

# the Legendary SHAFT

News from the Land of Enchantment BMW Riders • August 2001



## September 7, 8, 9, 2001 in Sipapu, New Mexico **REGISTRATION FORM**

Continuous Coffee Pot  
Grassy Meadow Camping  
Tech Sessions  
Friday Night Green Chili  
Self-guided Tours

Live Saturday Night Music  
Saturday Evening Meal  
Not-Your-Usual Awards  
Door Prizes

Dorm facilities Fri & Sat night (Available on a First-Come/First-Served Basis)

### Registration Information:

Pre-registration by 9/1/01: Adults \$27, Children 4-12 \$13, Children under 4 Free

Gate registration: Adults \$30, Children 4-12 \$15, Children under 4 Free

#### Disclaimer (each attendee must read and sign)

I/we hereby waive, release and hold harmless the Land of Enchantment BMW Riders, its officers, members and rally organizers and tenants of the premises from any liability from damage, loss or personal injury while traveling to and from or while attending the 2001 Bavarian Mountain Weekend Rally or for any cause of action I now have, or in the future, may have against them. This agreement extends to my heirs, executors, administrators and assignees.

Attendee Name (please print) \_\_\_\_\_

Attendee Signature \_\_\_\_\_

Payment \$ \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

#### Attendee Mailing Information (Please Print):

Mailing Name \_\_\_\_\_

Address \_\_\_\_\_

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

E-mail \_\_\_\_\_

Mail this registration form and a check made payable to:  
LOEBMWR Rally Registration, PO Box 92095, Albuquerque, NM 87199  
For more information: [www.nmbmwmc.org](http://www.nmbmwmc.org) or [loebmwr@email.com](mailto:loebmwr@email.com)

## READY FOR SIPAPU?

Next month is the big rally, have you sent in your registration form yet? If you still need some convincing, here are some photos from last year's rally. Come be part of the spectacle!



# Discovering BMW

by Wes Schotten

He grabbed a handful of drum brakes, stopping the Honda Dream at the traffic light in the small town in Ohio. "Columbus 103 Miles," read the sign at the light. "Aw, hól!" he said. He expelled the words so forcefully against the bubble shield that it instantly fogged over. Raising the bubble shield to peer more carefully at the mileage sign in the dark, he repeated more forcefully, "Aw, hól!" as he pounded his frozen gloved fist onto the Honda's white gas tank.

A few months before he had turned eighteen and had left for college. In those years young men had to leave for some where – Vietnam, Canada, prison or college. He had left for college on his motorcycle.

He had been lost on this cold night in November – had ridden fifteen miles in the wrong direction and had completed the fifteen miles back to where he had started – what futility! He shifted uncomfortably on the narrow, hard saddle as the various sections of the November 15, 1966 edition of the *Cleveland Plain Dealer* poked at his ribs and his shins. The *Plain Dealer* was the thickest newspaper he found at the gas station where he had filled the Honda's tank for under a dollar some ninety miles ago at the start of his journey. He had stuffed sections of the newspaper down the shins of his the two pair of jeans that he wore for warmth. Remaining sections were stuffed down the front of his old wool coat in a futile attempt to stop the stinging cold fifty-mile per hour wind.

His strong young frozen legs wobbled unsteadily under the weight of the Honda. The plastic produce bags he wore like overshoes over his frozen feet made his footing even more precarious. "I've got to find a way to get warm!" he insisted to himself. To his left, he spotted a small dimly lit

store, advertising hamburgers and hot coffee. He checked stiffly over his left shoulder for traffic and roughly let out the clutch with his frozen hand.

He walked into the dimly lit store. The clerk behind the counter in this small town had obviously never seen someone from outer space – after all Neil Armstrong wouldn't do his moon walk thing until 1969. She stared at the frozen being before her.

