John Ephlin would say, “Just another Sunday jaunt.”

Breakfast was at Hurricane's, finding that in my absence the normal LOE crowd had dwindled to barely two tables' worth. But much coffee was consumed and much banter was exchanged. Then it was off and riding. North 14 was warm and dry and full of bicycles; apparently the annual Santa Fe to Albuquerque ride was being held. Hundreds of riders were scattered the length of Route 14, along with their “support vehicles.” It made for some interesting riding, since the bikes tended to take up at least one lane of the Turquoise Trail, sometimes more, and encouraged the cars passing from behind to engage in some questionable stunt driving to get around them.

Then I headed up the canyon to Taos, which was filling up with pre-season tourists. Michael's was packed, but offered more caffeine and breakfast #2. No time to dawdle, though, for Questa was calling. The Sangre de Christos were gorgeous, still wearing their spring green and rushing with winter runoff. The northern mountains were cool, the roads empty and fast. Just the ticket for this rider who had been missing the carving of the canyons. I stopped outside Eagle Nest for the picture I take every time I'm there (see below: I've got about 7 of the same shot. Why? Because I'm there!). Then on to Angel

Fire and back through the mountains to Taos.

Next the High Road back down to civilization. No traffic and perfect roads kept the pace up. It was great to fly again. Then off to Los Alamos, which was packed with news crews and disaster equipment, and a detour courtesy of the military to White Rock, to get into the mountains. The fire damage was an awesome reminder of nature's power. Some parts of the forest looked like they'd been sterilized. In others trees were scorched on one side and untouched on the other, where the fire had literally blown through. It was a sobering sight. No sign of Bryan Lally though. His house was unscathed: he must have been off fishing.

I got back 450 miles later with severe butt-burn and a grin I couldn't get rid of. Some days are just perfect for riding, and my first day back was everything I could have hoped for.

You may gather I'm ecstatic to be back on two wheels. Maybe I'll see you on the road and pass some of that on.

David Wilson, Editor



The obligatory Eagle Nest shot.

Some Rides So Far

Photos by Bill Koup

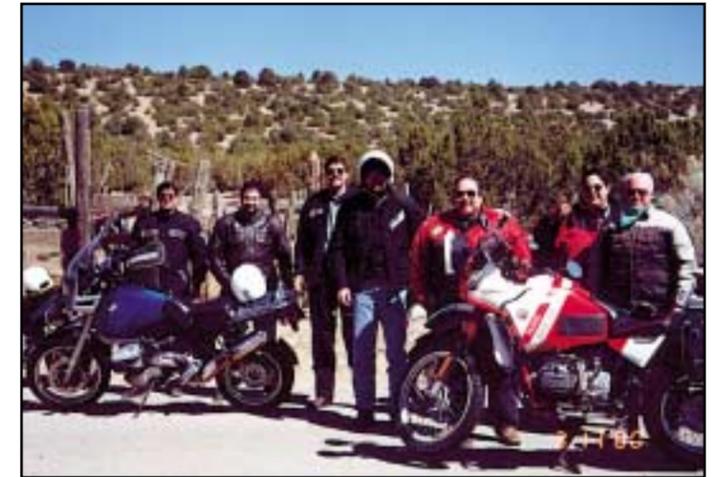
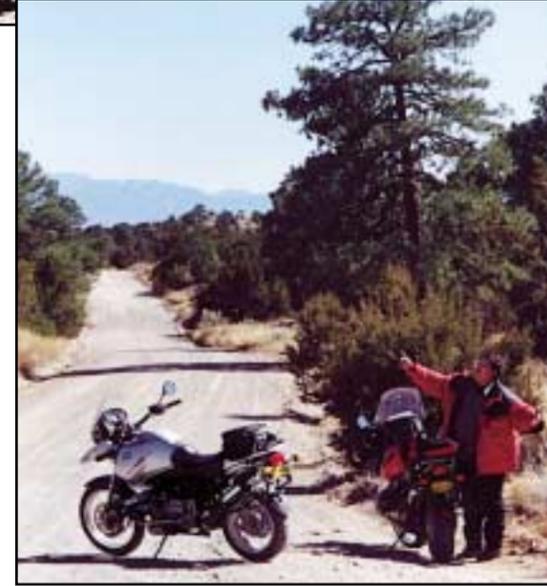
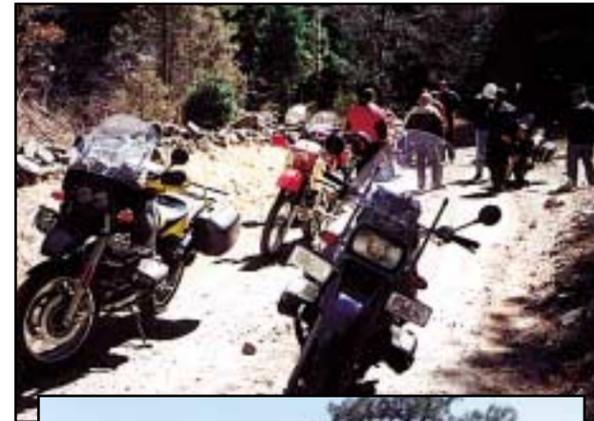
This year's rides are off to a great start (well, maybe the camping has room for improvement), as evidenced by the accompanying pictures from a couple of rides in March and April. The El Rito trip shown on this page and in "The Rear View" was a beautiful spring ride attended by a great group of friends. The Jemez (pre-fire) is always a favorite destination, and the GS contingent is one of the fastest growing and most enthusiastic segments in the club.

