

the Legendary SHAFT

News from the Land of Enchantment BMW Riders • April 2001

Newsletter News and Dues

No need for me to mention that Spring has sprung. Bikers have that inner clock that kicks in the second the trees start to bud that sends them out to the garage to check the air in the tires and the gas in the tank. Of course, if you ride a BMW you never put your bike away, and it's a simple matter to hop on and ride away.

The club has already been busy doing just that. Starting off with the annual favorite Progressive Breakfast the LOE BMW R got off to a running start. A big crowd showed up at every stop, there was lots of enthusiastic discussion about the upcoming riding season, and of course the weather cooperated perfectly. The day was warm and clear, and the view from Tom Volkmann's house was stunning. I should mention the view from both sides: the huge picture window framing the Sandias on one side and the vintage BMW bike and three-wheeler, and incredibly restored Jaguar on the other side. It was a perfect day for riding, and this year's trip covered more ground than usual, giving everybody more of a chance to enjoy it.

Since then the weather's gotten better and better, and now is one of the ideal times to be riding in New Mexico. Cool but not cold, warm afternoons, clear skies and a guaranteed serene trip in at least one direction (the one riding with the spring winds).

I haven't been very good at making the Sunday breakfast this winter, but finally got there last weekend. I was amazed to find a parking lot full of BMWs and four or five tables pulled together to accommodate the 20 or so club members that came for breakfast. If I believed in fate I would say it was an excellent omen for this riding season. Well, I do believe in fate. It's going to be a great riding season!

Response to last month's editorial concerning the newsletter and club membership rates has started coming in. I encourage everyone to make their opinions known, as the issue will be discussed at the next club meeting in July. It's your club, so be sure to put in your two cents about how it should be run!

David Wilson, Editor

Welcome New Members!

Please welcome Terry Ray Emory of Albuquerque, David & Jane Beckand and John Milewski & Christina Gunn of Santa Fe, and Steve Thompson of Laramie, Wyoming. It's great to have you with us!



Thanks to all of this year's Progressive Breakfast hosts: the Olesons with Frontier coffee rolls and bagels, the Pages with breakfast burritos and a great location to ride to, and the Volkmanns with coffee served outside and unbeatable views out the front (the mountains) and the back (the cars and bikes) of the house.

10 WHO DARED

Want adventure? Try this: The North Rim of the Grand Canyon!

The Continuing Saga of Paul Browning Doing Incredible Feats on an Incredible Motorcycle Absolutely Incredibly Incredible!

Part Two

by Paul W. Browning

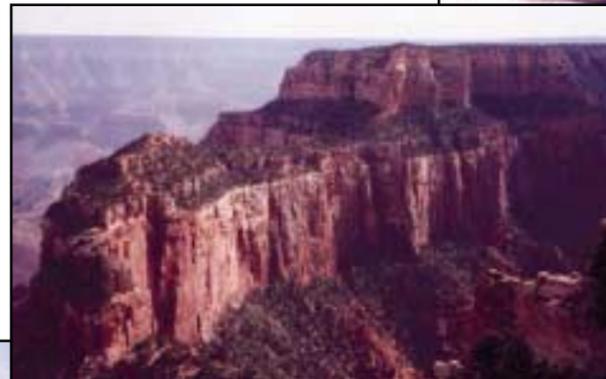
PRIOR to going on this trip, I highly recommend renting the Walt Disney video "10 who Dared," a documentary of the Glen Powell eExpedition., of just what you will see. This was history being made here, in the sweat of the people to build the dam, and to see the cliff walls of where Glen Powell's expedition of 4 boats and ten man team came thru right here, the first men to ever explore the Grand Canyon's river, not knowing what lay ahead. Their worst fear was that they were going to go over a giant waterfall.

Now, get gas and real good directions to get out of town to US 98 because it is difficult to find and will cost you 30 minutes looking for it!t..