The French-made, white aluminum motorcycle helmet with the small leather visor and leather side gores looked like it belonged more on a jockey than a motorcyclist. He had bought it along with the bizarre looking bubble shield at the Triumph/Harley shop in his hometown a few weeks before. "I want to buy a helmet," he had declared to the shop's owner. "What for?" was the owner's quizzical reply. The owner pointed to the only two helmets in the shop – both identical, one medium and one large. Both were aluminum lined with Styrofoam. He took the large with the optional flip up bubble shield and paid the owner thirty two dollars. A week later, the helmet did an unceremonious dive off the seat of the parked Honda. This had created its now trademark, quarter-sized dent.

Most of the cold weather street clothes he owned were piled onto his frozen body. What he couldn't wear was wrapped in an A & P paper groceries sack and was tied on the seat of the Honda with a stray piece of hemp lashing rope.

He pulled his helmet off of his matted thick curly hair. He forced his stiff jaw to say, "Hot coffee, please, with extra sugar."

Still not speaking and still staring, the clerk watched as the frozen stranger stiffly grasped the cup of steaming hot coffee just as the hard shivering began. He spilled the

scalding coffee all over his bare hand. His hand, now burned bright red from the coffee, still had little feeling in it. The eyes of the clerk grew larger in shock. She must have been thinking, "What's the guy on, drugs or something." This was the sixties; you know – tune in, turn on, drop out and all of that.

Hours later, he made it into Columbus. He stood for some twenty minutes in a hot shower that turned him red as a lobster. He didn't feel the hot water until he started to itch like mad – especially his fingers.

Weeks later, he read in the school newspaper about the fellow student who had ridden his used BMW motorcycle from New York to Los Angeles non-stop in a record setting time. The rider was quoted as saying only a BMW could have made the journey with its trouble free shaft drive, powerful smooth engine and reliability. In 1966, the Japanese bikes were still too small and too buzzy for the high-speed pursuit of such a record. British bikes and Harleys were big enough for the chase, but leaked oil and were temperamental. On the way to setting the record this fellow had endured high winds in Texas and New Mexico, driving at speeds of over one hundred miles per hour in these wide open spaces to make up time.

As the decades passed, the frozen Honda 150 Dream rider drifted through a series of Japanese motorcycles – among them an ubiquitous Honda 350, a 1973 Kawasaki Z1, a Kawasaki Concours, a Goldwing, a couple of Ninjas.

In 1995, with some extra cash to burn, he bought one of the last R100GS-PD with the jumbo tanker nine-gallon tank. The dealer warned him to not expect as much refinement from the BMW as he was used to with Japanese bikes. The BMW was interesting and different but the dealer was right – all the bolts on the exhaust system vibrated loose on one trip which turned it into a loosely connected set of rattly pipes with exhaust gases rumbling and seeping from every joint. The carburetors leaked sometimes, but the

gaskets were easy to replace. He sold the BMW about a year later when he needed some cash, but not before he took his first ever street spill on it on a snowy mountain road outside Sunspot, New Mexico. It was a nice, quick low side at about thirty-five miles per hour. Very little damage to bike or rider, but a sore shoulder that resulted either from the crash or picking the bike up after the spill.

His wife introduced him to BMWs again in the form of R1100's. Hers, a blue 99 R1100R with ABS and his eventually a 2001 R1100RL – black, spoke wheels and an after-market exhaust that give it a nice light rumble like a 1960's Triumph Bonneville. He would keep the 92 Kawasaki ZX-11 Ninja, but the BMW would be his best ride in thirty-six years.

With two fingers he grabbed the big Brembo brakes as he pulled to the stoplight a mile from his house. "Aw hól," he murmured to himself under the tinted wrap around visor of his full-coverage, carbon fiber composite

Shoei helmet. He had forgotten to plug in to his Gerbing heated jacket and pants and the chill of the fifty-degree air was beginning to seep into his armored, cordura jacket. An hour later, toasty warm from electric heat, he climber stiffly off the BMW. He struggled to straighten his wobbly, stiff knees and back. He wished now he had taken some Advil before he had left home – best thing he had found yet for his arthritis. To the clerk at the Stahman Farms store on Highway 28 he still looked like someone from outer space, but the Space Shuttle was old news now and everyone knew someone these days who had just bought a Harley. He popped the Shoei off his nearly hairless head. "Got any hot decaf coffee, with some Equal, please," he said. "Sure thing, sir," she replied cheerfully. "I didn't know BMW made such cool motorcycles," she said as he looked over her shoulder at the shiny black R1100RL parked near the door. "Until a few years ago," I replied with a grin, "I didn't know they made such cool motorcycles either."