Now's the perfect time to get out the date book and check out the calendar section of the newsletter. Write them all down: you never know when opportunity will knock. Then get out and ride with your friends, and be part

of the next photo op and 15 minutes of fame in the *Legendary Shaft*. See you there!

This page, below left: El Rito, March 8. *Below right:* El Farolito in El Rito, NM. Not much to look at, but great New Mexican fare.

Next page, clockwise from top left: GS Ride, Jemez Mountains near Cochiti, March 12. The ride crew, left to right: Ed Mignardt, Jon Evans, Richard Knowles, Steve Beggs, Jim Salas, Vince Vigil, John Ephlin. More in the Jemez. Vince Vigil checking out the hitchhiking possibilities in the outback.



Villanueva—GORGEOUS AS ALWAYS

(Plus A Request For Feedback)

by Dan Houck

The season's first camp and ride was at beautiful Villanueva State Park, less than 2 hours from either Santa Fe or Albuquerque, and nestled along the scenic Pecos River. This year, the event was scheduled for mid-May in deference to the unseasonable late cool weather last year.

Only ten club members and two guests were in attendance. Although RV hookups were in short supply, tent campers were able to choose from a number of prime river-side sites.

The weather on Friday was breezy and coolish but by Saturday it warmed up nicely. Jim Salas (Mr. Dirt) led a GS ride into the boondocks between NM 3 and US 285. The roads were scenic and only moderately challenging at times. On the return loop, there were stretches of 60+ mph on light gravel. I'll confess, I'm still getting used to the concept of riding at these speeds on gravel ball-bearings!

I keep chanting to myself, "No sudden moves, no sudden moves!" Towards the end of the ride, we were rewarded with a spectacular view to the north as we came off of a mesa above Interstate 25.

I'll tell you how good this ride was – John Demar was planning on selling his KLR 650 but decided otherwise at the end of the day. He's now hooked on off-pavement New Mexico!

Our resident (at the time) homebody person, Bryan Lally (Los Alamos), brought his fishing pole and was given strict instructions to catch dinner. He came up with one measly fish that he threw back before we had a chance to get a look at and make the appropriate rude comments. Fortunately, Andy Houck and Donna Stone had amply stocked the RV larders. So we did a group "throw it in the pot" supper on Friday night.

Andy Houck put forth a sumptuous roast chicken dinner with salad, veggie, chips, fresh bread and cookie desert on Saturday night. Bill Koup and Bryan Lally regaled the

group with truly stunning and interesting slides from their recent trips to SE Arizona and Utah. The consensus was amazement at the incredible scenery and riding available right here in our own back yard. Some of Bill's slides were so good, they would qualify for *Arizona Highways* magazine! With the help of superb 16-year old scotch courtesy of Bryan Lally and imported cigars (from the Duty-Free shop at London Gatwick courtesy of Dan Houck), a most mellow evening was enjoyed by all.

Now for the feedback part:

1. Villanueva is not only very easy to get to, it is one of the most scenic state parks in New Mexico. Frankly, we are puzzled at the poor attendance: ten members out of a club of nearly 140!

The park has full facilities, even to the point of hot showers – this is not exactly rough-tough camping. Few people RSVPed and some of those that did didn't bother to show up. It was more than a little difficult for Andy to try and estimate how much food to bring. We ended up with far too much. At this point, she is feeling like it is not worth all the work for such a low level of participation.

We'd like a little feedback, either by phone to 890-0310 or by email to danhouck@uswest.net. Please let us know

honestly why you didn't come:

1. I don't camp.
2. I didn't notice that the event has been in the newsletter calendar for at least 3 months.
3. It was on Mother's Day weekend.
4. Basically, I'm in this club just to get the newsletter.
5. I live too far away.
6. I had other stuff to do that weekend.
7. I was afraid of the windy weather.
8. I didn't like the choice of locations. My suggestions for next year's Spring Camp 'N Ride are (?). (Remember, it needs to be not too high up because of cold nighttime temperatures.)
9. Other.

