

the Legendary SHAFT

News from the Land of Enchantment BMW Riders • March 2002

February?

I just got back from riding after the annual mid-winter breakfast at Henrietta's in Los Lunas. Last year it was about 10° on this day and four of us showed up to eat. More amazing was that two (of them) went out riding.

In 2002, however, about 15 people showed up to chow down. The morning was cool, but in the upper 30's perfectly tolerable for what should be the depths of winter. The day ended up somewhere around 60 – in other words, a perfect day for riding. And riding we

did, with most of the crew heading out for a back-roads ride down to Bernardo.



They went east and I went west, coming back through the Manzanos. It was cool up in the mountains, but it didn't really get cold or snowy until the very highest spots, and that didn't last long. It was a wonderful day for riding, and the roads were mostly empty. Even Tijeras Canyon didn't back up until about two thirds of the way down, a nice change from the 30 mph pickup you usually get stuck behind right when the corners get fun.

It was such good riding, in fact, that I kept on going up to Cedar Crest for coffee at the old cigar shop, where a couple of other club members were hanging out ("Breakfast at Henrietta's? Where's Henrietta's?"). It was sunny and warm, a little breezy, but it didn't take

much incentive to remember that this is February after all, and a day like this should be savored. In fact, tomorrow is supposed to be just the same, so I'd like a double scoop, please!

The group at breakfast was enthusiastic, both about riding today and about the season to come. You could see it in our smiles as we talked about where we hoped to go this year, the new bikes we were dreaming about and how we were going to spruce up the rides we already have. Some of us are putting our money in the rides we have, fixing up and customizing the bikes that have been faithful to us. Others are showing up on brand new machines, still shiny and without that "first scratch" on them. Still others are riding in on their new old machines, and what's available on eBay is a hot topic of discussion.

It seems that the dampened economy hasn't dampened the club's enthusiasm for riding, either for the thrill of travel or the thrill of new ownership. We're doing our part for the economy, for the travel industry, and for our own mental well being. I for one plan to do significantly more riding this year than I did last year. My new tires felt especially sticky today – it was an especially good feeling after last year's token rides and my bike being off the road for so much of the winter. I'm glad to be back, and it

seems like the whole club is sharing my enthusiasm.

See you on the road!

David Wilson, Editor



Welcome New Members!

Please welcome Richard & Cynthia Brown and Maunsell Nicholas of Albuquerque, Gary Collins & Carol Fredman of Santa Fe, and Robert & CruzAnne Dziuk of Belen. It's great to have you with us!

A LITTLE RESTORATION

ALL THE DIRT ON CLEANING UP MY K75

by David Wilson

Last Fall I thought I would like to sell my bike come spring-time, so I decided to do a little fix-up in order to put it into a condition I thought would be suitable for selling. What follows is the story of my "little restoration," with all the names named and numbers numbered, and lessons learned.

Mechanically the bike had no problems. I had just had the entire clutch rebuilt at Santa Fe BMW. The drive shaft is less than two years old, and to my knowledge the valves have never needed adjustment. Apart from periodically replacing some rubber parts, hoses, and cables the drive system was up to date and typically K-bike bulletproof.

PAINT

I had repaired a leak in the gas tank a year or two ago, and the painter at that time had done a, shall we say, less than stellar job. To be fair, the paint I supplied him from NAPA really sucked, but the results had made the bike look pretty shabby ever since then.

Enter Steve Hainey at Special Effects on Lomas and 2nd Street (243-3375). His shop was filled with Jaguars and Ferraris, so I figured I was in the right place. I gave him my tank, both side panels and my lower fairing, all of which were in sorry shape. He used one of the side panels to match the paint, and went to work.

The results are as much as I'd hoped. The paint is thick and the clear coat lustrous, and the whole bike looks 100 times better because of it. He even gave me a roll of anti-chip film to apply to my lower fairing to try to keep it new looking. He was friendly and spent a lot of time with me talking about what I wanted to accomplish, and only charged me \$200 for the whole deal. His was the only experience that went without hitch and was completely painless. Recommendation A+.

INSTRUMENTS

The instrument cluster on my bike actually came from my first K75, and now has over 150,000 miles on it. So I supposed it was bound to have some wear problems. Not to mention that instruments from the mid-80's were spectacularly famous for problems. Mine were of the new, "Gore-Tex" design, but still had problems. Over the years the tachometer had gradually stopped going down to zero at rest. Although that made the bike seem quite fast even at rest, I decided I would rather go for function rather than appearance.