# On the Road

AUGUST						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
	Sturgis! (oink oink) Doesn't South Dakota sound nice?					
12	13	14	15	16	17	18
					Birthday Party!	
19	20	21	22	23	24	25
26	27	28	29	30	31	

**Friday-Sunday, August 17-19**  
**LOE BMW R Birthday Party, Monzano State Park**  
 One of the year's Big Events! Ride leaders Robert Keen (883-4813, motorkeen@aol.com) and Mike McKee (266-6118, mckee@unm.edu).

SEPTEMBER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
					The Big Event	
9	10	11	12	13	14	15
Sipapu!						
16	17	18	19	20	21	22
	Golden Aspen Rally in Ruidoso					
23	24	25	26	27	28	29
30						

**Friday-Sunday, September 7-9**  
**Bavarian Mountain Weekend, Sipapu**  
 The Big One! Rally meisters Robert Keen (883-4813, motorkeen@aol.com) and Mike McKee (266-6118, mckee@unm.edu).

**Saturday, September 29**  
**Lincoln lunch**  
 Ride leader Richard Knowles.

*Please note that if no person is listed as ride coordinator, you can check the club website at [nmbmwmc.org](http://nmbmwmc.org) for updated news and events. Or call Bryan Lally, our illustrious Activity Committee Chair, at (505) 662-4083, (email [bryan@lally.org](mailto:bryan@lally.org)).*

*If you're looking for an impromptu ride check the club web site's Message Board for unannounced rides and changes in the above schedule.*

## AND BEYOND...

**Friday-Sunday, October 5-7**  
**Datil Camp 'N Ride**  
 The other Big One! Ride leader Ken Goode, 892-5690 or [bmwken@worldnet.att.net](mailto:bmwken@worldnet.att.net)

**Saturday, December 8**  
**Christmas Party**

**Sunday, January 27, 2002**  
**Progressive Breakfast**  
 Let's just skip the winter and go right on into spring...  
 With hosts Richard Knowles, Gary and Kathy, Cabe, Ernie Gabaldon.



## NATIONAL EVENTS

**Saturday, August 4**  
**100,000 Foot Ride, Colorado**  
 This is the most exciting and scenic one-day ride in the country. Lunch and barbecue dinner provided. Preregistration required, space is limited to 250 riders.

### 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](http://www.nmbmwmc.org)

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

You can contact Jerry Kelly at (303) 675-9641, their web site at [www.coloradobeemers.com](http://www.coloradobeemers.com) or email them at [coloradobeemers@hotmail.com](mailto:coloradobeemers@hotmail.com)

**Monday-Sunday, August 6-12**

**Sturgis! SD**

All Hogs, no helmets. Call (605) 342-3086 for details.

**Saturday-Sunday, August 12**

**Motorcycle Racing at Sandia Motorsports Park**

Contact [www.sandiamotorsports.com](http://www.sandiamotorsports.com) (505) 352-8888

**Thursday-Sunday, August 16-19**

**Cascade Country Rendezvous, Washington**

Contact Chris Shea at (206) 696-2434; 7333 34th Ave SW, Seattle, WA 98126. [Christophershea@home.com](mailto:Christophershea@home.com) or [www.wsbmwr.org](http://www.wsbmwr.org)

**Friday-Sunday, August 17-19**

**5th Super Pigout, Colorado City, CO**

Camping Friday and Saturday at Greenhorn Meadows Park in Colorado City. Contact Susanna Parkhouse at (719) 636-3633, [sluggobug@aol.com](mailto:sluggobug@aol.com) or the Pike's Peak BMW website at [pikespeakriders.org](http://pikespeakriders.org)

**August**

**GS Big Dog Ride, Colorado**

Contact BMW of Denver (303) 936-2317 or Great American Motorcycle Adventures, PO Box 1598, Englewood, CO 80150-1598, (303) 715-9292.