At Kaibito, stop for gas. Super unleaded is available. This is an adventuresome Navajo Women run reservation shack gas stop. When I stopped, the wind was blowing up a dust storm, sheep, and dogs running around, right out of a western book scene. ADVENTURE!! Now head for Kayenta.

ing photographs of all of them. And last, have someone take a photographs of you on all fours facing South West to the viewing stand with your right hand in Colorado, left foot in New Mexico, right hand in Utah and left foot in Arizona. Ha. Which brings up a point, if the law was chasing you for speeding, hurry up and drive into Utah, stop and say to the officer, "ha ha, I'm in Utah, your in New Mexico, you have no jurisdiction to give me a ticket in Utah, (just make sure your not

fee, but sweet talk of, "but I'm only a motorcycle and I'll only stay for just a minute" will get you in free. It costs like \$5-10.00 per vehicle, I forget. As you drive up to the circular drive, drive around it about 3 times calling out to the tourists, "Now I'm in Colorado, Utah, Arizona, New Mexico, Colorado, Utah, ... it makes the tourists ponder and laugh in wonder. All of the four State seal and slogans are embedded in the concrete floor. It is worth tak-



within arm's reach of him, HIS arm's reach). Better yet, this would be a great place to fight over child custody,



If you have time, head North to Monument Valley. It's not but 20 miles. The park is owned by the Navajo reservation. There is a modern snack bar/book store. To see the monuments, it is a 5-mile dirt drive, one-way circle loop. Back to Kayenta, gas up and head East for the "Four Corners" Monument. It is only 24 miles North of US 160. There is a

"Were in Arizona, your in... See Leonard or the Judges about the jurisdiction rules.

Now head for Shiprock & home. Watch your



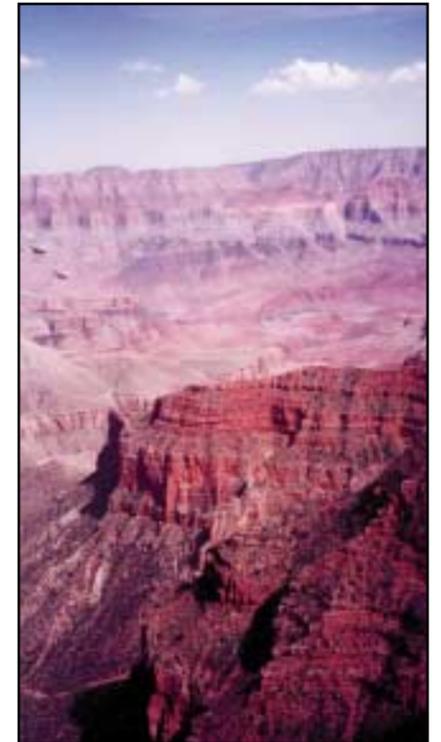
speed. You're driving into the setting sun heat wave flowing West, coming form the East. It will heat up your engine. Checked my left mirror, all I see is white smoke, look down at the engine, "am I on Fire?!!!"

My prior oil change, I had put in the one of the two, or is it three oil filter gaskets out of order and the heat blew the gasket, added 2 quarts of oil, dinner at the Kentucky fried chicken in Shiprock right on the route

corner, added 2 quarts of oil to get me to Farmington. I found a Pep Boy's three minutes prior to closing at 10:00 pm. After purchasing gasket material, (comes in square sheets, two sizes to choose from, I highly recommend that you all add a package to your trip kit, with gasket sealer. it'sit's small and flat and will get you out of a jam), added 2 quarts of oil, I make it to Bloomfield. There at the truck stop, 110:30pm, with permission to use the wash rack, Beemer on the wash rack out back, inside, over a cup of coffee, swearing that I will never change my oil alone again without direct supervision from Mark, Bill, John or Gary, I cut out a new gadsgkct from the old one pattern with a Swiss Army Pocket Knife. After inspecting my rugged creation, I said out loudaloud, "Man, this'll never work!!" So I tried it anyway, added 2 quarts of oil, and off I go.