The clock had also developed a curious habit of rolling through the hours as if they were seconds. It reminded me too much of the rapid passing of life, not to mention I never knew what time it was.

The biggest problem with these two problems was money: BMW wanted \$250 for a new tach and \$100 (!!!) for the clock, or \$500 for a new cluster. Needless to say I didn't spend much time contemplating new parts.

I took my bike to a mechanic recommended to me here in Albuquerque, who informed me that the tach is a sealed unit and impossible to repair. Very friendly but not as helpful as I would have liked.



I'd seen ads in the MOA magazine for instrument repair shops, so decided to send mine off to Palo Alto Speedometer (650-323-0243) in California. They must fix a lot of instruments there, because there was much paper shuffling whenever I called for a status report. They never lost it though, and from my discussions with them they didn't have a big problem fixing it, and it now works like new. They did, however, have some trouble with their four week time frame, which eventually became six weeks. It sounds like they have a long bench lined with instruments, and their repair crew just cruise down the line fixing one after the other. The result was that they are done in lots, and my lot ended up getting a little behind.

SEAT

When I originally bought my bike I got it with a Corbin (800-538-7035) "Rumble" seat at the request of my significant other. Backrests are a big plus in encouraging pillion passengers, which can be a very good thing (depending on how you ride, it can also lead to much pounding on your helmet and driving advice). I liked the Rumble seat's solo look when closed, and the fact that it provided a large backrest when up.

A happy side effect I found when I first got the bike was that this was the most comfortable seat I'd ever had, easily beating the touring seat on my previous K75. The seat has a deep dish to settle the butt and a large, flat area for the driver that supports nearly the entire thigh when riding. The foam is firm, at first I thought "hard" was a better word, until I got used to it and figured out the thinking behind it: that support is more important than padding. The flip side is less leg room when you need to put your foot on the street, as the front of the seat is much wider than the stocker.

So I gave Corbin a call, thinking they could recover my seat for a comparable cost to local vendors. What I found (helped out by a very convincing salesman) was that a brand new seat could be had for little more than a recovering job (which would have been \$220). Apparently Corbin has new rates for their seats, which are quite good: \$300 for

a seat using any combination of materials. So I ordered a new leather seat with their hot new "Carbon Fiber" pattern and sat back to wait the for delivery.

They promised a 2½ week turnaround, and six weeks later I finally got the seat. It isn't quite as good quality-wise as the original, but is certainly worth the price. The leather is pretty nice, and they improved the way the seat attaches to the bike. The backrest doesn't sit as flat as the original when closed, though I don't know if that has to do with the leather, or the construction. So far it hasn't been a problem. And to be fair, Tim Stone also ordered a seat from Corbin and did get it in 2½ weeks. Though his two-part GS seat cost \$300 – for each piece.

TIRES

I ran a Metzeler ME33 Laser/ME88 Marathon combination for about 100,000 miles on K75's, and found them excellent tires. The '33 can't be beat for stickiness, but only got about 6,000 miles before replacement. The '88 would go 18,000 miles, but noticeably squared off near the end, and tended to become very not-sticky toward the end.

At the last tire change I switched over to Bridgestone Spitfires. They are famous for good quality and stellar price, about \$120 for a pair. When new the tires seemed about as sticky as new Metzeler's, though the front has a more V-shaped profile and falls into corners more than the rounder ME33. Mileage was just the opposite for the Spitfires: my front tire got 17,000 miles before the wear bars, two rear tires got 7,500 and 9,400 respectively. The rears remained more uniformly sticky than the ME88's and never squared off, but of course also got about half the mileage of the Marathon. The front Bridgestone never got noticeable slippery, but also never really inspired the confidence I always felt with the Laser.

This time I went back to Metzeler. I used the ME33 front, and the ME55 Metronic on the rear, which is their sport tire. Immediate impressions are lots of traction and excellent turning – all my old corner-stuffing confidence is coming back. The '33 doesn't track rain grooves as well as the Spitfire, but otherwise has handled everything I've done with it impeccably. The downside? I expect about 6-7,000 miles out of each tire, at a cost of \$220 for the pair.

