

# the Legendary SHAFT

News from the Land of Enchantment BMW Riders • May 2001

## All the Action

This has been quite the wild month. Granted, I've only been out on my bike a little, trying to save the miles until I can replace the clutch, but I've found you don't have to go far to find plenty of rock 'em sock 'em action. Just in the last week I've found that I barely have to leave my seat to get the adrenaline going.

Those of you plugged into the club email list already know the furor that has developed over the issue of the cost and labor of producing the newsletter, and in turn about how the finances of the club in general and how they relate to the rally and the newsletter in particular are handled. It's been like riding up to the Crest on the back of one of those Ducatis that hang out at the cigar shop in Cedar Crest!

and hopefully removed all the flames and repetition. This pdf file contains the entire span of the email thread, up to the second week of May.

The next order of excitement was the late April ride to the first motorcycle races at the Sandia Motorsports Park. The races were exciting enough (and there will be more club trips to see them!), but what happened before them was truly incredible.

We were early at breakfast, the races didn't start until 11, so we went on a little jaunt down to Los Lunas and over Route 6. It was a gorgeous day and the roads were new and interesting to most of us. Then, heading up 6, we were passed by every ambulance in Valencia Country. We soon discovered that a truck had been struck on the railroad tracks. It was quite an amazing sight, with

the hospital chopper and all the police and ambulances. Sadly, the driver didn't make it. It was quite the unexpected excitement to start the day off with, though. More than enough of that kind of excitement.

*David Wilson, Editor*



I've devoted a lot of the space in this month's *Shaft* to the debate that is still going on, and you can check it out starting on the next page. The issue affects all members in that it may determine what the club dues will be, when they might change, what the club members' roles will be in this year's Bavarian Mountain Weekend, and whether you continue getting this newsletter in the mail. I encourage you to send in your comments. I've edited what you read here to make the ideas a little more linear than the email thread,



*You guys keep missing all the action. First it was last year's Speed Trap Extravaganza and the tumbling car on I-25, this year it's the truck on the railroad tracks... See what you miss when you're home doing chores instead of out with the club?*

# The Great Newsletter Debate

*This is a synopsis of the LOE email thread dealing with the future publishing of the newsletter and how it relates to club dues and volunteer manpower. I thought it important to print these opinions, as the result of this discussion will determine who will get the Shaft and how, how the club dues may change and where the club's money will go. The following emails have been edited to give you an idea of each participant's opinion, and readers are encouraged to send in their own. – Dave Wilson*

The time is rapidly approaching when we need to make a call on the newsletter. I have some proposals to discuss to start the ball rolling:

1. we raise the dues to \$20 for an individual (\$25 for couple). we continue to mail out a hard copy. we open the distribution of the newsletter to bids and pay someone to do it. In principle, I have no problem paying club members for some of the "volunteer" tasks. Especially the recurring ones. Perhaps someone has a kid at home who would be interested in making a few \$.

2. we leave the dues alone and do the rest of number 1.

3. we leave the dues alone, make the newsletter available on line and change people an extra \$10 to mail it out.

*Mike McKee*

I don't like the idea of a 2 tiered membership. The proposal sounds like penalizing the have-nots. Do the dues cover only mail distribution or also any cost of the website?

I pay the dues to be a member of the club if my dues are used to distribute newsletters to members of the club I am fine with that. But you make it sound like I'm going to complain because I may pull the newsletter off of the web and thereby overpaying. There are already plenty of inequities in the club, such as for those who cannot attend club events because of where they live or because of scheduling. Or should I be offended when members bring their children to events; were dues paid for the children? Well, I'm not.

If dues need to be increased to cover costs, then do so. But don't go to the two dues system.

*Bede Crawford*

I will point to the IBMWR which is hardly on borrowed time. It manages to do quite nicely without a printed newsletter. In fact, it does a whole lot more communicating then it could do the old fashioned way. And so could we. As outlined below, we can actually improve our communication by fully joining the internet age and saying goodbye to the pony express.