What should we do as a club to make the camp and rides, which always get rave reviews from the few people that attend, more attractive to the rest of you? Please give us your completely candid comments.

Also, would the increasing number of you who have RV's be interested in participating in specific RV Camp 'N Ride events at state parks or particularly nice private or public campgrounds? If so, I would be happy to coordinate.

Let me hear from you!



On the Road

JUNE						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2 Camping!	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20 	21	22	23	24
25 	26	27	28	29	30	

Friday-Sunday, June 2-4

Guerilla Camping!

The idea of Guerilla Camping is to ride and ride... then stop and pitch a tent. The general area of this kickoff event will be the Gila Wilderness near Magdalena. There will be plenty of highway, but also some off-road excursions for those so inclined. No telling where we'll end up! Steve Beggs is at the helm, he can be reached at 890-2921.

Saturday, June 17

High Road to Peñasco

Ride the high road to Peñasco for lunch at the Italian restaurant on the north side of the road in Peñasco. Leave from the Giant station next to McDonald's in Bernalillo at 8:30am. Meet northern riders at the Giant station in Santa Fe on St. Francis/I-25 at 9:30.

Tuesday, June 20

Rally Committee meeting at 6:30pm at Mark Smith's house. Call him for details at 298-0966.

Sunday, June 25

Jemez Jemez Jemez!

Just can't get enough of those roads! Today we're riding to

Join the LOE BMW Riders

Yearly dues: \$15 single, \$20 couple; payable each January 1. New member dues prorated on a quarterly basis. For more information or to pay dues, write or go to the web site:

Land of Enchantment BMW Riders
PO Box 92095
Albuquerque, NM 87199-2095

www.nmbmwmc.org

or call Ken Goode at (505) 892-5690.

Jemez Springs for breakfast at the Bakery, then heading for the hills (or at least more of those hills). We'll leave at 8am from the Phillips station at Tramway and I-25. Bill Koup is ride coordinator, call him for details at 856-7513.

Please note that if no person is listed as ride coordinator, you can check the club website at nmbmwmc.org for updated news and events. Or call Bill Koup, Activity Committee Chair, at 856-7513, (email koup@swcp.com).

JULY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13 BMW MOA National Rally	14	15
16 	17	18	19 	20	21 Top O' Rockies Rally	22
23 Paonia, CO	24	25	26	27	28	29
30	31					

Saturday, July 1

Henrietta's/Sky City

Meet at Henrietta's in Los Lunas for breakfast at 8:30am, then on to Acoma/Sky City.

Sunday, July 16

Grants, White Horse, Pueblo Pintado, Cuba loop

Meet in the Furr's parking lot at I-40 and Coors at 8:30am. Travel the loop to Cuba for lunch at the Mexican restaurant at the north end of town across the street from the Tastee Freeze.

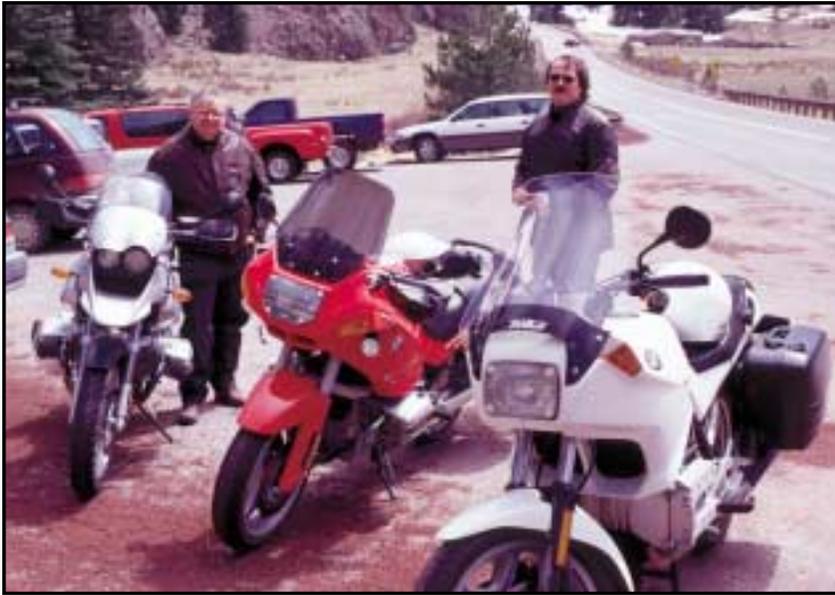
Wednesday, July 19

Rally Committee meeting at 6:30pm at R.J. Mirabal's house. Call him at 299-4916 for details.

