

# the **Legendary** **SHAFT**

News from the Land of Enchantment BMW Riders • May 2000

## ***Where's That Fat Lady?***

Last month I complained about my problems with the gas tank on my bike. This month... well the story still goes on. This seems to be the year of cosmetic work on my bike: first I sent some parts off to my brother for painting. It was going to be his Christmas present to me. Now it's going to be his Christmas/birthday present. Before I actually see the parts it could be next year's Christmas present. Let's just say he has a small – ah – reliability problem.

Then the whole gas tank thing: the welding, the grinding, the sanding, the painting... and the worn out gasket. That would be the O-ring between the tank and the gas cap, the one that shrank between removing it and putting it back on. The one that, I suppose, is keeping the gas from blowing out the top of the tank, but is certainly not keeping it from sloshing out and all over everything in the vicinity. It's also the one that didn't keep the gas from creeping up under the brand new paint and turning it from the beautiful, lustrous brilliant white to a kind of lumpy, shrunken, cruddy yellow.

The thing that still amazes me is that now, a couple of weeks later, the disease is still spreading. I think if I didn't fix it that soon the whole tank would be shriveled and decayed.

There's a life lesson somewhere in there that I'm not learning.

Well, I finally got the new part, and next week it goes in for another coat of paint. Hopefully when I see you next you'll never know the whole thing ever happened (except for the broken and missing parts waiting on my brother). I've been laying low, not riding too much, basically attempting to not be seen by too many club members. I saw a few in Cedar Crest a couple of weeks ago and they ran away in terror when they saw the creeping corruption that was once a beau-

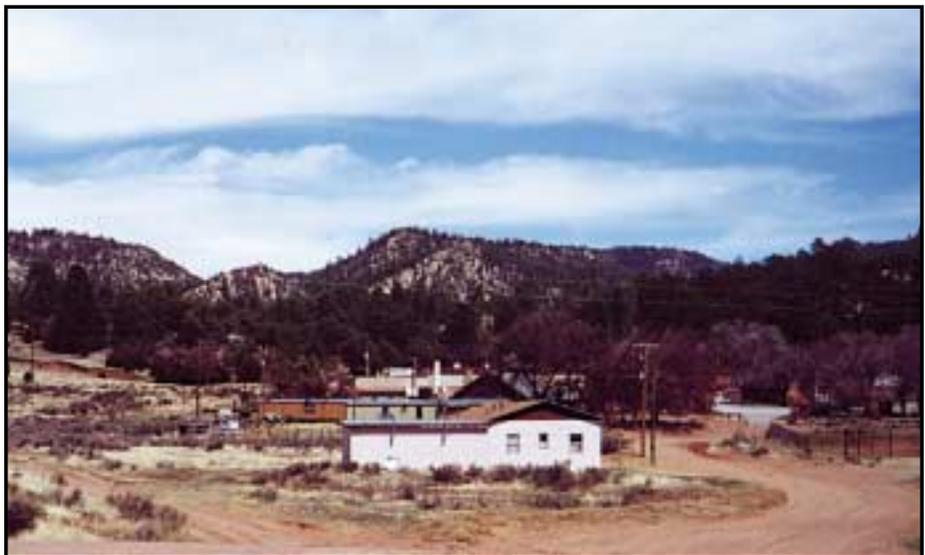
tiful piece of Teutonic sculpture. So I'm trying to spare anybody else the angst such a sight could cause, not to mention the gassy smell of everything around my bike.

I'm hanging out waiting for the fat lady to sing. She already did once, but apparently that was just a little ditty. Hopefully the next one will be the grand finale.

*David Wilson, Editor*

## ***Welcome New Members!***

Please welcome Robert Hedrick and Jan Repsch of Albuquerque, Craig B Fretwell of Las Vegas, and Noel Camron Hastings of Sunspot. Also Gabe & Cathy Fontana of Clarksville, MD. Gabe and Cathy are close friends of Dan & Ann Houck. They got completely addicted to BMW riding in the Land of Enchantment during their yearly visits here. They'll be joining Dan and Ann for a week of riding and camping in the Mothership in July. It's great to have you with us!