The website if bookmarked pops up very quickly. Transmitting it electronically does not eliminate your option to have a hard copy. You can print the newsletter when it comes out each month and put it in your binder. In fact, if you have a color printer as most people do, you would have a better rendition than the one we tediously camera ready, haul to a printer, go pick up, fold, stamp, haul to post office, etc., etc. The photos print far better on a color printer.

Because the process is instantaneous rather than involving an additional 5-7 days for transporting, printing, handling, transporting, mailing, on and on, the newsletter would never be out of date by the time it reaches the recipient. This has happened on more than

a few occasions.

I would expect the vast majority of people who can afford and ride serious technology like BMW motorcycles would have at least a \$500 computer, basic internet service and a \$150 ink jet printer.

Not going through this totally obsolete process of snail mailing a newsletter does not eliminate hard copies. It just makes it optional and at the decision of the recipient. Without a printed newsletter, we could charge \$5 dues and still make more money than we are now. You want a hard copy? You can have it better, sooner, faster this way.

BTW, I got this idea from our RV club, made up of a bunch of mostly older retired folks who manage to have more savvy about email and the web than LOEMBWR. We went fully electronic 2 months ago and everyone loves it. Saves our club a lot of hassle and expense. We're also using email for alerts and reminders of upcoming events. Really great for building attendance.

I see no reason why internet/email capability isn't a reasonable expectation of membership here. The Internet BMW Riders have proven it can be the primary means of communication. Let's face it, among the kind of people who can afford a \$5 to \$15K motorcycle, this should be as standard as a telephone. So I just don't buy the argument that we have to jump through hoops for the small handful of people who don't have internet service. That's letting the tail wag the dog. I would eliminate the published issue altogether! Those who are really serious about being a part of this club will find a way to get the information and who needs the rest?

You still haven't explained to me why an expensive, late, hard to handle hard copy is better than one you can run off in a couple of minutes right at your own desk. There's going to be a hard copy either way, at your option. Delivered instantaneously and printed just the way you want it.

By forgoing the pony express, we don't have to buy and print expensive labels. We don't have to pass disks around and update the membership list monthly for printing. Dave Wilson doesn't have to make up camera ready copy and haul it to the printer. Someone else doesn't have to pick it up, fold it, label it, stamp it and haul it to the post office. Tree huggers are happier because we no longer chop down the forest to get paper for the newsletter. Granolas are happy because we don't burn fossil fuel running around between Daves, printer, preparer and post office.

People don't miss getting their newsletter because someone missed putting them on the mailing list. It is all automatic. Anyone who is a member has the password to the newsletter, delivered (natch!) by email. A phone call or email with the password solves missed people without delay.

Download takes a few minutes, that is true. Dave Wilson, any way to speed this up or print directly from

the internet page?

What would change is that we wouldn't be limited to 4 pages by handling difficulty and postage cost. You should expect that contracting all this out is going to double the current cost, now running over \$1 per copy. That's \$24 or more per year. Charging \$15 won't begin to cover the cost. Sorry, I don't see this as a smart use of rally funds or volunteer time.

Were you planning on charging \$20 or more for newsletter delivery? If not, by definition you are using other club funds to subsidize the publishing business.

*Dan Houck*

I can download the newsletter in 5-10 seconds, but I'd still rather have *you* send it to me. So, I'll pay my additional dues dollars to you so that you can print and send me a newsletter.

*Bill Koup*

I agree with Bill that the hard copy is neat. Further, I am one of the poor folks that does not own a color printer. I need a laser for the speed (most of my manuscripts run to more than 30 pages) and cannot afford a color laser. So the color advantage would be lost to me, at least. Further, the files are in PDF format which can take time to download and print.

*Mike McKee*

At the blazing speed my third-world North Valley phone line will allow of 34kbs, it took 2 minutes 40 seconds to download the entire April newsletter, glorious color photos and all. It printed in 30 seconds on my laser printer, under 4 minutes on my color dot matrix. So the actual time the system was tied up was less than 3 minutes.

Point being, the April newsletter was loaded with slow downloading color photos, but only took less than 3 minutes running at far below the 58.8 kbs speed of my standard and not very new modem. Downloading this could hardly be considered a time consuming chore even with a truly primitive 28.8 modem, particularly when compared to such fun things as the all too frequent tire changes required by our BMW toys.