**August**

**Nez Perce GS Rally, Idaho**

Contact PO Box 3523, Boise, ID 83703-0523, or Mike Howard at (208) 378-9418, [gsidaho@micron.net](mailto:gsidaho@micron.net) or Todd Lovell at [badtoad@micron.net](mailto:badtoad@micron.net)

**Wednesday-Sunday, September 19-23**

**Golden Aspen Rally, Ruidoso, NM**

Call (800) 452-8045 or visit [www.motorcyclerrally.com](http://www.motorcyclerrally.com)

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## Welcome New Members!

Please welcome William Stebe & Tammy Todd, and Bill & Karen Harris of Albuquerque, Thomas & Jill St. Thomas of Madrid, Daniel Viramontes of Deming, Michael & Julia Chaney of Hobbs, and Steven Koch of Los Alamos. It's great to have you with us!

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## New Address

LOE member and intrepid traveller Monroe Bonfoey has embarked on his most harrowing journey yet – life in Kansas! His new address is 2318 S 16 Street Terrace, Leavenworth, KS 66048, (913) 651-5528. His email is still [mbonfoey@msn.com](mailto:mbonfoey@msn.com). Don't forget to stop by next time you're passing through the corn fields.

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## WWJD

Most people assume WWJD is for "What would Jesus do?" But the initials really stand for "What would Jesus *drive*?"

One theory is that Jesus would tool around in an old Plymouth because "the Bible says God drove Adam and Eve out of the Garden of Eden in a Fury."

But in Psalm 83, the Almighty clearly owns a Pontiac and a Geo. The passage urges the Lord to "pursue your enemies with your Tempest and terrify them with your Storm."

Perhaps God favors Dodge pickup trucks, because Moses' followers are warned not to go up a mountain "until the Ram's horn sounds a long blast."

Some scholars insist that Jesus drove a Honda but didn't like to talk about it. As proof, they cite a verse in St. John's gospel where Christ tells the crowd, "For I did not speak of my own Accord..."

Meanwhile, Moses rode an old British motorcycle, as evidenced by a Bible passage declaring that "the roar of Moses' Triumph is heard in the hills."

Joshua drove a Triumph sports car with a hole in its muffler: "Joshua's Triumph was heard throughout the land."

And, following the Master's lead, the Apostles carpooled in a Honda..."The Apostles were in one Accord"

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## 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: [mrmtv@aol.com](mailto:mrmtv@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 August issue is Monday, July 23rd. Start typing!

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## For Your Buying Pleasure

### FOR SALE

**1995 R1100R** w/ABS, 24,000 miles, stock and Corbin seats, Parabellum windshield, BMW luggage, R1100RS pipe installed so left bag is full size, transmission replaced by BMW under warranty in 1998 at 9000 miles, always garaged, 2500 miles on a set of Bridgestone BT 57s, very good condition. Asking \$6500

Tim Stone 505-343-8396 [2dogs10@home.com](mailto:2dogs10@home.com)

## Business Meeting in SF

See the story on the next page!



Far left: Schmoozin'  
Center: BMW or Harley?  
Below: Why, it must be my new LT!

**1989 R100GS** "Bumblebee", 52K miles. Stock plus Corbin leather seat, bags (in fair condition), custom and very effective crash bars/engine shields, stock plus custom windshield. Recently serviced by Art Laufenburger, very good tires. \$4500.

Call Dan Houck at 890-0310 or email him at dhhouck@home.com

**1992 BMW R100GS** Bumblebee. 27k miles only. Cherry. Many, many extras. Never down; garaged. Call for details. \$6000 firm.