*This month's clue: Here's the mystery site. All you have to do is figure out what it is and go there.*

## DOWNUNDER JOURNAL PART II:

# Ki Ora from Aotearoa

by Mike McKee

*Last month: Mike arrived in Paradise, visited some relatives and began the ride that most of us only dream of. Leaving Auckland, he heads into adventure. And then...*

Napier is a charming little city in a very attractive setting. It would make a great base for several days. The wine country surrounding Napier produces a wine tour that is everything that the Napa Valley is but at less than half the price. NZ wines are excellent. I highly recommend any Cabernet Sauvignon and also all the Sauvignon Blancs that I tried. The Esk River Valley is the site of the more established wineries.

The architecture in the main part of the city is a story in itself. In 1931 the area suffered two massive (7 plus on the Richter scale) earthquakes in a matter of less than a minute. What was not damaged by the quake was destroyed by the fires that followed. The city was forced to rebuild or cease to exist. In rebuilding, they followed the architecture of the day, Art Deco. The result is one of the most extensive collections of Art Deco structures left in existence. The whole of the downtown in Napier, Hastings, and Taradale is made up of Art Deco buildings from the early 1930's that have been preserved very well. Many people come to do walking tours of the city.

More recently, the main port on the east side of the island has shifted from Napier to Tauranga. The result is a lot of empty warehouse buildings that are being converted into lofts, shops, and restaurants. If you want Carmel without the California snobbery, Napier is the place to visit.

If eating, shopping and wine tasting do not wear you out the rounds leading up into the hills that surround Napier offer some very challenging riding. I took a "short" 50 km ride up to Puketitiri. One way took about an hour! This road makes 666 look like a freeway. There are a few clicks of gravel but at the end of the road is one of the most extensive museums of old cars, settler farming implements, furniture, and general stuff I have seen in a long time. The proprietor, Lesley Lemon (Les is a male for those

of you not familiar with English names) is as old as his collection and can tell you the story behind most of it. For example, he has an old Austin touring sedan that was used by Queen Elizabeth (she borrowed it from the museum) on one of her visits. I could have spent several hours there, but that rain I mentioned earlier was threatening. I headed back the way I came. Lots of the roads in NZ dead end at a small village or in someone's front yard. But, the scenery always looked different on the return trip.

For another day ride I rode up to Wairoa on highway 2. This was like the Napier-Taupo highway of old. Very twisty, very narrow and the logging trucks seemed bigger than I remembered. If you catch up to a large truck on this road, you may have to follow for several miles since there are few opportunities to pass. It was the one time I wished the 650 had a bit more power.

My Mom and Dad live in Napier and my brother lives in Puketapu about 8 km from Napier. So, I spent a few days in the area.

New Years was supposed to come to NZ first. But Tonga pulled a fast one and advanced their clocks to beat NZ by an hour. Nevertheless, NZ was the place to be for the non-millennium. Hawke Bay had clear skies and I was able to watch the sunrise over the Pacific (at 5:45am). Not being a new-ager, I guess I missed some of the significance. But if I was going to get up early enough to see a sunrise that was as good a day to do it as any.

I figured I'd better be heading north as my time was running out and I had a plane to catch. I returned to Taupo (free bed for the night) and then headed off to the east again toward the ocean. My destination was Waihi. On the way



Below: Iacaranda tree in Hastings.  
Right: Art deco in Napier.



I passed through Rotorua, Tauranga, and Katikati. Rotorua is an interesting place although has been made into a bit of a tourist trap. There are many many hot pools in the area and it is the most extensive area of geothermal activity in the entire country. In fact, NZ produces some 10% of its electric power from geothermal sources (primarily the Waireki power plant near Taupo). It also has a nice collection of Maori structures but I didn't get any photos this time.

Highway 33 carries me toward the coast until I meet up with Highway 2 which runs parallel to the coast toward Tauranga. I didn't spend much time here – nice enough town but I was more interested in the next few miles of road. After you leave Tauranga heading NW you run along the edge of a huge inlet that is the Tauranga harbor. Great views of the water and shipping activity all along here. The town of Katikati is famous for the murals painted on the sides of many buildings. Although there is some gang activity in NZ, they seem to have so far avoided the extensive tagging that marks Albuquerque. The murals are pretty impressive.

I arrive in Waihi about 3pm and check into the Waihi Motel. This is a pretty traditional NZ motel. For \$60 I get a unit that has a separate bedroom, a full kitchen, and a living room. There is a single bed in the living room and a rollaway in a closet. As I check in, the proprietor hands me the traditional half-pint (or whatever the metric equivalent is) of milk for the tea and coffee that are in the room. I unpack the bike and head for a fish and chip shop where \$5 buys me a large piece of battered fish and a ton of fries.