Saturday, July 29

Dave's Speed Trap Extravaganza

Haven't got any tickets yet? Well c'mon along! We'll meet at the Giant on the east side of Bernalillo at 8:30am (30mph, strictly enforced), then head over to New York harbor where we'll grab the Concorde to Paris. Unload the bikes and it's off to Germany and Poland on the way to a quick cruise across Russia. If the weather there isn't too good we can head further south and zip through China. Either way it's a quick stop in Japan before heading up for the land bridge to Alaska. Then we'll head down through Canada and end up right back in ol'



An April Jemez ride, pre-fire. Bill and Bryan's photo-op.

Albuquerque. If there's still light left a dinner in Peru or Argentina could be worked in. It will be a long day so get plenty of rest before we start. Of course, we'll strictly follow the speed limits the whole way, I promise (heh heh)!

AND BEYOND ...

Friday-Sunday, August 4-6

Club Birthday Party, Manzanos Camp 'N Ride

Another club tradition to put into your calendar right away. Always well attended, lots of fun and lots of great riding. Look for more details in upcoming newsletters.

Wednesday, August 16

Rally Committee meeting at 6:30pm at David Barringer's house. Call him at 994-9585 for details.

Thursday, August 17

Dome Road ride

For those with more time during the week than on the weekend, and a bike with knobby tires, Vince Vigil has your ticket. Give him a call for this scenic dual-sport ride at 891-4904.

Saturday, August 19

Back to the Jemez

Just can't get enough of this trip! Get away from the heat by hitting the mountains, but be sure to build up a sweat carving those corners (and not *literally* hitting the mountains). The ride through San Ysidro to Los Alamos will leave the east end Giant station in Bernalillo at 8:30am. Call Richard Knowles for details at 259-4952.

Saturday-Sunday, August 26-27

Camping de Guerilla

Another spontaneous camping event, so spontaneous it isn't even planned yet! Jim Salas will be leading this off-road ride with wilderness camping at its end. You can bet he'll be planning it for months. You can reach him for

details at 291-6391.

Monday, September 4 (Labor Day)

The last Rally Committee meeting and chili making extravaganza starts at 11am at Gary and Shelley Oleson's house. Call them at 898-8320 for details.

Friday-Sunday, September 8-10

Sipapu! The Bavarian Mountain Weekend

The club event of the year! Our popular international rally draws more riders every year, and is a regular stop for people from all over the country. Last year's rally was about as perfect as it could be, but it gets better every time. Get involved with the rally now by volunteering, and help to make it all happen. Then come spend a few days at one of the best BMW rallies in the USA.

Sunday, September 17

Madrid, Santa Fe, Romeroville, Anton Chico loop

Meet at the Chevron at Central/Tramway/I-40 at 8am. Travel north via Madrid to the Giant Station at I-25/St Francis at 9:15am. Continue north on I-25 to Romeroville, then south on US 84 to Anton Chico and I-40. Lunch in Las Vegas at El Rialto.

Friday-Sunday, October 6-8

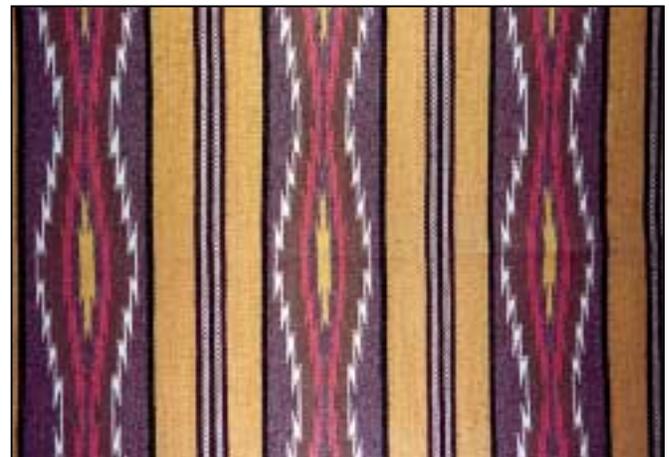
Datil Camp 'N Ride

After the public event in Sipapu, the LOE BMW R takes this time for a more personal event. All your friends from the club will be there, riding all the best roads New Mexico has to offer. What happens at this ride gets talked about for the rest of the year. Look for more details to come, and listen at other club rides for the stories.