I ordered them from Chaparral (800-841-2960), a popular tire dealer among club members. They said both tires were in stock, but in fact one was backordered and was two weeks in coming. Not a problem except I made a tire changing appointment with Gary Oleson that I had to cancel.

Speaking of Gary Oleson, I should mention his encouragement and help in all phases of this project. When I went to his house to do the tires it was practically a mechanics' party. There were three of us changing tires, and four more who just showed up to hang out. It was quite different from my typical solo mechanical experience, which is standing around breaking parts, then buying new ones. Gary's gathering, which I think happens quite often, was far more fun than work, and also included an unexpected appearance of Tom Volkmann's brand new Mercedes AMS special edition convertible sports car. Can you say 180mph?

So now the bike is practically like new and ready for the next 90K. And selling it? Well, let's just say I'm having some serious second thoughts. It's so clean and shiny, and everything is working so well!





On the Road

MARCH 2002						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
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
31	Big Bend Spring Tour					

Wednesday, March 6

Bavarian Mountain Weekend Rally Meeting

Come get in on the ground floor of our wonderful fall rally. Meetings will be held the first Wednesday of each month through August. Come for some of them, come for all of them, but be sure to come. This month's meeting will be at O'Neil's Uptown restaurant, and will start at 5:30 pm. Overall setup of the rally will be discussed, and major responsibilities assigned. A couple of beers may be drunk as well. Be there or be square. Contact Mike McKee for details at 266-6118.

Saturday, March 9

Planning Meeting/Business Meeting/Spontaneous Ride

It sounds like a meeting, but it's really a lot of talking about riding we've done and riding we'd like to do, a lot of eating, and a lot of coffee. After the regular business and Activity planning meeting anyone interested in the Big Bend ride should stay a few extra minutes to plan some details about our route, stopovers, destination, etc. If you have ideas for interesting detours, etc. please be there to share them with the group. If you can't make this meeting but are interesting in doing the Big Bend ride, let RJ know so he can forward the details to you after the meeting. If you want to make sure we have a good season, and there are rides you want to go on, be sure to be there. It will be held at Bill Koup's house, and hosted by our intrepid Vice President RJ Mirabal. Call him for details at 299-4916.

Saturday, March 16

4th of July Campground/Mountainair GS Ride

It's great in the fall, it's great in the spring, and it will be great in the dirt. Meet at the Chevron station at Tramway and Central at 9am. Call ride leader Robert Keen for details at 883-4813.

Sunday-Wednesday, March 24-27

Big Bend Spring Tour

A short special planning meeting of those interested in this ride will be held after the March 9th Business/Activity Committee meeting. Fast becoming another club tradition, you can make it your chance to see some incredible scenery you never knew was so close. The ride will head down to Carlsbad, then over to Big Bend National Park in Texas. You'll be glad you did. Ride leader RJ Mirabal can give you details at 299-4916.

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 RJ Mirabal, our fearless and constantly busy Activity Committee Chair, at 299-4916, (email rjmirabal@yahoo.com).

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...

Sunday, May 19

Red River Scouting Ride

You can't have a bad ride in the Sangre de Cristos. We'll be checking out the lay of the land where the RA Rally will be held in August. And between here and there we'll be checking out lots of gorgeous mountains. This is a scouting mission to help us plan our participation in August's RA Rally (see below). Steve Mounce will be the ride leader, contact him at 275-3811 for details.

Saturday-Sunday, August 2-3

LOE Birthday Party in the Monzanos

One of the Big Event of the Year for the LOE BMW R. Cooking out, riding in the mountains, tents and friends. What more could you ask for? Details to come.

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 Terry Tombaugh at (505) 821-0063.

with the route (let the contact person know you want one when you call). Also, before each ride starts, we will have a volunteer to ride in the tail position so that if anyone runs out of gas, has a breakdown, gets lost, etc. they won't just seem to disappear off the face of the earth. We still want to preserve the freedom of the "destination ride" so the road racers won't have their style cramped while cruisers can rest assured they will be welcomed at the destination (usually a restaurant) whenever they arrive. Free spirits who branch off on their own or have to cut a long ride short can at least be accounted for if everyone else knows their plans.

Long overnight rides will be planned in advance so interesting stopovers, etc. as well as a basic route and itinerary can be available before the ride starts. I hope these "tweaks" to our current ride format will motivate you to gas up and get out to join us on the road.

Note From Sipapu

This is a letter received from Bruce and Winonah Bolander, the proprietors of the Sipapu Ski Area we use for our rally, in response to the club donating money to the local charities there.