Also noted that a lot of back issues are archived on the site. I'm sure T.C. could set it up so the archive is continuous and goes back to the beginning of the web site.

I contacted two printers to get prices for complete handling of the pony express. Both are getting back to me but indicated it will be in the \$2 per copy range I estimated earlier. The serious question is, is the club willing to charge what this thing will really cost to send out when someone is not spending their own time to do all this grunt work? That's at least \$20 per year. Remember, if we actually charge what this costs and give people the option of paying a lot less in dues to use the internet, the volume of the printing operation will go way down, which means the per unit cost will increase.

I am really opposed to using rally money to subsidize this publishing operation and I sure hope you all are as well. So we either find another person who wants to waste time on this unnecessary activity so it continues to cost about what the dues income is now or we pay someone to do it. The quotes I am getting indicate the

dues are \$5-\$10 short as currently charged to pay for this operation. But I might also add we've been getting a serious cut rate on the printing because the printer is a buddy of mine. That cannot be expected to continue.

This is all part of putting this club on a sounder financial and volunteer footing. I think we're living on borrowed time here as our rally is much too labor intensive for long term sustainability yet it is the only real source of money we have because we're squandering all the dues on this publishing operation, which is not really what a *riding* club should be focused on. We've been making ourselves slaves because we're not being smart managers.

I am not trying to be dangerous here (at least any more than usual), I am just trying to get you guys to think out of the box and re-examine this whole question of how we spend our time – being publishing servants instead of being riders. What made sense when this club was a whole lot smaller, makes little sense now. It's time to recognize we are at a different level and manage for that, instead of staying stuck doing the same thing but on a much larger and far more fatiguing level.

We have the luxury of being able to have plenty of affluence as a club without staying stuck in the grunt mode. If we gave up some income which we don't really need (everyone notice how much time we spend in meetings trying to figure out how to spend it?) we would have a lot more time to ride and be with other bikers at our rally and a lot more fun. Isn't that what a *riding* club is supposed to do?

*Dan Houck*

I generally agree with what Tim and Dan have written. Yes I admit, the printed form of the *Shaft* is probably not the best way to expend our club resources and volunteer power (even though I like it better than the monitored version and would much prefer its continuance). However, I will give my support for *phasing out* the printed *Shaft*. However I must repeat... *phase out!* We will be making a *major error* by eliminating the printed *Shaft* in the near future. In my opinion, the deadline for no more printed *Shaft* should be *no earlier than* January 2002. If we don't give our membership plenty of time to digest and prepare for this very significant change in LOE BMW R policy we will be inviting very serious criticism among numerous members. However, if we can decide exactly what we wish to do now and publish this new policy blurb on the front page of every issue of the *Shaft* until January or later, then no one will have serious cause for complaint. If we do it now... it will hit the fan! I guarantee it!

*Bill Koup*

I think Dan is on the right track about the *Shaft* for the long run. We should plan to phase out the printed and mailed version. I know this will leave some people out of the loop, and maybe we can make special arrangements for the few who don't have email access. We need to encourage everyone that has web access to add their name to the online *Shaft* only list. We know that asking people to volunteer for this doesn't work, so let's make it clear that unless you contact us and say you absolutely require a printed copy delivered to your home every month you will be dropped from the mailing list and will

have to get the *Shaft* online. If someone has web access, yet still wants to get the *Shaft* online, we could ask them to volunteer to do the mailing for a month. I'll bet that would prompt a lot of people to drop the mailed version on the spot.

I whole-heartedly agree with Dan that the *Shaft* should pay for itself, and not depend on club funds. I haven't been working hard at the rally to help subsidize the *Shaft* for members we have never met, or even my own copy. Recently we have welcomed several new members from out of state. I would be willing to bet they all downloaded the membership application from the web, and could just as well download the *Shaft*.