Call Clark in Santa Fe at 1-888-4989-8800 x9521 or 505-995-9521.

**1998 BMW K1200RS** 10,148 miles. Dolphin Blue, hard bags, the largest Givi tail trunk, tank bag, trick driving lights. Excellent condition. Asking \$12,000.

Call Andy at 898-0777.

**1992 BMW R100GS** Bumblebee. 27k miles. Corbin seat. Piai lights. Hard bags, tail bags, tank bag. New tires. Olin shock. Cover. Tender. Excellent. Extras. \$6500.

Call Clark in Santa Fe at 995-9521.

**Assorted helmets.** Shoei RF200 exc. cond. sz. Med.; AGV exc. cond. sz. Med.; HJC FG Tech good cond. sz. lg.; Nolan N35 exc. cond. sz. med.; Shoe RF 700 fair cond. sz. lg. \$175.00 takes all. Will separate.

Call Joel Widman 505-792-8408 or e-mail kate@nm.net.

**First Gear Kenya Jacket** sz. large, excellent condition. Like new. \$225.00 or best offer.

Call Joel 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: Robert Keen, 883-4813

motorkeen@aol.com

Secretary/Treasurer: Ken Goode, 892-5690

bmwken@worldnet.att.net

Activity Committee: Bryan Lally, (505) 662-4083

bryan@lally.org

Newsletter: David Wilson, 232-0266 mrrmtv@aol.com

Newsletter Delivery: Dan & Ann Houck, 890-0310

danhouck@uswest.net

Rally Chairs: Mike McKee, Robert Keen



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# Business Meeting in SF

by David Wilson

Saturday, July 7 saw a club contingent heading up to Santa Fe for a business meeting and some great riding. Some riders met at the Philips 66 on Rt 25 and headed up the highway, others took scenic 14, while still others made their own routes. We all met at Santa Fe BMW, where coffee and donuts were provided and much lusting after new motorcycles was performed. I suspect it took a while for them to clean up all the drool on the display bikes.

Club business conducted, we hit the road for a ride through the Jemez and a late lunch at Spike's Place. It was a perfect day for riding whatever the route, and any day that has two food stops has to be a good one. There are more pictures to check out, too, at the web site: [www.nmbmwmc.org](http://www.nmbmwmc.org)

Hope to see y'all at August's Birthday Party, always one of the most fun bashes of the year.

*Right: Jim Salas finds his new bike right where he left it.*

*Below right: The business meeting was orderly, just as we expected (not!). No bikes were bought but lots of coffee was consumed. Did I mention the donuts?*

*Bottom left : Arrival in Santa Fe.*

*Bottom right: My own ride finished over by Fenton Lake at a friend's cabin. It doesn't get any better than this. Lynn models the excellent weather on Sunday.*

*Right: Victor of Santa Fe BMW checks out Monroe (now of Kansas)'s classic airhead.*



*Left: Checking out what's new in the showroom. Did I mention the donuts!*

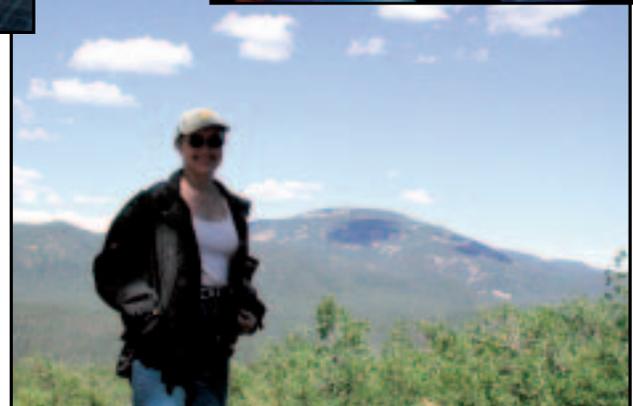


*Below: Spike's Place was perfect for reminiscing over the completed Jemez Loop. (You can tell what kind of a day it was by all the smiles.)*

*Below left: There's nothing better than a*



*parking lot full of Beemers. Except maybe a Jemez full of Beemers!*



## The Rear View

### What the Hey?

<http://users.hunterlink.net.au/~ddped/joebody.html>

Almost nothing was initially known about this bike as the picture was sent in to McMod without any more explanation than the following.

