

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



News from the Land of Enchantment BMW Riders • July 2000

## ***Rally Thinkin' Time***

It's only July, but the summer is fast flying by. The rains are making afternoon visits, but they're easy to avoid and serve mainly to cool off the days (and put out the fires). Overall the riding has been excellent. Now that vacation season has arrived some of the congestion has left the city, and the cars you meet in the outback are more likely to carry smiling tourists than the typical New Mexican six-pack traveler.

Of course, the highlight of the Club's riding happens near what some people consider the end of the season: the *Bavarian Mountain Weekend* in September. Of course, in our state that's the beginning of the best riding time of the year. In any case, it's going to be here before you know it, so it's time to start making rally plans right now!

The Rally Committee has been busy meeting and planning the best rally we've had yet. The shirts, pins and mugs are ordered. The rooms are all rented for one of Sipapu's busiest times of the year, and the excitement is building. So get out that day runner and be sure to clear off September 8-10 for the most memorable club time of the year. See you there!

*David Wilson, Editor*

## ***July Clue***

*This is a quote from Thomas Keam to Interior Secretary Henry M. Teller in 1884.*

"The mountain plain was very pleasant in summer, but entirely impracticable in winter, as it is one of the coldest places on the reservation. I was told that eighteen inches of snow fell there on the last of April. Whoever recommended (location of sheep ranch) never visited the place in winter when it is often covered with two feet of snow"

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

Please welcome Richard & Bonny Holder of Cedar Crest, Sam & Nancy Holmes of Edgewood, Andy & Kathy



O'Neal of Corrales, Ryan Simmons of Los Lunas, S.A. "Zigy" Kaluzny of Santa Fe, and welcome back Stanley Cohen of Santa Fe. It's great to have you with us!

# P E R S P E C T I V E S

Some thoughts about biking picked up along the electronic highway. Some good things to

keep in mind, and some ideas to think about, though you may not agree with them.

## L E A T H E R and the Art Motorcycle Enjoyment

*By An Anonymous Cyber-poet*

Ladies and Gentlemen... wear Leather.

If I could offer you only one tip for improving your life, leather would be it. Serious bikers have proved the long-term benefits of wearing leather over many highways and many years, whereas wearing something unreliable like shorts and flip flops means you will experience a trip to the emergency room. There, uncaring nurses will scrub gravel out of your wounds, and doctors will dispense ineffective pain killers and meaningless advice... like telling you to trade that "murdercycle" in for a Camry.

Bull. I will dispense some real advice right now: Enjoy the power and beauty of your ride. If you don't already; you can more fully enjoy it by doing block-long smoky burnouts in the parking lot at the local drive-in. Trust me, in 20 years you'll look back at the photos of you and your pals on your bikes and recall in a way you can't grasp now how much fun you had and how fabulous you really looked hauling ass down the highway dressed in leather.

Leather is as sexy as you imagine. Don't worry about what your Mom thinks; or worry, but know that worrying about what other people think is as effective as trying to scratch your nose in a blinding hailstorm at 80mph with a full-face helmet and winter gloves on. The real troubles in your life are apt to be Volvo station wagons, driven by some dipstick talking into his cell phone or doing her makeup; the kind that blindsides you at 4pm on some urban roadway and then claim you crashed into them.

Do one thing everyday that scares other drivers. Lanesplit. Sing into your helmet. Use mouthwash first. Don't be reckless with other people's bikes, especially if you don't have insurance. Don't put up with people who mess with yours... in fact, beat them with a chain.

Ride Fast.

Don't waste your money on chrome, or fancy paint jobs; spend it on racing or partying. Sometimes you're fast, sometimes you're slow. Sometimes you're hung over. The ride is long, and in the end, a cold beer tastes pretty damn good.

Remember the good rides you've had, forget the cuts and bruises; try to wear out the sides of your tires before the middle... if you succeed in doing this, tell me how. Keep your oil changed. Throw away old traffic citations.

Take chances.

Don't feel guilty if you ride faster than the posted limit... the most interesting people I know didn't know at 22 to ride conservatively, all the most interesting 40-year-olds I know still don't. Get plenty of saddle time. Be kind to your passengers, you'll miss them if they fall off.