Dear BMW Riders,

Bruce and I want to thank you for your generosity with your donations to local charities near Sipapu.

It was our pleasure to deliver the checks to Picuris Coalition and Casa de Corazon. Each of them were ecstatic! We live in such a poor county I know the funds will be useful.

Our friendships with all of you are some of our best Sipapu memories! Thank you so much for those friendships and the business relationship! See you in September,

Winonah and Bruce Bolander

Curve Cowboy Reunion

Gary Rollins Oklahoma City Curve Cowboy Reunion Chair

Santa Fe, September 3-6, at the Radisson Santa Fe

This is *not* your typical motorcycle rally! Santa Fe, New Mexico will be the host city for the Third Annual Curve Cowboy Reunion (formerly known as the BMW K1200LT Rally) from Tuesday, September 3 through Friday, September 6. Running concurrent with CCR III is the largest event of the year for Santa Fe, the Fiesta de Santa Fe with vendors, crafts, and regional cuisine filling the Plaza as well as our senses. The famous Burning of Zozobra (Old Man Gloom) also included in the week's festivities! For the third year the "Core Group" that initiated the Reunion has stayed together to present the premier two-up touring event of the year. Though CCR III is open to all touring riders (excepting those with loud pipes, not specific to brand, as a result of last year's company in Hot Springs), the



Spied at a recent Sunday breakfast at Hurricane's. Surely that couldn't be our illustrious President riding something looking suspiciously un-BMW like. It's a two banger, but the cylinders seem to be pointing in the wrong directions. And the seat is way too close to the ground. And there's no shaft drive! Whatever could he be thinking?

event remains anchored to the BMW K1200LT. Because CCR III is "bookended" by the Iron Horse Rally (or Four Corners Rally with 30,000 bikes in Ignacio, CO) during the Labor Day weekend and the Bavarian Mountain Weekend the following weekend, this year's CCR III will be a part of a circuit created just for you. Ladies, you will be particularly intrigued with the shopping, dining, crafts, food, historic allurements, restaurants, cultural nuances. Of course, there's always the ever popular Ten Thousand Waves Spa. Check out www.curvecowboyreunion.com/index.htm for details.

Motorcycle Addiction

MA, the growing problem in society.

How many of these apply to you?

1. I have gone riding when I was depressed, or to cheer myself up.
2. I have gone on riding binges of several tanks of gas or more in a day.
3. I ride rapidly, often 'gulping' roads.
4. I have sometimes ridden early in the morning or before work.
5. I have hidden bikes in different places to sneak a ride in without being seen.
6. Sometimes I avoid friends or family obligations in order to ride motorcycles.
7. Sometimes I find myself analyzing sections of roads as if I was riding even while in cars.
8. I am unable to enjoy myself with others unless there is a bike nearby.
9. At a boring party, I will often slip off unnoticed to go riding.

10. Riding has made me seek haunts and companions which I would otherwise avoid.

11. I have neglected personal hygiene or household chores until I have finished a ride.

12. I have spent money meant for necessities on accessories instead.

13. I have attempted to complete an Iron Butt ride.

14. Most of my friends are heavy motorcycle riders.

15. I have sometimes passed out from a night of heavy riding.

16. I have suffered 'blackouts' or memory loss from a bout of riding.

17. I have wept, become angry or irrational because of a road I have ridden.

18. I have sometimes wished I did not ride so much.

19. Sometimes I think my riding is out of control.

Affirmative responses to five or more indicates a serious problem.

Most Powerful BMW Ever

German giant finally decides it has to build a true sports bike

<http://www.motorcyclenews.com/news/detail?sectionID=67356&documentID=51722>

2 Apr 2001

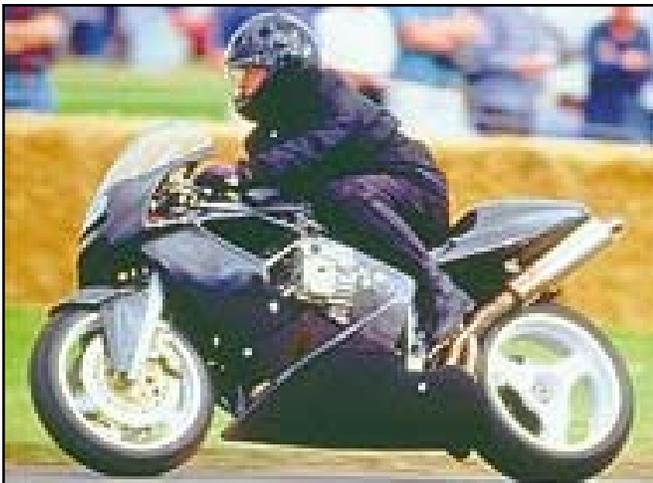
by Ben Purvis

BMW is preparing to build a range-topping genuine superbike. It should be the bike that finally shrugs off any remnants of the pipe and slippers image the brand has accrued.