12,000-15,000 cc.  
Approximately 750-1000 hp.  
Number of cylinders always modified per application (24+).  
Top speed unknown. 0 to 60 mph < 1 sec. 1/4 mile N/A because limited track size does not give sufficient room for safe deceleration. Weight 1 ton plus.

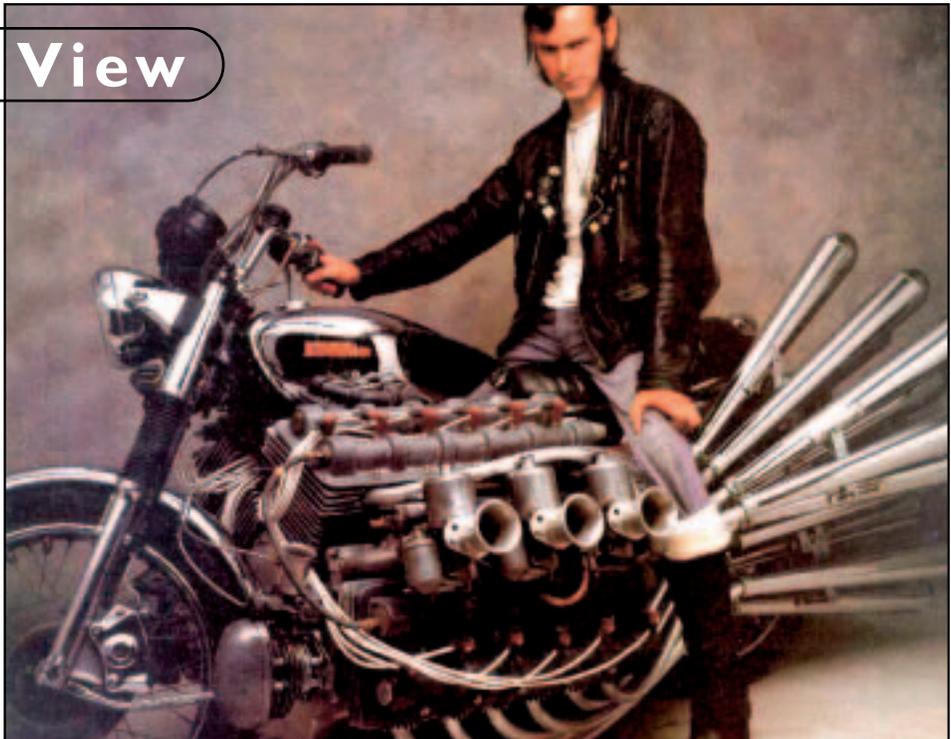
This has led to much discussion amongst McMod list members which generally went along the lines of Is it for real? Is it a photo manipulated image? Is it a physical mock up which doesn't run. Following are points from those discussions.

The conjecture:

The front end is from a lateish 70's or early 80's brit. Probably a Triumph. Not sure about the tank, but from what you can see of the seat/rear end it looks similar era Triumph. Interestingly, the zener diode regulator is still mounted to the front end, just under the headlight. I'm sure that IF!! this thing was a goer, I wouldn't be using an archaic 'Prince of Darkness' charging system. Still and all, it's a crazy concept, and one that has kept us interested. I reckon it doesn't matter whether it's real or digitally composed, whoever conceived it deserves a hearty pat on the back. Come on Joebody, 'fess up so we can all know who the deviant is!!

I dunno. If indeed this monster is for real, I don't think it's rideable. At a show in the 60s, I once saw a unicycle with a running V8. The guy moved it around with an engine davit. He had a standing reward of \$1000 for anyone who could ride it. No takers, as far as I know. Even I wasn't crazy enough to try it, and I can (or could, it's been some years) ride a unicycle. I think Joebody's rig is something along the same line. It probably runs, but... That front end looks mighty light to me.