South of Bloomfield, at the top of the hill at the CLOSED gas station, in the shivering cold temperature, I check the gasket. IT'S HOLDING!!!, (00:30 am).

By this time, the NM State Policeman drives up. (What does he want)? "YouYou passed meme doing 73 _in a 55 construction zone coming up the hill. How bout slowing it down to the limit". "Oh yes Sir, whatever you say Sir", he drives off. Finally, home at 03:30am, Man! What a Great ADVENTURE!!111 Want to go!!!





On the Road

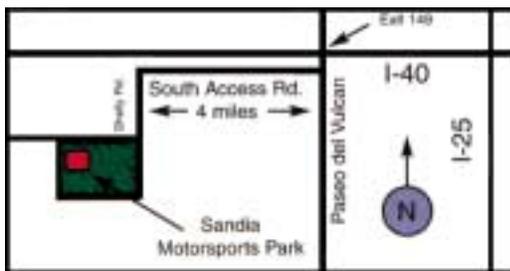
APRIL						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13 14 Camp Caballo Lake	
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Wednesday, April 4
Rally Committee Meeting
 This month's planning meeting will be held at Mark Smith's house, you can contact him at 292-4766 or markds@mindspring.com

Friday-Sunday, April 13-15
Caballo Lake Campout
 See the story following the listings. You can contact them at 890-0310 or danhouck@uswest.net

Sunday, April 22
Lunch in Taos
 Ever had a bad ride up to Taos, or a bad meal there? Come along with Bill Koup and a gaggle o' bikers for one of the best rides in New Mexico. You can contact Bill for details at 856-7513 or koup@swcp.com

Sunday, April 29
Sandia Motorcycle Roadracing Assn.
 When was the last time you saw live motorcycle races? Well, we've got a brand new world class track right in town, and Mark Winslow is putting together this short trek to see some riding you won't see again until the Datil ride in the fall. Meet for 8:00 breakfast at Furrs Cafeteria, Coors, just South of I-40, west side. We will leave for the Sandia Motorsports Track at 9:00. Below is a map which shows directions to get to Sandia Motorsports Park.
 Admission is \$10, Pit passes will also be available.
 Contact Mark Winslow 291-8396 or e-mail him at MW@Triumphtech.net for details.



MAY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 5 Orilla Verde Campout	
6	7	8	9	10	11	12
13	14	15	16	17	18 19 PITS, IBMWR Rallies	
20	21	22	23	24	25 26 49er Rally, California	
27	28	29	30	31		

Wednesday, May 2
Rally Committee Meeting
 This month the hosts are Dan & Ann Houck, 890-0310 or danhouck@uswest.net

Friday-Sunday, May 4-6
Orilla Verde Camp 'N Ride
 Ride leader Bryan Lally, (505) 662-4083 or bryan@lally.org

Saturday, May 12
El Rito lunch
 We will ride to El Rito via Cuba, Gallina and Abiquiu for a reprise of last year's great lunch at El Farolito. We will leave at 9a.m. from the Phillips Station at I25 and Tramway. Call ride leader Joel Widman at 792-8408 for further details.

Friday-Sunday, May 18-20
PITS Roadrunner rally, Heber, AZ
<http://www.geocities.com/azbeemers/>

Friday-Sunday, May 18-20
IBMWR, Torrey, UT
<http://www.ibmwr.org/events/selfish.htm>

Join the LOE BMW Riders

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

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

www.nmbmwmc.org

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

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 Bryan Lally, Activity Committee Chair, at (505) 662-4083, (email bryan@lally.org).

AND BEYOND...