The firm is thought to be looking at several ways to build a machine with superbike performance while retaining the firm's unique engineering style.

At the moment there are at least two options, both with boxer engines. One is a flat-four engined machine and the other is this – a high performance, 1000cc flat twin.

One source close to the factory said: "We know BMW is working on a high performance bike. That is certain. However, we are not sure how they will go about it.



The R1 made many people look at BMW in a different light.



How BMW's next and greatest superbike is likely to look.

"There are four-cylinder boxer engined bikes being tested, but that is not all. It is possible the firm will choose to use a supercharged twin."

This artist's impression, from German bike magazine *Motorrad*, shows how the supercharged machine could look. Supercharging might not be familiar on bikes, but it does feature in BMW's history. From 1929 to 1939, BMW race bikes used superchargers to increase power. The results were impressive, and culminated in Ernst Henne's 1937 speed record of 173mph on a supercharged BMW "Kompressor" with cigar-shaped aerodynamic bodywork.

Even if BMW doesn't choose the supercharged option, it can still build a bike that's powerful enough to compete with top Japanese and Italian superbikes without ditching its flat-twin layout.

The firm proved this in the early 1990s with a prototype that sadly never saw the light of day.

Using the "R1" tag long before Yamaha made the name synonymous with performance, the bike was the most advanced BMW ever built.

The project was so secret that even though the bike was ditched in 1992, it was not revealed until six years later, when it made a low-key debut at the Goodwood Festival of Speed. It is possible that the stillborn production version of the R1 racer could form the basis of BMW's new superbike.

BMW has been known to delay projects for several years in the past. In 1993 it showed the "RS" concept bike, which then disappeared for five years until the debut of the near-identical R1100S in late 1998.

Cat Racing

from the Sport Touring MC's Blast newsletter

It was a clear evening with a temp in the mid 70's and not much humidity, a perfect night for a race. You know it's going to happen eventually and there is nothing you can do about it. You just can't get two bikes or two cats together and not expect a race. In this case it was a pair of black and white '91 Tabby Shorthairs. The first is skinny, lightweight, high-strung and corners well, much like a TZ250. The second is more like a Katana 750, bigger,

more powerful, but not known for its handling. Neither has traction control.

The starting line was behind the couch in the living room. This was the final race of the evening. Both get a good launch without much wheel spin due to the high traction coefficient carpeting. Kat using his raw power pulls out an early lead as they pass the coffee table. The first corner is a 90-degree lefthander around the Lazy Boy exiting toward the living room.

This is where TZ uses his superior cornering speed to gain ground. Exiting turn one, TZ is right on Kat's tail. Down the straight TZ pulls even with Kat but is unable to pass. Heading into turn two, a 45-degree right-hander around the dining table and exiting toward the kitchen, TZ out-brakes Kat and takes the lead. Exiting the corner TZ follows a bad line and swings wide.

Kat gets an excellent drive out of the corner and pulls up on the inside of TZ heading into the transition area. Here the track surface goes from high traction carpet to low traction linoleum in the kitchen. This is where it all went wrong. TZ was hard on the gas and must have had the front end a little crossed up going over the carpet edging bump. And without a steering damper he immediately went into the worst catslapper I have ever seen. His nickname after this will be "Crazy Paws."

Kat, now at wide open, is startled by this bizarre event and is distracted just as he is going into three, the dreaded 180-degree kitchen hairpin. But he is carrying too much speed and panics, grabs the front brakes, and low sides into the recycling bin. There is a horrendous crash as the aluminum can crash barriers are sent flying all over the track. At this point TZ has pulled himself together, skips turn three completely, and is heading for the finish line at the basement stairs.