Maybe you'll crash; maybe you won't. Maybe you'll have surgery; maybe you won't. Maybe you'll ride a cruiser off a cliff doing 40; maybe you'll get a new motocrosser for your 75th birthday... whatever you ride, don't congratulate yourself too much – your choices are 90% foreign, 10% domestic. So are everyone else's.

Enjoy your bike, use it every way you can... don't be afraid of it, or what other people think of it, it's the greatest instrument of pleasure you'll ever own, not counting porn sites and a fast modem. Wrench... even if you have nowhere to do it but in your hotel room. Read the owner's manual, even though you won't remember any of it. Do not read American motorcycle magazines, they will only make you wish you'd bought a British one instead.

Get to know your brake pads, you never know when they'll be gone for good. Be nice to your tires; they are your link to the pavement and the things most likely to save your butt from a nasty highside.

Understand that mechanics comes and mechanics go, but for a precious talented few you should pay them well and buy them six packs. Work hard to bridge the gaps in geography and lifestyle because the older your bike gets, the more you'll need the mechanic who worked on it when it was young and still not paid off.

Ride in New York City once, but leave before you get killed. Ride in Northern California whenever possible, but leave a plausible excuse when calling in sick for work.

Do lurid wheelies.

Accept certain inalienable truths: prices will rise, traffic will get worse, you too will get old, and when you do you'll fantasize that when you were young, gasoline was cheap, the highway patrol couldn't catch you, and Harley owners weren't all yuppies.

Respect your rev-limiter. Don't expect anyone else to see your bike unless it has really loud pipes. Maybe your bike has a big gas tank, maybe a smaller one; but remember, either way you'll have to make bathroom stops. Don't mess too much with your carburetors, or by the time you're done, you'll be walking home. Be careful whose advice you buy, and save your receipts. Don't take advice from those who supply it for free, especially if they own a Britbike.

Motorcycle restoration is a form of self-torture. Doing it is a way of pulling the past from the dustbin, degreasing it, painting over the rusty parts and dumping way more money into it than it's worth.

But trust me on the leather...

## WORDS TO SURVIVE BY

*By the BMW Owners of Nova Scotia (BMWONS)*

1. Know and believe that you are invisible to all other drivers.



*One of the first rides of the season, the Carrizozo burger run was well attended by members new, old and to-be. Included in the festivities were the group that rode up from the south to meet us. The riding was fun, fast and ticket free for this notorious ticket catcher, but not for all in the crowd. Still, there were no complaints (about the ride). Left: The starting grid at Tramway and Central. Below: The crowd gets even bigger out in the middle of nowhere.*



2. When approaching any intersection, assume cars travelling in the opposite direction are going to turn left and run over you. Be prepared to take evasive action.

3. *Always-Always* have an escape route out of a situation to avoid the consequences of other peoples' mistakes. Keep looking for the gap that you can use when someone else screws up.

4. Adjust your speed to your reaction time. At the end of a tiring day it will be much longer than it was on the way to work at 8am, so ride with bigger safety margins.

5. Check both directions when the light turns green. Maybe only one time in 10,000 will someone run the light. For a high mileage rider that could be more often than most.

6. Drivers that are using their car phones are not using their brains. Watch out for them.

7. Mirrors are important. If they don't show anything but your elbows, buy some that do. Always use your mirrors.

8. Use other people's mirrors, too. Look into the mirror of the car in front of you. That way you can see where they are looking, and how attentive they are. If you can see them, chances are better that they can see you.

9. Trucks and vans often have a hard time checking their right side blind spot.

10. Slippery oil, antifreeze, and automatic transmission fluid look like water, particularly in low light. Try to avoid all wet spots, but if you can't, ride over them smoothly.

11. Check under (behind) parked cars. Those legs you see belong to a child who may run out in front of you.

12. Anticipate the moves of other vehicles. Drivers don't always use their turn signals in traffic, but you may be able to tell where they are going by watching their heads turn just before they change lanes.

13. Treat all metal surfaces – train rails, bridge gratings, manhole covers – with the utmost respect. They offer very little traction when dry, and almost none when wet. Ride over them as smoothly as possible.