Easily enough to satisfy any of our club members. The chips and fish are wrapped in newspaper just like I remember. While I eat my lunch I sit at a small table on the sidewalk and compare notes with couple who are bicycling through NZ. You would want to be a great shape to try that!

After a pleasant night's sleep I am on the road for my final day in NZ. I'll be getting wet today. There is a mist over the mountain range that separates me from Auckland. After some toast and coffee, I hit the road in my raingear. Highway 2 takes my north and west into the range and the Karanahake gorge. Wow! Another great ride. Wish it were drier and warmer. The next town I hit is Paeroa. This little place is famous for a lemon flavored soft drink known as Lemon & Paeroa, "world famous in New Zealand," the ads proclaim. It

is also the site of a motorcycle street race that is held in February each year. There is a lot of interest in vintage racing in NZ. I saw several old Triumphs lovingly restored during my visit.

I have one last task to perform in Auckland before I return the bike. I pull off the motorway and head for my old neighborhood to see if the house is still there. Auckland has grown a lot since I was there and property values are very high. My old neighborhood has seen a lot of renovation and replacement action. I manage to locate my old street and, the house is there. It has been extensively enlarged but I see the original 3 bedroom cottage we lived in still forms part of the overall structure. I stop to take a picture and must confess to a bit of nostalgia – there is even a lump in my throat. Despite the fact that we were constantly broke when we lived there, I really liked the house and the area and loved living in Auckland. As I take the pictures, the rain ceases and the sun pokes through for a moment as if the elements have sensed my mood.

Well, it is time to move on. Within the hour I have gassed the bike and returned it to the bike depot. After I have unloaded my stuff, John provides a lift to the airport where I have booked a day room since my flight does not leave until midnight. I get a nap, shower, and nice dinner before the courtesy van hauls me to the airport for the 12 hour return flight to LA.

I would like to return sometime in the next couple of years. If anyone wants to join me I can organize the trip or we can book one of John's tours. As of this writing you can get some decent deals on older BMW's and several dealers offer a buy back option. Shipping by air has become pretty expensive. My calculations are that renting is the least cost (and most reliable) option if you have only 3 weeks. For longer stays (which I would suggest to do the country properly) purchase or shipping your bike is likely cheaper.



On the road to Wairoa.



Left: The bike and the Pacific Ocean just outside Napier.  
Above: The beach in Napier. Right: The Napier Harbor





# On the Road

MAY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12 Villanueva	13 
14 Villanueva	15	16	17 	18	19	20 
21 Roadrunner	22	23	24	25 Utah Trip with Jim	26	27 
28 or Silver City	29	30	31			

**Friday-Sunday, May 12-14**  
**Villanueva Camp 'N Ride**

The weather should be perfect for this popular camping destination. Great country, tenting with all the bells and whistles, and the official Club RV (actually it's Dan Houck's)! Dinner will be served by Ann, sponsored by the Club, on Saturday evening after the day's ride. Please RSVP to Ann or Dan at 890-0310 so we know how much food to bring. Soft drinks will be served, BYO beer or other liquor. On a first-come, first served basis we can transport some camping gear and beer for attendees. Please contact Dan or Ann about this so arrangements can be made..

**Wednesday, May 17**

Rally Committee meeting at 6:30pm at Tim Stone's house. Call him at 343-8396 for details.

**Saturday, May 20**

**Jemez Dual Sport/Road Ride**

Meet at the Mustang gas station in San Ysidro at 8:30am. Enjoy a late breakfast in Cuba. Road riders continue to Abiquiu, Los Alamos, and back to San Ysidro through the Jemez. Dirt riders take NM 126 to La Cueva and FS 376 through the train tunnels, also ending up in San Ysidro. One ride leader (for either the road or dirt ride) is needed. Contact Bryan Lally in Los Alamos at 662-4083 if you have questions, or email him at blally@concentric.net.

**Thursday-Monday, May 25-29**

**Monument Valley or Moab**

Jim Salas, Mountain Man, is planning a trip to one or the other of these places. It will be a dual sport type ride. If you have any interest contact Jim Salas 296-8232.

**Saturday-Sunday, May 27-28**

**Emery Pass, Silver City, Gila Cliff Dwellings**

An all pavement ride over Emery Pass to Silver City. If you want, get a motel room here or continue on to the Gila Cliff Dwellings for overnight camping. Possible return via Glenwood/Datil/Magdalena, or backtrack over the

best "motorcycle pass" in New Mexico, the incomparable Emery Pass.