Friday-Sunday, October 20-22

Chaco Canyon Camp 'N Ride

This is the year of ambitious club events, and this will be no exception. A dual-sport bike would help, but Gold Wings have been known to traverse the dirt roads into the park. Whatever you ride, the trip will be worth it. One of the best preserved, most important, and beautiful parks



The June Clue!

in the Southwest, this will be a trip you'll remember for a long time. Call John Desko, ride coordinator, for details at 883-2662.

Saturday, October 28

Fort Sumner/Gravesite of Billy the Kid

Leave from the Chevron at Central/Tramway/I-40 at 9am. Visit the grave of Billy the Kid to collect "Ride 75" point(s). Lunch in Fort Sumner. How about meeting up with some of the folks from the Dust Bowl Beemers for a little tire kicking?

Week of November 6 (now in the planning stages)

Copper Canyon, Mexico Tour

The date for the club trip to Mexico has been moved to the fall to allow for better planning, and to set up a committee to be sure the trip will be smooth. Response to the idea has been good, and enthusiasm is building for the most ambitious club ride yet. If you want to add your head to the count, or add some suggestions or opinions, call committee members Steve Mounce at 275-3811; Bill Koup at 856-7513; or Steve Beggs at 890-2921.

Saturday, November 18

Henrietta's/Ride to be Determined

Meet for breakfast at 8:30am at Henrietta's in Los Lunas. Ride to be determined based on weather and attendees' preferences.

Saturday, December 9

The LOE Christmas Party

Nothing ends the year better than a big crowd of bikers reliving the rides of an excellent riding season, and the annual Christmas party is the perfect place for that. Come join all your friends at one of the club's most popular events, and we'll all eat until we start looking like Santa Claus.

Sunday, December 17

Tech Session

Place, time and subject to be announced.

NATIONAL EVENTS

Monday-Saturday, June 5-10

The Great Western Posse Run, St. George, UT

2000 mile tour in five days! Less an organized tour, stressing comradery and lots of riding throughout the western region. Limited to 150 participants. Call (800) 600-8969 for more information.

Thursday-Sunday, July 13-16

BMW MOA National Rally, Midland Michigan

You wouldn't want to be there now, but it's beautiful in the summer... There are often club members who make the trek, even cross-country, so look for more information on LOE members planning to ride the Great White North for the biggest BMW rally in the world.

Friday-Sunday, July 21-23

Top O' the Rockies Rally, Paonia, CO

There's always an LOE contingent that makes the trip up



Ann rides again! The Houcks have become quite the motorcycle collectors. The latest addition sports Ann's bid to join the GS crowd on their attempts at the summits. Go get 'em, Ann!

into the *real* Rocky Mountains for this wonderful little rally. Stay tuned for more details on the rally and how the LOE BMW R will be doing their part to make it fun, or call them direct at (303) 986-1472 for more details.

Thursday-Sunday, August 24-27

Sierracade Rally, Grand Junction, CO

Pin, program, field events, fun run, mini tours, parade, demo rides, seminars and clinics, motorcycle stunt show, drawing for a new motorcycle, barbecue dinner, western show and more. At the Two Rivers Convention Center. For more information call (800) 999-7064.

Coming Up

Other news bits we're working on for future issues include the overhaul of the K-bike line and an update on the local BMW dealers. Is High Plains shutting its doors? What's up in Deming? And what's going on with the new bike dealership in Santa Fe? What's Bill Koup going to do with himself now that he's retired? Stay tuned for details.

Ride to Drink

For all of you cigar smoking, caffeine addicted hanger outers, note that the cigar shop in Cedar Crest is open again, and the squids are lining up. I was just passing by and didn't go in, but was told that is was under new management but pretty much the same as before. I could see the racks of coffees through the door but got no news of the cigar situation.

So for everybody wondering where to take a short ride *(continued on next page)*

on a Saturday, meet up with the racer crowd for police reports from the mountain, a collection of bikes you won't see anywhere else in New Mexico, and lots and lots of coffee.

You Can Write!

Send in your stories, reviews, opinions – don't forget pictures, too (shots of club members and their bikes strongly encouraged). We'll publish anything! Send your contributions to:

David Wilson
5700 Copper NE, #B34
Albuquerque, NM 87108
Voice: 505-232-0266
Email: mrrmtv@aol.com

Computer files are best; please send material via email or on disk saved as Text (ascii). I can also scan photos and graphics, so take lots of pix on that cross-country trip and send them along.

NOTE: The deadline for the July issue is Tuesday, June 20th. Start typing!

For Your Buying Pleasure

FOR SALE

1998 BMW F650 Funduro, dual purpose, 1K miles, rare white, absolutely perfect condition, never dropped, garaged and covered, BMW hard bags and top box, BMW hand guards, BMW engine guards, cruise control, \$1,800. of extras, warranty, will consider delivery, \$7,000.