As with any club, most of the work is done by a small group of volunteers. There are a lot of good people in the club, and I think that if we make a concerted effort to recruit volunteers we will find willing members. I disagree that the club is living on borrowed time, volunteer-wise. I have been a member of this club for a relatively short 5 years. I was sec/treas for two years and president for one. All the current principals of the club – the president, the vice president, the activity chair, the newsletter editor, and the webmaster joined the club after me. As long as we keep getting new members, we will find some new volunteers in the crowd. Dan is right that if we keep looking to the same people year after year for all the duties, they will burn out. We need to be careful not to burn people out and I truly believe there are enough willing people waiting in the wings to keep the club going.

*Tim Stone*

I feel there are numerous folks in our club that are more than willing to begin helping the club in significant ways... if we would just ask! All it takes is a face to face conversation and bingo... a helping hand. Also, let's not complain about the lack of volunteer effort if the officers and actives are not making a concerted effort to recruit new help. If we need help then we need to be writing about it in the *Shaft* asking for it. If we need help, then we need to be asking all those new folks who are showing up each and every Sunday at Hurricane's. Let's stop complaining about a lack of help and begin asking our new folks to pitch in. It'll happen!

*Bill Koup*

What I am suggesting about volunteers is that the guaranteed way to sustain our club in the long run is to be good managers – to use the luxury of the financial success of the rally to get rid of the most onerous work, so we can spend our time being with our guests and enjoying our own rally. We really don't need to raise huge sums of money and have a 5 figure bank account.

We should also raise our money in a more balanced way, some from membership, some from the rally, rather than rely 100% on rally revenues and spend all our dues money being in the publishing business. That way, if we have a bad rally year it doesn't really screw up the club's finances.

*Dan Houck*

We really haven't had any meetings where we solicited volunteers for anything (except the birthday party and at Gary's)! We also have not requested help via the *Shaft* other

than the usual rally meeting info. So, I stand by my statement that we aren't doing an adequate job of recruiting.

Also, you are making things complicated with a tiered dues structure. I would much prefer a "flat" dues fee per household, and currently \$15 or possibly \$20 would be a good rate. If you live in that household you would be welcome at a club function. If you are single and bring a guest you too would not be concerned because you are paying the same amount. Keep it simple.

*Bill Koup*

I guess it's time for me to wade into the muck and give my two cents worth. I agree with Dan and Tim, the *Shaft* needs to be delivered, wherever possible, electronically. A phased approach probably is the best way to handle the transition. During the period between when the Houck's will no longer be able to perform this duty and the phase-out date, how do we handle delivery? Volunteer wise, I don't foresee the problems that Dan sees. As to my second stint as an officer, what can I say, I'm just a little slow.

*Ken Goode*

Well, it is time for me to stop lurking and put in my 2 cents. Phase out the newsletter but at the same time make our web site more user friendly so people can easily place want ads, announce upcoming events or whatever. If we ask for volunteers we will get them (or we could do it the US Army way!). We need to give the hard core club members (volunteers especially) some sign of appreciation and that could be an invitation only restaurant event after the rally.

*Robert Keene*

The ratio of active to passive club members in LOE BMW R is about what it is in most organizations of this type. I am neither surprised nor disturbed. The pool of volunteers is replenished as new members join. Robert has been successful in recruiting as have several others. It would be nice to get some younger folks but the average age of motorcycle buyers climbs every year. Not much we can do about demographics.

Third, if the newsletter can be done for \$1.85 per copy we can set the dues at \$20 and recover most of it. We could consider bi-monthly issues. Gino produced his *Dual Sport News* and I recall the annual fee was \$15 for 6 issues. I still favor the hard copy mail out. When you talk blithely about people with BMWs being easily able to afford computers, etc. try to remember that you are not exactly in the middle of the income distribution.

Fourth, time does march on (a little Zen) but the only things we need to worry about changing are those that have an impact on our activities. I guess, I would ask long time members if it is harder to get volunteers now than previously. If not, we have no problem. If so, then we can investigate the reasons and adjust our behavior.

*Mike McKee*

My suggestion regarding the newsletter and dues was this:

Announce ASAP when the last printed *Shaft* will be mailed to members. This could be as soon as 1/02 or maybe as far away as 7/02. But whatever we decide,

that's it, the printed form of the *Shaft* is history. Meanwhile leave the dues as is. However, if dues need to be adjusted, that's fine but make sure it remains a flat fee for every address. This may mean that more people in one household can participate than in say mine, but so what! I don't care and I don't think any of the rest of the club would care either.