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 Bill Koup, Activity Committee Chair, at 856-7513, (email [koup@swcp.com](mailto:koup@swcp.com)).

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 (continued on next page)

## 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.

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 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.

## **AND BEYOND ...**

#### **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 Taste 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 Oklahoma on our way to Florida for a quick view of the ocean (watch out for the Good Old Southern Boys and their deputies along the way). Then it's off to Maine for a lobster lunch (should be pretty clear after we get out of Georgia, but watch out in the New Jersey/New York/Boston metro area), but it'll have to be a fast one because after that we'll head up into Canada and west to Washington to see the sun set on the other ocean (they don't have speed limits in Canada, do they?). Depending on the time we have left and how much we feel like riding we'll either head down the coast to San Diego, California and zip across the New Mexico, or follow a weaving route down through the Rockies and as many state parks as we can find (by then it'll be after dark – nobody patrols after dark). It could 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)!

#### **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 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 Koups 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**

**Friday-Sunday, May 19-21**

**20th PITS Roadrunner Rally, Strawberry, AZ**

The "Best of the West" rally sponsored by the Phoenix International Touring Society. Includes rally pin, AMA tour pin, showers, two nights' camping, poker runs and more. Call Russ Locke at (480) 857-6480 or email him at mcruss@juno.com for information.

**Monday-Saturday, June 5-10**

**The Great Western Posse Run, St. George, UT**

2000 mile tour in five days! Less an organized tour, stress-

ing camaraderie 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 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.

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## **Change of Address**

TC Hobson  
10410 Oso Grande NE  
Albuquerque, NM 87111

John Underwood  
1221 Mechem Dr, Ste 5  
Ruidoso, NM 88345

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## **Sipapu 2000 update**

*by Tim Stone*

Plans are already underway for the Y2K Sipapu rally. Every year a small group of volunteers put in a lot of time and effort to pull off the biggest club event of the year. The proceeds from the rally are the bulk of our club's income, and fund all the other club activities for the year. Any club member is welcome to attend the rally committee meetings. You will find the meeting schedule for the rest of the year in the calendar section of the Shaft.

We always like to see a good turnout from the club at the rally. This year there will be a new event – a vintage/classic ride to Taos. If you start now, you still have all summer to get than box of 1/2 parts put together and ready to ride! If you are in need of some new riding apparel, *Roadgear* has already donated a \$380 jacket for a door prize. *Roadgear* will be at the rally, and the winner of the jacket will be able to choose the correct size. Rob Lentini and Paul Glaves will be giving a tech semi-  
*(continued on next page)*

nar, and Voni will be talking about something too. Combine that with the Friday night chili, Saturday fajitas, a couple of BMW dealers ready to sell you any possible accessory you can think of, and riding as fine as any in the world, and you can be sure that Sipapu this fall will continue the tradition of great New Mexico rallies our club has become famous for.

## 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: mrmvt@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 June issue is Tuesday, May 16th. 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

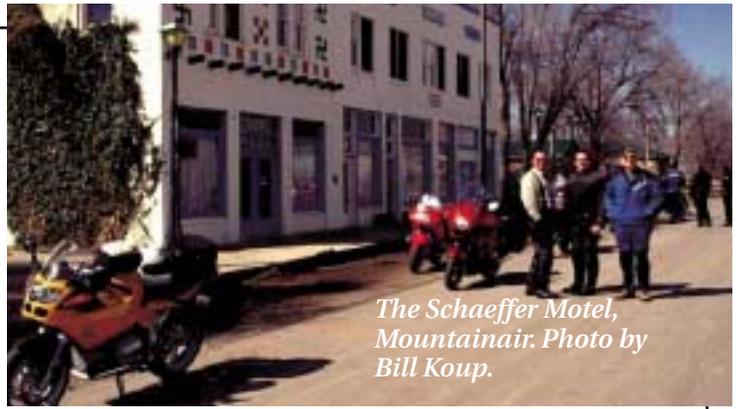
**Roadcrafter** riding suit. Size Men's 42, gray and black, good condition. \$400.

Call Ken Goode at 892-5690.

**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.



The Schaeffer Motel,  
Mountainair. Photo by  
Bill Koup.

## 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 Koup, 856-7513  
Newsletter: David Wilson, 232-0266  
Newsletter Delivery: Dan & Ann Houck, 890-0310  
Rally Chairs: Bill Koup, Tim Stone, Mike McKee

"The Legendary  
Motorcycles  
of Germany"



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## The New R1100R?