Call Ed at 254-9092.

1995 R1100RSL Stock Exhaust system. Good shape (30,000 miles). Use to convert your roadster (R1100R, R850R) or R1100GS to the low pipe – this gives you room for a full size bag on the left side! A Steal at \$150.00!

Call Monroe at 255-4075 or e-mail him at mbonfoey@juno.com

Roadcrafter riding suit. Size Men's 42, gray and black, good condition. \$400.

Call Ken Goode at 892-5690.

Nolan helmet, full face flip-up. White, size XL. Excellent condition. Needed larger size. \$125.

Call George at 875-3481 or email him at georgev@sgi.com.

'76 "Minnie Winnie" (23' Winnebago) home on wheels. You've seen it, you've had cold beer from it, now it could be your turn to own it! \$5k.

Contact Bryan in Los Alamos at (505) 660-9264 or Bill at 856-7513.

Cal-X Spa, Ultimate model, 450 gal capacity, seats six (more than your BMW) excellent condition, \$1750 or best offer. We can make moving and reinstallation arrangements.

Call Joel at 792-8408 or e-mail kate@nm.net.

NOTE: Classified ads run for 3 months, then are deleted unless I'm told to keep them running.

LOE BMW R Officers

President: Tim Stone, **343-8396**

Vice President: Bryan Lally, **(505) 662-4083**

Secretary/Treasurer: Ken Goode, **892-5690**

Activity Committee: Bill Koups, **856-7513**

Newsletter: David Wilson, **232-0266**

Newsletter Delivery: Dan & Ann Houck, **890-0310**

Rally Chairs: Bill Koups, Tim Stone, Mike McKee

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A Tech Dilemma Story

by *Richard V. Earl*

I suppose everyone has a story about some technical problem that has had them tearing their hair out. So, if you chose not to publish this one, I'll not be offended. I've not participated in any LOE BMW R activities the last several months because my 1978 R100/7 has been chronically ill. I believe it has now been cured.

The tale begins at the Bavarian Mountain Rally last September. Just before I was ready to leave, a purported "mechanic" mentioned that the carbs on my bike were canted in (rotated inward on the horizontal axis) too much. The bike was running fine; I didn't pay much attention to him. But, I would occasionally get fuel leaking out of the left side bowl, especially when the bike was on the side stand. So, I figured I would make the adjustment when I got home. A few days later two events occurred: first, I inadvertently filled the gas tank with the lowest-octane fuel rather than the highest (that anemic 91 grade that now passes for "high-test" gas). Second, I turned the carbs out so that the bottoms of the float bowls were level.

The next day, when I mounted my trusty steed for a trip across town, it started gasping, cutting out and back-firing on the right side. Figuring that since only two things had changed since the bike was running fine I drained the cheap gas and canted the carbs back in to the way they were. The problem persisted.

I did all the usual, simple stuff: Checked the timing and the valves; checked the carb adjustments; replaced the plugs; looked at the spark on each side. No apparent problems. The bike would run fine on the center stand, but under load the right side would cut out, stall, gasp and backfire. This would happen without rhyme or reason: Sometimes the bike would go a couple miles before it began; sometimes it would happen in an almost rhythmical pattern – run smooth for a few seconds, then cut out for a few seconds, then smooth, etc.

The plugs were telling a story: the left side plug was clean and tan; the right side was black with carbon deposits. The right cylinder was either getting too much fuel or the fuel wasn't being properly burned. I had equipped my bike with a used Dyna lil electronic ignition about 10-12 years ago. It has been absolutely reliable and bulletproof – the timing has almost always been exactly correct, with hardly any need to ever adjust it. So, I was convinced the problem had to be the right-side carburetor. I removed, inspected and cleaned the carb, blowing out the orifices with compressed air and checking all the settings. No apparent problems. I replaced the carb. No improvement. If anything, the problem seemed worse.

I took the bike to a friend and excellent mechanic, Greg Gerhardt (who, unfortunately, has since closed his shop and gone into hiding). He removed, inspected, cleaned and adjusted the right side carb. The bike ran great – for about 5 miles; then it was doing the same thing. I returned to Greg's shop the next day (which also happened to be the last day his shop was open). This time he removed, inspected, cleaned and adjusted both carbs; he checked and adjusted the throttle and choke cables, the valves and timing. The bike ran great – for two days.