*Bill Koup*

I agree completely with the above. Flat rate. Don't worry about if someone brings a guest. We don't want to police anything else. Dues are due at one point in the year – prorated for new memberships only. Don't impose any more work on the treasurer. As to the newsletter, I'm happy with electronic delivery. Works for me.

I'm a little worried about one of the comments I saw (I forget from who) regarding expanding the website ... That requires more volunteer work. It's a lot of work to keep something like that really up to date. Sure, we could have a site with classifieds and a better message board system, always up to date. But who has the time to write that volume of PERL for free?

The IBMWR started out as the INTERNET BMW Riders. No one there cares at all about people without internet service – being connected to the net was part of the plan from the beginning. We are not the Internet NM BMW Riders

A few words about IBMWR. I'm not currently on the list itself. But I am on the IBMWR admin list. The admin list consists of the people who worry about the website, the marketplace, copyright violations on the web, commercial misuse, do mailing list maintenance, T-shirt sales, etc. IBMWR is ~1500 people. The admins attempt to do almost nothing in terms of organized events – any organized event is done by a volunteer.

The admin list is about 20 people, some of who work very hard to keep things going (and some of who do little, or maintain a little corner of the site). The amount of work that goes into the site and the mailing list is substantial.

The guy who runs the IBMWR marketplace wrote a boatload of PERL to do it. He writes PERL for a living, working at a .com company somewhere. He's good at it, and it still took him a fair amount of work to make it go.

*Bryan Lally*

Certainly, among those of us who have been corresponding, there is general agreement that we can go to an electronic delivery system. Bill and Tim have so stated, and Lally is already on it. Ken supports it, I don't know about Robert.

I belong to two other similar groups and I can assure you this has become by far the most passive club I belong to. I think where we went wrong is that we became a publishing and social group and forgot the primary reason for being – riding and being with other active riders. I was really thrilled with Bill's idea for the Christmas Party. Everything we do should be about riding or we shouldn't be doing it. IMO we need to raise the bar such that the casual, newsletter readers and Christmas Party attenders will find better things to do with their time.

I agree with Bryan & Bill with the understanding that those who opt for electronic delivery should not have to

subsidize the publishing operation. A rational dues structure would be this: We determine a dues level that pays at least 50% of the ongoing overhead, not including the newsletter. We assume the remaining 50% comes from the rally. The total cost of publishing and delivery is charged in addition to this to those members who want the printed copy. Bryan is right, at least initially, that the shift to electronic should be modest. Going beyond this may involve some ongoing investment. We should initially work with what we have.

We don't need to imitate the IBMWR site although it is certainly an excellent example of how a group like this can communicate effectively, actually far better, on the internet versus print. At some point, we may want to incorporate some of that into our site.

A \$10 membership fee for general expenditure, assuming a matching \$10 raised from the rally, should be more than enough money for a club that focuses on riding, not big non-riding social events, charitable donations, and anything else which has nothing to do with riding. Using the \$15 benchmark for 6 issues mentioned by McKee, charging \$20 for newsletter delivery is hardly unreasonable. So, if you are electronic, it costs you \$10. If you are paper, you pay \$30.

IMO, the most logical transition point is when membership is renewed, but I also think it a good idea to offer this as a reduced-cost option to new members ASAP. If things follow true to form, there could be 40 or 50 of these by year end. That's a lot of people that if we could get them on electronic from the start, would support a larger, earlier shift to electronic. After further thought, I think my idea of rebating to existing members as an incentive to switch is probably too unwieldy, you are right.

Now if we could get a really complete email list, we could send news flashes out about changes or reminders of upcoming rides. Ken, how are we coming on our email list? Dave, could you post a very prominent reminder about contacting Ken with email address in each newsletter?

*Dan Houck*

Let me speak to the subject of volunteers, or lack thereof. In an organization that is working well there are fewer people who volunteer because they perceive the need to be small. You would be surprised at the numbers that volunteer when asked. For most people that is the first time they think there is a need. I only "volunteered" to set up the first Manzano Birthday Party because Bill asked me to do it. If he had not, I would have never known there was a need. We never have a problem filling up the signup sheets for the Rally. We simply ask.