Kat due to sheer terror puts on an incredible show of acceleration exiting three and is gaining on TZ toward the finish. But Kat is unable to catch TZ. Kat's tail section has puffed up to three times its normal size, increasing wind resistance and limiting his top speed. TZ crosses the finish line first with Kat one cat length behind. Even though the race was officially over, neither lets up until they reach the safety of the pit area down in the basement.

Once back at the pits they both take a few minutes to refuel and top off their fluids. I take this opportunity and prevent further racing by closing the paddock door to the basement. I then head back to turn three to work cleanup. It is obvious that they both have serious handling problems in the kitchen. Do you think that new pads will help or do I need to have them repawed?

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

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 April issue is Monday, February 18th. Start typing!

For Your Buying Pleasure

FOR SALE

2001 F650 GS Dakar, white, 2k miles, heated grips, Givi saddlebags and trunk/rack, highway pegs, hand guards, warranty, new condition, \$8400.

Call Ed at 505-284-3733 or email at emigna@spinn.net.



Sales, Service, Parts
BMW Riders Wear

2578 Camino Entrada
Santa Fe, New Mexico 87505
(505) 474-0066
1-888-774-0066

Service • Sales • Parts • Accessories

www.santafebmw.com

(505) 546-2193
(800) 626-3338



DEMING CYCLE CENTER

HONDA - YAMAHA - MOTO GUZZI - BMW
POLARIS

DON S. CAMERON • OWNER
JEFF KEELER • MANAGER

820 EAST SPRUCE
DEMING, NM 88030

FOR THE WORLD AHEAD.

Scott Kuhns, General Manager
Bill Morris, Parts and Accessories Manager
Janet Kovacic, Service Manager

MOTORSPORT®
LIFE IS ONE VICIOUS CYCLE AFTER ANOTHER.

1-800-750-9007

IN ALBUQUERQUE (505) 884-9000
ON MONTGOMERY JUST WEST OF LOUISIANA



1994 R1100RS, 38k, teal, new transmission, clutch, brakes and Michelins. Many extras including RID, htd grips, PIAAs and Fiamms. engine guards, rt rack, throttle lock and hard bags. A great BMW. \$7200. Only selling 'cause that RT caught my eye at the right time and price.

Call Bernhard Draiscol in Santa Fe @ 505-988-2744

1978 R100RS, \$4,000. New Battery, Metzlers and hard bags. Bagster tank bag and cover, two seats. Progressive springs, fork brace & billit top clamp. Swingarm brace, KONI's, and SS brakelines. Dual plugs, flowed and Dyna ignition. Lightened and balanced flywheel. Deep sump, Hi Lift Rockers and heated grips.

For photos or more info Call Tom at 505-776-8615 or maryann@laplaza.org

Accessories: OEM toolkit from K75. Mint condition, never used – even the vinyl case is perfect! \$60.

High performance fork upgrade kit for K75 or K100. All the guts to rebuild and upgrade your fork. Does not include springs. \$50.

Corbin "Rumble" seat, from K75, will fit K75 or K100 bikes. This is the one with the integrated fold-up backrest, so it looks like a solo seat when closed. Needs to be re-covered. \$25.

Call Dave at 232-0266 or email mrmtv@aol.com.

Clothing: BMW black leather jacket with extra padding on the sleeves and shoulders, in excellent condition,

size 45, \$150. BMW black leather pants, good condition, size 46, \$100. Gray leather jumpsuit in good condition, XL, \$150. Black leather jacket "Leman," size 42, \$100. Black leather slacks "Black on Black Leathers," size 40, \$75. Cold weather one piece nylon "Edco," dark blue gray, size L, \$50.

Call Diane Kyriss in El Paso at 915 584-3987

! **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

Vice President: RJ Mirabal, **299-4916**

rjmirabal@yahoo.com

Secretary/Treasurer: Terry Tombaugh, **821-0063**

ttombaugh1@home.com

Activity Committee: RJ Mirabal, **299-4916**

rjmirabal@yahoo.com

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

mrmtv@aol.com

Newsletter Delivery: Lynn Coburn, **266-4449**

nmmagnolia@juno.com

Rally Chairs: Mike McKee, **266-6118** **ckee@unm.edu;**

Robert Keen, **883-4813** **motorkeen@aol.com;**

Steffan Marley, **265-6885** **smarley@swcp.com**

The Rear View



Well, maybe it was an oasis once. Photo by Ralph Nevis