I had no way to contact Greg; the message board had-

n't yet been added to the LOE BMW R web site; and being a newbie to the club, I wasn't sure who to call. And, I do suffer from the macho-mechanic syndrome: It's a simple, air-cooled, push-rod, two-cylinder, engine with carburetors; I must be able to figure this out, myself. But I remained stumped. Searching the internet, I found and began an email dialogue with a very knowledgeable and helpful guy named Robert Fleischer (snowbumRDios.net). He has contributed a number of technical articles to the Airheads site.

With help and advice from Mr. Fleischer, I checked virtually every possible problem, including examining the carbs under bright light with a magnifying glass to check for cracks, switching the coils and ignition leads, checking the coil specifications and also examining the coil towers with a magnifying glass, checking fuel flow and float-bowl fuel levels. Fleischer insisted that the problem was electrical, but he did not think the Dyna was the problem. The bike would run well on the center stand, but under load, the problem of the right side cutting out and backfiring persisted.

The dilemma was driving me nuts, and other things – the holidays and work – were demanding my time. I had to take a hiatus from wrenching and let the bike sit for a few months. Several weeks ago I fired it up and went for a short ride. The bike still ran poorly, but less so than before. It was almost as if the bike had, to some extent, "cured" itself. Although I previously had found no defects in the carbs, I decided to rebuild them. Of course, I called High Plains BMW to order the parts.

Jim Davidson at High Plains spent about an hour on the telephone with me (on their 800 number – those folks are so wonderful!) discussing my problem. He suggested replacing the carb diaphragms, even though the old ones showed no flaws or defects. When I compared the new diaphragms with the old ones, I saw his point – in comparison, the old diaphragms were soft and not as "springy". He also mentioned that old Dynas do tend to go bad, but that usually when they fail they fail completely, at once – not intermittently as I was experiencing.

When the parts arrived I rebuilt the carbs. I was sure the problem would then be fixed. It wasn't. There was only one last, possible remedy: Remove the Dyna and replace the original points. If that didn't solve the problem I was ready to torch the bike for the insurance money.

Replacing the original points actually turned out to be somewhat of an ordeal. First, I had to relearn how to adjust the points as it had been years since I'd done it. But I wasn't getting any fire at the points, and it took a couple hours of fooling around with a test lamp and an ohmmeter before I figured out that the right coil is supposed to have two black leads going to one post. Duh! (The one lead that was removed to accommodate the Dyna had been tucked out of sight behind other wiring.) Finally, with the points and the timing properly adjusted and hot, it was time. And...

It worked! The bike fired right up. Out on the street it purred with nary a gasp, cough, sputter or hesitation. It accelerated like a rocket (well, as much like a rocket as a 22 year-old, stock BMW boxer can be). I love my Beemer again! The world is wonderful. Life is grande.

Besides the small lesson learned about old Dyna lil

electronic ignitions, the more important lesson, for me, was that if a BMW isn't running right, go back to the basics. I don't know much about newer BMW's (I've owned this one for 19 years; it has been such an excellent, reliable motorcycle that I've had little desire for a newer one – and it's been paid for a long time). The BMW engineers – at least of my bike's era – built a motorcycle that is simple, straightforward and reliable. If an old Beemer doesn't run right, first make sure that everything is set, adjusted and configured to original specifications. I could have saved myself many hours of frustration and gained months of lost riding time if I had pulled the Dyna early on.

Maybe others in the club will find this tale instructive. See y'all on the road.

Big Bore Boxer Four

Excerpted from <http://www.motorcyclenews.com/news/news.asp?id=772>, click the link for the entire story

By Ben Purvis, link courtesy Ira Agins

BMW is working on a new range of flat-four-cylinder bikes to replace its K-series tourers and sports-tourers.

The bikes are expected to go on sale early in 2002 but prototypes are already reported to be undergoing tests on the roads near the firm's Munich headquarters. And an early version may appear at this Autumn's round of European bike shows to gauge public reaction before the firm finally commits to full production.

The engine is based on a concept which was first considered by BMW 25 years ago. Designers were planning

a flat-four boxer in the early '70s but were beaten to the draw by Honda's original 1000cc GoldWing which featured the same idea.

But the boxer four follows the tradition of BMW's R series flat twins. With likely capacities of between 1200 and 1400cc, the engines could power a roadster, sports-tourer and tourer.

But the new engine will be much more than a pair of the firm's boxer twins bolted together. Unlike the air-cooled two cylinder motors, which have featured in one form or another in BMW's range since 1923, these will be water-cooled.

The K-series, which the new design will replace, can be traced back to the early '80s. The concept debuted in the 1983 K100 and was instantly recognisable from its unusual laid-down longitudinal design.