14. Ride in a gear that will allow you to accelerate quickly if you need to get out of a tight spot.

15. Never lose your temper when riding... If you do, *stop*, take a breather, then resume your ride.

16. Always be on the lookout for, and expect, the unexpected.

17. Avoid racing with other motorists.

18. *If you're not sure, don't!*



# On the Road

JULY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13 14 15 BMW MOA National Rally		
16	17	18	19	20	21 22 Top O' Rockies Rally	
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**  
 Okay, okay, it's just a ride through the Jemez (though it's open to discussion, depending on the weather and the mood of the participants). We'll meet at the Giant on the east side of Bernalillo at 8:30am.

## 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.

Call Dave Wilson for details (such as they are) at 232-0266 or email him at [mrrmtv@aol.com](mailto:mrrmtv@aol.com).

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)).

AUGUST						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 5 Birthday!	
6 Camping!	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24 25 Sierracade		26
27 Camping!	28	29	30	31		

**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.

## AND BEYOND ...

### **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 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

### **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.

## *Couple's Ride Anyone?*

*by Dan Houck*

Here's something we haven't tried in a long time: A ride specifically limited to couples riding two-up at a relatively moderate pace. I suggest we start with a day ride and, depending on interest, expand from there.

The basic rules of the game would be the group stays together and/or regroups frequently and that it be limited to the first 10 couples who RSVP to keep the size manageable when we hit some place for lunch. I suggest we tackle something like the scenic high road which is a lot more fun now that you can bypass Santa Fe. We could have lunch in Taos or Sipapu or someplace like that. Then, we can either return home as a group or split up, depending on the wishes of the participants.

I am thinking late July since there isn't much on the calendar for that time. If there is some interest, I will be

happy to be ride Captain and take responsibility for the details. Please email me at danhouck@uswest.net or phone me at 890-0310 if you are interested in trying this out.

## **To Anonymous:**

by Dan Houck

*(I received several responses to my request for feedback in the last Shaft, including an anonymous letter. Because I think there is benefit in airing some of the points raised, I have done so in this letter/article.)*

First, to "Anonymous":

I will try and answer some of your questions in the order raised:

1. "What the heck is a Camp and Ride Anyway?" You list a number of questions, all of which could be answered either by reading the Shaft or by calling the listed event host. You state that, ". . . I have yet to have anybody explain to me thoroughly just what the premise of a camp and ride is." That's why we have a host. Call the host and get your questions answered if you are interested in an upcoming event. Or come to any business meeting or call a Club officer. If we tried to anticipate everyone's questions about every event, the Shaft would be the size of the Albuquerque Journal.

2. "What is the purpose of the Camp and Ride?" All camp and rides are not alike, some are more social, some are more ride oriented. There is no "purpose" other than to socialize and ride and enjoy some of the most beautiful places in New Mexico. Call the host for details, come to meetings, ask questions and help plan the events.

3. "Camaraderie". You state that it seems like the same people are seen in the photos of events in the Shaft. The explanation for this is simple: Show up, you're in the picture. Stay home, you aren't. Actually, a lot of the time the volunteer photographer gets left out. Obviously, the people who see each other frequently, and share similar riding skills and interests are going to tend to spend more time with each other. This club provides a great vehicle for meeting people who have similar riding interests providing you take advantage of it. People sometimes organize impromptu rides with other club members they have gotten to know and like to ride with from the scheduled events. Being a part of invitation rides begins with attending formal Club events and getting to know and be known.

4. "Mother's Day Weekend!" You certainly had a lot to say about this, except for one thing. The event was listed on the calendar for four months. Did you pick up the phone and call me (the host) or one of the officers of the club and point out the conflict with Mother's Day and your problem with it? If you read the newsletter, you know that things get rescheduled frequently when problems surface. This event should not have been held on that weekend. I'll take the blame for that but you also share that blame because you didn't speak up.

5. You think, "a little common sense should be used when planning out a riding schedule and calendar." This gets done at the Club business meetings, all of which are listed in the Shaft. When was the last time you attended one of these meetings? If you want the schedule to reflect

your idea of "common sense", show up and speak up. Otherwise, you should expect the schedule to reflect the ideas of the people who do.