Friday, June 1

CLASS, Denver

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

Friday-Sunday, June 8-10

Bayard Camp 'N Ride

Ride leader Gary Cade, contact him at 296-4052 or gcade@da2nd.state.nm.us

Sunday, June 24

Jemez loop

Ride leader Doug Guinn, 831-5238 or jguinn50@aol.com

Saturday, July 7

Spike's Place lunch

Followed by a business meeting. Ride leader Tim Stone, 343-8396 or tstone1@ix.netcom.com

Sunday, July 22

LOE National (Pueblo Pintado loop)

Friday-Sunday, August 3-5

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).

Friday-Sunday, August 24-26

Gallinas Camp 'N Ride, Capulin Volcano

Ride leader Bill Koup, 856-7513 or koup@swcp.com

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.

Friday-Sunday, October 5-7

Datil Camp 'N Ride

The other Big One! Ride leader Ken Goode, 892-5690 or bmwken@worldnet.att.net

Saturday, December 8

Christmas Party

Sunday, January 27, 2002

Progressive Breakfast

With hosts Richard Knowles, Gary and Kathy, Cabe, Ernie Gabaldon.

NATIONAL EVENTS

Friday-Sunday, April 13-15

The Fiesta Rally, Southern California

Contact www.scbmwrc.com/scbmwrc.htm

Friday-Sunday, May 18-20

Roadrunner Rally, Heber, AZ

Contact RJ Strayer (480) 314-7334, azgs1100@yahoo.com

Friday-Sunday, May 25-28

49er Rally, Auburn, CA

Contact PO Box 2472, Santa Clara, CA 95050 or email 49er@rlk.com, www.bmwncal.org/49er/index.html

Monday-Saturday, June 4-9

Americade, Lake George, NY

The world's largest touring rally! Call (518) 798-7888 or visit www.tourexpo.com

Friday-Sunday, July 12-15

Top o' the Rockies, Paonia, CO

Door prizes, camping, hot showers, Saturday night dinner, live music Friday and Saturday. Oh yeah, and lots of great motorcycling. Contact Deb Lower at (303) 778-8617 or email deblower@attglobal.net

Friday-Sunday, July 13-15

Vintage Motorcycle Days, Lexington, OH

At the Mid-Ohio Motorcycle Sports Car Course, the AMA's annual event. Call (614) 856-1900 for details.

Thursday-Sunday, July 19-22

MOA National, Redmond, OR

Gray Buckley, Rally Chair; (303) 986-1472 or www.bmw-moa.org/rally2001 or email comments@bmwmoa.org

Monday-Sunday, August 6-12

Sturgis! SD

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

Friday-Sunday, August 17-19

Sierracade, Cody, WY

Call (800) 600-8969 or (307) 587-3247 or visit www.megaenterprises.com

August

100,000 Foot Ride, Colorado

Contact Jerry Kelly at (303) 675-9641 or email coloradobeemers@hotmail.com

August

Nez Perce GS Rally, Idaho

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

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.

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 or www.wsbmwr.org

Easter Bunny Camp & Ride

April 13-15

Camp Meisters: Ann and Dan Houck, phone 890-0310
It's spring and time to camp and ride at Caballo Lake State Park. Full hookups available for RV camp and riders. Once of the nicest, quietest state parks in southern New Mexico! Bring your fishing gear.

Directions: I-25 south to Caballo State Park exit (about 16 miles south of T or C and well marked). Turn left at the top of the ramp, cross over I-25 past the next ramp, then make an immediate right. Follow the road down, keeping to the right as you approach the dam. The campground is immediately below the dam.

Ann Houck will host dinner Saturday night at the new Mothership, courtesy of LOE BMW R. *PLEASE!* RSVP to Dan or Ann at 890-0310 so we know how much food to bring. We're pulling the motorcycle trailer so we can carry your gear, first come first served-call and arrange to drop it off no later than Tuesday night, April 10 (we're going down early).

The Road Less Traveled II

by Robert Keen

September 9, 1982, a day that saw great strides forward in the creation of our club. The name was chosen and officers were elected: President (Paul Harbin), Vice-President (Eric Benner), Secretary/Treasurer (Kent Christensen), Newsletter Editor (Karen Peterson), Road Captain (George Blanford) and Road Co-Captain (Mark Webster). The dues were set at \$5 for the remainder of the year, a BMWOA charter was applied for (and granted with number 123) and the bylaws were adopted. We were off and running.