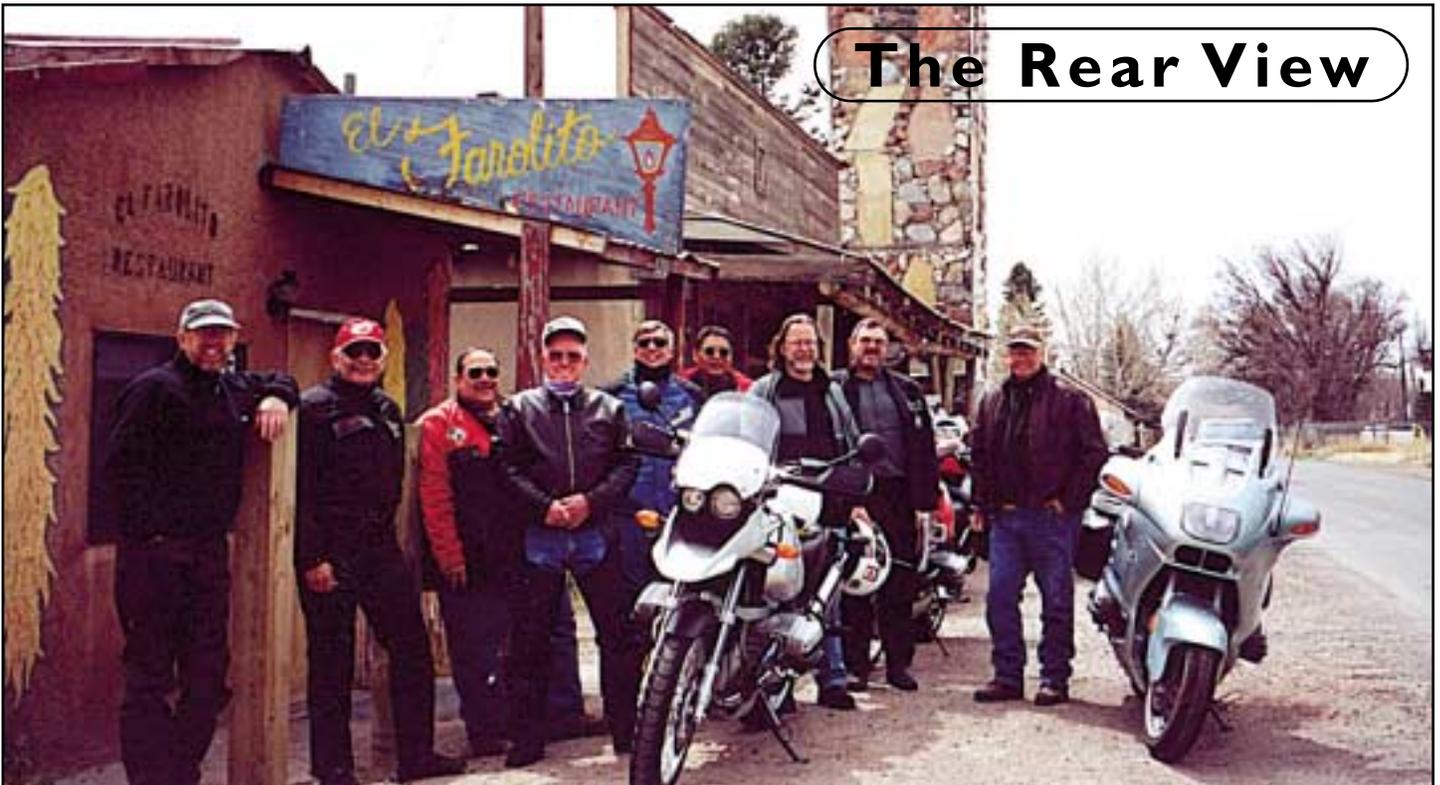
It had been intended to replace the boxer twin, but the boxers have remained popular while the K-series has failed to live up to BMW's ambitions for it. It is the boxer which has outlived the K in the end.

Using the new engine will mean both twins and fours can share transmissions, frames and suspension parts. Sources say the most powerful versions of the new four could make in excess of 130bhp.

The firm is using lessons learned from its high-power early '90s boxer twin superbike prototype - known as the R1. With it they learned to make a bike which is reliable, powerful, smooth and economical.

BMW is known to want to launch a show-stopper at this September's Munich bike show and a prototype version of a bike with the new engine may well be what it needs.

The Rear View



Looking for the Prize! "Proof" we've been to El Rito in the "Ride 75" contest, 4/8/00. Left to right: Gary Oleson, Joel Widman, Jim Salas, John Ephlin, Dan Houck, Tim Martinez, Mike McKee, Robert Keen, Bill Koups. Photo by Bill Koups