This Club assumes we are adults. Everyone who volunteers as an event host is just a phone call or email away. But hosts are not going to seek people out to find out what their concerns are or beg them to attend. This club is what you make of it, not what others make of it for you.

I first met this group 5 years ago at the Durango BMW-MOA rally. The people there included some of today's "veterans". They didn't know me from Adam but I was made very welcome and invited to join the Club. After that, it was up to me to read the newsletter, attend the rides, meet people and get involved. The invitation was always there but they didn't come looking for me.

If today I am one of the "veterans" it is only because I made the effort to be an active participant by attending events and business meetings and helping put on one of the premier rallies in America, the Bavarian Mountain Weekend at Sipapu. All of this has been extremely satisfying and I invite "anonymous" and other inactive members to share in that satisfaction.

Now as to points raised by another member:

There seems to be a feeling among some that Club rides mean that everyone should stick together over the full route. Let's look at that for a moment. At this point in BMW's history, we have an incredible range of technology all under the same marque. BMW motorcycles are ridden and maintained for decades. This means we have machines ranging in horsepower from 50 to 130 and suspensions/braking ranging from primitive to state of the art. Obviously, this is going to result in drastically different riding styles and speeds.

In addition, BMW motorcycles tend to attract people with a very wide range of riding skills. Those who are riding the newer and more powerful machines often want to ride them more aggressively. I know that when I am on my R1100RT, I like to go faster than someone riding two-up on an old R90 or R100. When I am riding my R100GS, I understand I can't keep up with the R1100S, GS or RT, let alone K bikes.

On top of that, we have a growing number of dual-sport enthusiasts that require either a GS or GS-like machine like the popular KLR 650. Some rides attempt to account for this by specifying both pavement and "dirt" routes. Other rides are suitable for dirt only. I see on-road/off-road as an evolving process at this point and the input and active participation of more riders would be highly welcome.

To compensate for all this, the people who show up for the rides have thus far indicated a preference for "destination" rides wherein we start out together and arrive at the prescribed end point at our own pace. We are then free to return home on our own route and pace. This assumes you come prepared with your bike properly maintained, have plenty of gas and know what to do on your own if you have problems.

The comments I have heard suggest our ride Captains should look at having more interim regrouping points and in general paying closer attention to "head counts" as the ride progresses (like Bill Koup does for the Datil-Route 666 ride in October). And I really hope you who want this will start hosting rides where the specific rule

is stay together. Also, how about ladies-only or couples-only rides? The possibilities are endless!

This Club is not some static group run by a few "veterans" unless the rest of you allow it to be. It has changed greatly over just a few years, with a much broader riding calendar that has greatly expanded the opportunity to meet, greet, eat and ride together. We now have special contests (such as riding the Four Corners) you can do on your own or assemble groups for. All of this is spelled out in the Shaft for months before the event. But you have to (1), read your newsletter, and (2), act on the information!

You want a club that reflects your priorities? As they say on Star Trek,  
"Make it so!"

## Neighbors Online

The Phoenix International Touring Society (PITS), our neighbors and hosts of the popular Road Runner Rally now have their own web site. Check it out at [www.geocities.com/azbeemers](http://www.geocities.com/azbeemers) and see what our next door neighbors are up to.

## Sheer Pottery

from Phactory Phil Rose, Yankee Beemers

If you love your motorcycle,  
Set it free.  
If it comes back to you,  
You've probably high-sided.

## 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 Tuesday, July 18th. Start typing!

## For Your Buying Pleasure

**FOR SALE**

**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](mailto:georgev@sgi.com).

**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](mailto: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 Koup, 856-7513

Newsletter: David Wilson, 232-0266

Newsletter Delivery: Dan & Ann Houck, 890-0310

Rally Chairs: Bill Koup, Tim Stone, Mike McKee

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## The Rear View



*This started out as Ann and I going up to Spikes for lunch and ended up as a small group ride. Tim and Donna Stone, Dan (not shown) and Ann Houck, Artis Burst, Bryan Lally, and Ken Goode were all stuffing our faces as usual. Photo by Dan Houck*