Having taken care of that business it was time to "ride to eat/drink" (responsibly of course) and two days later in Belen the Das Beemer/Watering Hole Sha Na Na Party was a rousing success. Other scheduled events that fall included the 4th of July Canyon (a potluck picnic), Mount Taylor and environs, Bosque del Apache, Big Bend and El Morro.

Two members reported on out of state events they had attended. Michael Kober rode his R90/6 to San Diego for the Oktoberfest Rally and had a "truly enjoyable weekend" aside from the "freeways and smog of Southern California". Bob Caruthers logged over 300 miles on the Laguna Seca Racetrack on an R65LS at a driving school sponsored by BMW ACA, BMWOA and BMW of North America. Reg Pridmore (BMW Superbike champion) was one of the instructors.

The year ended with a progressive breakfast and election of officers (again? already?) set for January 1984. How will the elections turn out? Stay tuned.

Hi from Redmond, Oregon

by Bill Philo

We've been here since October and had a lot of cold and foggy weather for much of the time. November and December were much the same however there were some days where I was able to get both bikes out and about. There are some of the best roads ever in this area of Oregon. Almost every road has some great corners and sweepers and are very close to where we live. If you were blindfolded and dropped off in central Oregon you might think you were in northern N.M. Redmond is on the eastern edge of the Cascade and we have mountains with snow on them year round just thirty minutes away to the west.

I'll send more info later, but inside info for the national rally is to stay at the Motel 6 (541-923-2100). I've stayed there, it is centrally located quiet and very close to the rally.

Bringing back the R80GS!

from Gino Pakluda's Dual Sport News

In a stunning announcement, BMW has announced that they will discontinue the F650 and bring back the R80GS in 2000. "We were never really comfortable with the F650," explained Max Fritz, BMW's R80GS project lead. "Even though it did well in Dakar, *rubbed a lot of people the wrong way, so we decided to do something about it." What BMW decided to do was take a healthy serving of past success and mix it with some future high tech and blend it into the revival of one of the most beloved BMW models. "The R80GS is simply not an expensive retro bike based on an old air head design," claimed the white lab coat wearing Fritz. "It is a bike that is back to basics, but still cutting edge."

From the looks of the pre-production model, BMW's new R80GS will stand the dual sport world on end. First, BMW broke from tradition and formed a "skunk works" of sorts to design the new R80, leaving the marketing folks completely out of the loop. A risky move, the "skunk works" approach paid off. Despite the engineers having free reign, the new R80GS is one good-looking motorcycle yet extremely functional. But first, the down and dirty tech stuff.

The R80GS uses a highly modified oil head engine that develops 73 peak hp and 69 ft/lbs of torque. Fritz would not give many details regarding the new 802cc oil-head, but did say that the overall width of the engine was reduced by almost 3 inches. BMW gave the R80 an aluminum perimeter frame and thus was able to lighten the engine cases considerably. The engine hangs from the new "Low Spar Frame", which has integrated channels that serve as the air box, drawing air from up near the steering head and routes it to the carburetors which are now located forward of the cylinder, not the back. That's right. No more fuel injection, no more Motronic surging. The R80 uses "Electric Slide" carburetors that have a solenoid actuated slide. "These are smart carburetors," claims Fritz. They are wire operated, that is, there are no cables to them. Instead there is a small sensor in the

throttle housing that sends a signal to the carburetors. What's more, is that the carburetors are self-balancing to ease maintenance. With a low frame, the lack of an air box and no need for a high output alternator, there is plenty of room up top for a large fuel tank. The R80Gs has not one, not two nor three, but four fuel tank options. There are the stock 4.7 gallon tank and the expedition 8.3 gallon tank. Then there is the accessory tank that is a marvel. It will hold 6.5 gallons and has a molded in section towards the front of the tank, that allows for the mounting of a GPS and full set of lighted gauges. Finally, if that weren't enough, there is the Universal tank at 5.8 gallons with an attachment plate that allows for hard mounting a tank bag and has the indent for a set of gauges or a GPS.