Finally, a club is not an organic being. It is comprised of (individual) people who are members because they derive more utility from the club than what it costs them to be a member. Some of us like the social aspect. Some only want to ride. Some trailer their bikes to events. Some make use of the technical expertise in the club. Some just like to keep track of what their friends are doing. When the cost of membership exceeds the benefits of membership individuals will drop out.

*Mike McKee*



# On the Road

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

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

JUNE						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 CLASS in Denver
3	4	5	6	7	8	9 Bayard Camp 'N Ride
10	11	12	13	14	15	16
17	18	19	20	21	22	23 Red Rock Rendezvous
24	25	26	27	28	29	30

**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

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

## AND BEYOND...

**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](mailto:motorkeen@aol.com)) and Mike McKee (266-6118, [mckee@unm.edu](mailto:mckee@unm.edu)).

**Friday-Sunday, August 24-26**  
**Gallinas Camp 'N Ride, Capulin Volcano**  
 Ride leader Bill Koup, 856-7513 or [koup@swpc.com](mailto:koup@swpc.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

**Saturday-Sunday, May 12-13**

**Motorcycle Racing at Sandia Motorsports Park**

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

**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](http://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](http://www.tourexpo.com)

**Friday-Saturday, June 22-24**

**Red Rock Rendezvous, Panguitch, UT**

Beehive Beemers Motorcycle Club of Utah. Details from [www.beehive-beemers.org](http://www.beehive-beemers.org) or 801-575-6561.

**Saturday-Sunday, June 23-24**

**Motorcycle Racing at Sandia Motorsports Park**

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

**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](mailto: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.

**Saturday-Sunday, July 14-15**

**Motorcycle Racing at Sandia Motorsports Park**

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

**Thursday-Sunday, July 19-22**

**MOA National, Redmond, OR**

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

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

**Sturgis! SD**

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

**Saturday-Sunday, August 12**

**Motorcycle Racing at Sandia Motorsports Park**

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

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

**Sierracade, Cody, WY**

Call (800) 600-8969 or (307) 587-3247 or visit [www.megaenterprises.com](http://www.megaenterprises.com)

**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](mailto:Christophershea@home.com) or [www.wsbmwr.org](http://www.wsbmwr.org)

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## Road To Riley (& Beyond)

*by Robert Keen*

The bus stop in the middle of nowhere really did it for me! Having a sense of humor about life is a great benefit when your world consists of cows, played out mines and the raging Rio Salado. So someone added the sign and it fits perfectly. I love New Mexico.

And the road isn't bad either. Especially when it is dry and freshly graded and you and the bike are working well together. The more technical sections encourage you to improve handling skills while the easier portions allow either plenty of stop and go tourist time or 5th gear, lets pretend the KTM factory boys are close behind. In any case the ride is a joy, a jewel of a dual sport road that begs to be ridden both ways (with lunch in Magdalena of course) and many times. Find some riding buddies and enter via the west side of the Bernardo exit on I-25. Take the paved road past the RV park, cross the old metal bridge, hang the first right and follow the signs. Oh, do remember to watch out for the bus!

## 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, May 21st. Start typing!

## For Your Buying Pleasure

### FOR SALE

**1992 BMW R100GS** Bumblebee. 27k miles. Corbin seat. Piai lights. Hard bags, tail bags, tank bag. New tires. Olin shock. Cover. Tender. Excellent. Extras. \$6500.  
Call Clark in Santa Fe at 995-9521.

### 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.

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

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

**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

**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

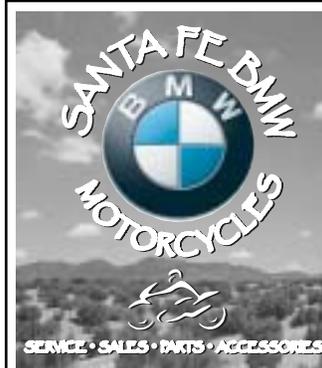
bryan@lally.org

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



*A great new motorcycling destination: the track! Check out the listings for the schedule. Photo by Mark Winslow*