The following story was taken from [www.motorcycle.com](http://www.motorcycle.com). What is printed here is only the beginning of an online discussion on what was found in the California desert near Area 51 (only kidding, Area 51 is in Nevada). I encourage you to visit the site and see what new insights have been offered, and put in your own 2¢ on what was found there.

## R11R Spy Shots

<http://news.motorcycle.com/956174897/index.html>

We are bad, sneaky people. We just received some spy photos (from a source whose name we cannot mention due to fear he or she will soon be wearing cement shoes) of BMW's new R-series motorcycles. The machines were caught on film while undergoing testing in the Borrego desert of Southern California.

It's obvious that BMW has done more than a few changes... The story goes like this: Our snoop pulled into the Palm Canyon Resort on Sunday evening and noticed a yellow van with a few motorcycles, all under cover, parked next to the van. One production BMW R-series bike was parked close by and left uncovered where our snoop saw that the bike had a manufacturer license plate attached. Hmmm...

That night in the hotel, our snoop encountered a few German-speaking people and thought nothing about a connection between them and the bikes in the parking lot since the resort is a tourist attraction. However, the next morning the same Germans (six of them, with no English-speaking counterparts in attendance) were working on the still-covered BMWs in the parking lot, next to the yellow van.

After a bit more prying and snooping from a distance,

our snoop bought a little 35mm disposable camera and inched closer to the bikes. The covers were pulled off when it seemed that nobody was around and, as the Germans scurried to the other side of the van, our own Alger Hiss snuck out of the pumpkin patch and snapped a few shots of the offending bikes before anybody noticed.

By the time the technicians had returned from the other side of the van, the bikes stood alone with nobody around. Hee, hee. The damage had already been done.

Upon reviewing the photos, it looks as though the bike is a totally revised R1100R. The sticker on the tank says WUDO (Voodoo?) and we have to wonder if this machine will be a one-off special based on the standard R1100R or if it will serve as the platform for a host of new R-series motorcycles.

Either way, the bike differs from the current production R1100R in quite a few ways. Judging from all the data acquisition equipment fitted to the bike, there is some serious R&D work going on here.

The most notable difference is what looks like larger cylinders on the horizontally-opposed motor. We've heard rumors about displacement pushing 1400cc, but from these photos there's no way to discern the exact displacement increase. Note the slight raise in the plastic cover on the cylinder-head cover on the test mule that points to larger valves if not an entirely revised valvetrain.

Also motor-related is differently-shaped H-pipe in the exhaust system (pointing at different power characteristics than the current model) and a hand-welded catalytic converter.

Judging by the different arm on the Telelever front-end, quite a few changes have been made to the chassis as well. The Telelever arm is shaped completely different than the old version and looks to be both lighter and stronger than the previous version. The new arm points to what may be different steering geometry since the bikes were always parked with the wheels turned to one side so it was never possible to see any difference in rake between the two machines.

Also visible up front is a new shock for the front end and a fat new front fender that may just be an aerodynamically styled piece or it may be hiding some other bit of telemetry.

BMW loves its ABS systems and it looks as though they're aiming to up the ante even further with this new machine. The ABS rotors are now slotted (presumably to save weight) and look like the notches are spaced closer together for even more precise control. The Brembo brakes look similar to the items currently used by some Ducatis,





large, older-style item while the one on the right looks to be smaller and color-matched, again hinting at a more performance-oriented model.

We're not sure what to think after seeing this bike, but with obvious changes hinting at a more sport-oriented machine than we've come to expect from BMW, our sporting juices are flowing. As soon as we hear from BMW, we'll update you on any changes or conspiracy theories. In the meantime, what do you all think about what you see here? Is BMW going in the right direction?

and the rotors on the new machine look larger than the old discs as well as using a different hole pattern. The rotors are fitted to rims that look like they were pilfered from BMW's current R1100S, which are reminiscent of BMW's 5-series automobiles.

Ergonomically-speaking, the two bikes look very similar though the new bike appears to have a different seat and an entirely new rear rack behind the passenger seat. The handlebars on the new machine appear to be a little bit shorter than the old ones with a flatter (more sporty) bend, though still relatively upright. The left saddlebag appears to be the



## The Rear View



*From the conclusion of Mike McKee's journey through New Zealand, this shot was taken on the road to Puketitiri. Check out Part II of Mike's story inside, then download the full color version from the member's section of [www.nmbmwmc.org](http://www.nmbmwmc.org)*