As you may have guessed, the combination of an opposed twin with a perimeter frame will result in a low center of gravity. To say the R80GS has a low CG is an understatement; the CG on this bike is ultra low. Despite its 10 inches of ground clearance and longish 10 inches of travel front and back, the adjustable seat height ranges from a low (buy DP standards) 29.3 inches to 33.2 inches. You sit 'in' the R80GS, not on it.

Suspension is also non-tradition by current BMW standards. Gone is the heavy, gimmicky Telelever from the front and replaced with massive 48mm conventional forks with Kevlar fork gaitors standard. No more fixed front fender either; the R80 has a conventional high mounted fender, which rides above a 21 inch tube type spoked wheel. At the rear end, gone is the Paralever and the single sided swingarm. Instead, the R80 uses an unusual swing arm that reportedly weighs less than two-thirds what the Paralever weighed. The right side of the swingarm has the housing for the new "Flexible Shaft" which is a composite material that allows it to be a mere 1" in diameter. The left side is braced tubular that has the mounting for the specially linked, fully adjustable single shock which reportedly controls "shaft hop" instead of the vulnerable U-joints in the Paralever. An 18 inch tube type spoked wheel gets the power to the ground. Brakes are composed of two, full floating 300mm disks up front with Brembo two pot calipers. The rear has a 240mm fixed rotor with a Brembo two piston caliper.

As with all BMWs, the R80GS can be fitted with two full sized BMW cases for touring. But what about the muffler getting in the way of the left sidecase? There is no muffler! New technology has allowed BMW to build a new exhaust system that incorporates the silencer and catalytic converter into the walls of the ceramic coated exhaust pipes. They appear a little wider than a conventional header pipe and they are the same O.D. from cylinder head to end. The 2-into-2 system is routed under the seat and out the back.

Thanks to the ceramic coating, most of the heat is expelled out the rear nozzles. A Forest Service approved cartridge style spark arrestor lives in each pipe/muffler.

Instrumentation is surprisingly basic with analog speedometer and tachometer tucked neatly behind a small front cowling. Want a little more wind protection? The cowling can be replaced with a cowling windscreen combination that will give better wind protection. The handle bar is a trick tapered unit that comes stock with aluminum core wrap around hand guards. The hand

guards have even trickier swing away mirrors mounted to them that will fold on impact, but provide an unequalled view behind you since they are located so close to the end of the handle bar. They also have the turn signals built into them. Instead of turn signal and brake light bulbs, BMW uses a cluster of high output LEDs that are vibration resistant. The R80GS is absolutely sinister when viewed from the front. Each of the dual round headlights are mounted outboard of the fork legs. The large center section vacated by the usual headlight location is now occupied by the large oval shaped intake scoop/air cleaner. It sounds strange, but looks all the world like an AC Cobra. A Kevlar/rubber boot connects the scoop to the frame intake tract.

"This bike is intended for rugged use and abuse," exclaimed Fritz. To make his point, he righted the R80GS, retracted the side stand and let the bike fall on the concrete. Amazingly, no plastic bits and pieces skittered across the floor, despite the loud "thunk" of the bike hitting the floor. Lifting the R80 off the floor revealed another non-traditional BMW feature; light weight. The R80GS weighs a scant 328 pounds dry with the stock fuel cell.