I am quite sure it is a creation of Photoshop. Look carefully at the front wheel and forks. The forks are turned to almost 30 degrees right. From the width of that silly cylinder on the front, the front wheel would intersect it. Not possible in a physical model. Each piece of the bike is a real part, photographed separately or in a bunch (like the exhaust ) And it could even add the missing reflections in the headlight holder tubes and fender. Another problem area, look at the amount of light on the lower exhaust pipes, compare it with the lighting on the other bits in the area. Lighting is hard to



get right in doctored photos, this thing has problems in that area. Clear, distinct shadow under the bike and on the rider shows light from in front and above. Where is the shadow from the pipes? How about his leg? Actually, it was probably done in Bryce or one of the more powerful programs. I guess it would have taken a good user, 16 hour or so, given good photos of all the parts to be montaged together and a good motivation. *Much* less time than building the thing. Consider the rider, his shin is the same length as his *entire* arm, pretty unusual... The carbs look like a set off a 6 cyl jag, including the manifold which goes down into the crankcase between the V. Notice that where the detail is fairly realistic, the lighting is good but where the detail is missing or should be obvious if it's fake, it is very dark, almost black. It's a trick in retouching, darken areas with bad or misleading detail. I just opened it in Photoshop, and enlarged it. It would be nice to find the original in the magazine, to see if the smudges are artifacts of compression or if they are evidence of computer fabrication as I maintain. More light errors. Light in the bells of the carb is from level with the carb and 45 degrees off the front yet there is no light source visible in the tank reflection and the light on the rider is at a different angle. Also, look at the bells, then look at the fins on the mid bank, the light is different! Notice that where the detail is fairly realistic, the lighting is good but where the detail is missing or should be obvious if it's fake, it is very dark, almost black. It's a trick in retouching, darken areas with bad or misleading detail. The parts were shot with differing light sources, it is a composite.

No, I would lay money it is a real in the flesh mock-up. Check out the spark plug leads routing and the cheap after market mufflers.

I'm not that familiar with high end graphics programs, but I still think it is a physical machine – I agree it has been doctored up later to give the dark areas to hide the obvi-

ous mistakes. The detail of the motor/handlebar/ jacket reflection in the tank does it for me – plus the cheap mufflers (and their brackets). It is possibly a “one sided” mockup – I could come at that.

There’s a copy of the photo on page 98 of the 22nd January 1999 issue of *Australian Motorcycle News* magazine. *AMCN* apparently found the photo in the US magazine *Cycle World*. It was part of an advertisement for the cable network “*Speedvision*”.

I don’t see those lighting effects you refer to as abnormalities, even the dark areas and other shadows look natural to me. I own and use all the graphic programs you’ve mentioned, and I know from experience that it would be a difficult task to achieve the same look of realism as that in the photo without spending an inordinate amount of time. I am referring to some of the same points Ian spoke of. However, I guess we will never

really know, unless Mr. “Joebody” himself wants to come forward with the facts. BTW, anyone recognize the original bike chassis?

Hi, just caught your picture of the V12 bike, this was used by a tyre company in the 70’s as a promo and the picture was used in their ads. It didnt run and didnt need to as it was advertising tyres. I dont think the triumph running gear would have stood up to the weight any way.

So where is the gear change and foot pegs? The pic is good for a chuckle and little else.

Think it was Avon Tyres promo mock up circa ‘78. Caption read something like “It doesnt matter how big your motor is if your tyres don’t work.’

Here is a link to another site which tries to find the truth about this image: <http://users.flnet.com/~wb9jtk/thesis/24CYLNDR.HTM>

## The New Buell

Check Out These Sites for the Latest on the Latest

<http://www.motorcycledaily.com/>

<http://www.sporttwin.com/02bueells/2002bueells.htm>.