The R80 is finished off with a wide flat seat that rides up onto the tank and a generous luggage rack. Seating position is pure dual sport with upright posture and arms reaching for wide handlebars. The adjustable seat and foot pegs provide ample legroom no matter what your inseam is. BMW decided to spare the R80 the "ugly-silver-paint" treatment that it has lavishly applied to all of its bikes since the early 90's. Polished and clear coated aluminum now graces the body lines of the GS and gives the R80 a real top-shelf look. The whole package is made even more lucrative by another BMW first; a low price. "We knew this bike would have to be priced right to succeed," explained Fritz. So with that in mind, the R80GS will sell for about \$7,199.00. That's right. The 2000 R80GS will be priced less than a 1999 F650.

Profile of a Maniac

by Charles Grey from the Sport Touring MC newsletter

Only two STMCers showed up on Sunday. We all hung out until about 10:30am then Ken Corsun decided to go over to PA to attend a polar-bear type of gathering. I ended up going home as I had a lot of work to do.

Funny thing happened on the way home: I proceeded north on the Palisades at my usual 100mph speed. Everything went fine... I exited at Exit 10 and proceeded north on Little Tor Road toward my neighborhood when, all of a sudden, a NY State Police car all a'flashin' and a'whoopin' pulled up behind me. I pulled over and approached the officer asking what I did wrong. (That's my standard question: I prepare myself to compare my mental list of possible wrongdoing with his list.) Expected a plethora of illegal wrongdoings to come, I was surprised when he only complained that I had changed lanes rather suddenly *back at Exit 7!* In other words, he had apparently chased me from Exit 7 to Exit 10 at speeds of at least 100mph because of a questionable lane change!

He looked at my paperwork and, as he hands it back to me said, "I'm not going to give you a ticket... *you don't*

fit the profile of a maniac!" (Emphasis mine) Those were his exact words! While I didn't inquire as to why he thought I didn't fit the profile, I assured him that I'd be more careful with lane changes in the future and he drove off. Unbelievable... but I am thankful!

You Can Write!

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

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

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

! **NOTE:** The deadline for the April issue is Monday, April 16th. Start typing!

For Your Buying Pleasure

FOR SALE

1992 R100GS accessories:

1. Right/left/left wide stock hard cases: \$175.00 ea
2. R-series 70-94 service/repair/maintenance manual: \$50.00
3. Tinted parabellum windshield: \$75.00
4. Red & black bagster tank cover & bag: \$75.00
5. Rear rack plate: \$50.00
6. Trailer hitch: \$50.00, Corbin Shotgun seat: \$50.00
7. Backrest: \$115.00
8. Red high front fender: \$50.00
9. Red & black wolfman rackbag, \$50.00
10. First Gear jacket: red & black, extra large, has a gray zip in liner. \$200.00 obo.

Call Paul Browning at 275-7856.

The Mothership, 30 foot 1985 Southwind Motorhome that has hauled and chilled many a brewski for LOE BMW R. Loaded and fully self contained with full bath and kitchen, sleeps 5, with central heat and two AC units and enough generator power to run a small village. Mint condition, with many upgrades and only 54K on the clock. We're trading up to a newer, bigger refrigerator with new Mothership attached. \$12,900 OBO.

Call Dan Houck at 890-0310 or email him at danhouck@uswest.net

Helmets. Shoei SyncroTech helmet, size XL, color Anthracite, new condition \$150.00. Shoei RF700, size

XL, color bright silver, good condition \$50.00. Buy both for \$175.00

Call Tom Huston at 505-672-0142

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

LOE BMW R Officers

President: Mike McKee, 266-6118 mckee@unm.edu

Vice 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

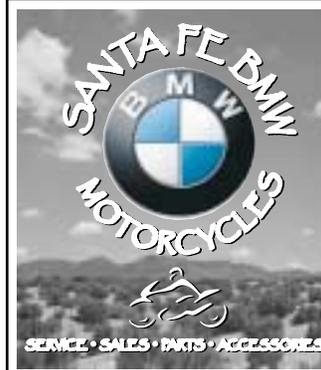
bryan@lally.org

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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The Rear View



Packed up and ready to go, the exciting conclusion to Paul Browning's Grand Canyon adventure!