

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

News from the Land of Enchantment BMW Riders • June 2001

## *Good Sport*

The BMW MOA has their annual mileage awards, and I'm always overwhelmed by the incredible distances some riders will travel to get to the top of the list. My favorite part of the mileage awards, though, is the Good Sport Award. It's awarded to the rider with the fewest miles, typically somebody who's sent overseas and stores their bike for a year, or breaks their legs in February. They get 100 miles in for the year, but their stories are always the best. Anyway, sans the story, I'm starting to feel like this year I'm up for the Good Sport Award.

A big pile of work and a bigger pile of bills are conspiring to keep me sitting in front of this computer for some time period stretching into the unknown future. My riding has been mostly a weekend "loop," but I've been pretty faithful about it.

It starts with a ride through the canyon to Cedar Crest and the old cigar shop. Old 66 is usually calm and empty on Sunday afternoon, and is a great way to clear out the cobwebs after a week at the desk. It's a brisk but not fast route avoiding the general insanity of I40, not to mention Officer Friendly scoping for warp drivers.

It's not the cigar shop any more, but they still have pretty good coffee and a friendly attitude, and there are still always bikes in the parking lot. It's oftentimes Squid Central, but for me it's more fun to hear about the slide-outs on the hairpins up toward the Crest and the Rangers looking for the morning bikers than to find out first hand. Knowing the weather and law enforcement conditions on the mountain can determine the remainder of the day's short ride.

If the Peak beckons, well, I don't have to describe the ride to you. Early in the year, though, it's a great way to brush up on the rusty riding skills, get back into the swing of moving around on the bike, and get a little adrenaline rush with relatively little danger. After all, we BMW riders don't partake of those crazy stunts the rice burners pull, do we? It's all about honing our skills for us, I'm sure, and knee dragging isn't an issue. My tires aren't sticky enough for that anyway.

If it's not the mountain, then it's usually Madrid, and the name of that game is the journey, not the destination. Sometimes I'll stop there for an overpriced

mocayuppiechino (though the coffee ice cubes are something Starbuck's could learn from), but most often I'll just cruise the drag, check out the hippie chicks, and head back the way I came. The short ride through the hills and the empty road is a great way to find some proper perspective.

Occasionally I'll head across the dirt road to Santo Domingo and I25, but only if my bike's already dirty. It always amazes me that someplace so empty can be so close to a city. I love to stop half way across, listen to all the nothing, and look at all the emptiness. Must be a Zen kind of thing. It's about as alone as I ever get.

Otherwise, I head back through Cedar Crest, back up 66 and onto the highway just outside of Albuquerque. I blow the dust out of the pistons through town and up Nine Mile Hill (especially up the hill, it's a rush to blast past all the trucks trying to climb the highway!). Then it's back down 66 from the other direction, cruising the drag with all the lowriders and profiling with that distinctive K75 vacuum-like whine. I rationalize that all the bugs and dirt on my bike are even cooler than the shining chrome and inch-deep paint jobs because it looks like I just got back from a trip to Oklahoma or something. Certainly not because I never wash my bike.

Anyway, descending into the city from the top of the hill is still one of my most favorite rides for the view of the Sandias and the Monzanos. And following Central back to my house always finds the most interesting looking people.

So even though I may grab the Good Sport Award this year, I'm trying to have as good a time as possible doing it. Hopefully I'll get a chance to see you all at a Chama ride or something too, but until then be sure to stop by the cigar shop on Sunday afternoon.

*David Wilson, Editor*

## *Welcome New Members!*

Please welcome Ben Zimmerman and John Abercrombie of Albuquerque, Pascal Pierme and Dennis Lee of Santa Fe and Mike & Dara Steinzig of Los Alamos. It's great to have you with us!

# The R80GS Project Bike

by Ralph "Baja Rafa" Nevis

In 92 I took my GS80 into Marty's BMW in Torrance Ca. for service. Anne the owner asked me if I had ridden the GS100. I said no, and she offered me a demo ride. Big mistake. I hadn't gone two or three miles when I knew I needed a new bike. We drew up the proper papers as soon as I got back to the shop.

To cover expenses I sold my ST80 and the GS80. I sold the GS80 to an old riding buddy, a really nice guy. I shed a tear the day the 800 rolled out of my garage. Unfortunately, the new owner was a hard riding 260 pounder that had no means or ability to maintain the bike. I soon found that the GS100 was a much better road bike, but was much too big off road. With the 80 I could do figure eights on the beach at Pismo. I wouldn't even think of it on the 100. The GS100 is about 100lbs heavier than the GS80, and I have trouble lifting the 80.

So, about eight years later, after I had moved out of state to Santa Fe, I offered to buy back the 800 for what the guy had paid for it, sight unseen. The bike wasn't rolling. We had to put a shovel handle thru the spokes and lift it off the truck. The rear-diff was blown out. The seat was bungied on. The PD tank was dented. The

bike had been run into the ground and left for dead. Upon seeing the bike, I thought about backing out of the deal, but I had given my word.

A local support group had grown up among the BMW riders, and a phone call went out to Mark Smith. Mark had helped me out before, and the bike went straight to his house. Additional consulting above and beyond the call of duty was provided by John Desko, and TJ Carr. In the Albuquerque area when things are not going right the man everyone calls on for help is TJ, our local guru.

The valves and valve seats were burned and the heads were sent to Oak Okleshen (708-748-8151). The frame was cleaned and powder coated Marlboro Racing Red. The exhaust pipe was lowered and a Supertrapp silencer was added per a John Desko design. A full sized BMW side case was added on the left side. The design on the Dakar tank was changed to a Baja motif ( I hardly ever get over to Africa) by Bobbo (505-884-1300). Bobbo in addition to lettering and cartoons, paints tanks and fenders, does striping and flames. Mark completely disassembled the bike, shimmed the tranny, replaced the drive shaft, bead blasted parts, added steel braided brake lines, cleaned all the electrical connections, etc. etc. He actually took over the complete restoration project. In July, it will be two years the project has been going on. Thank you Mark!

Thanks to all the good people who contributed to the restoration of my old pal . I can actually touch the ground with both feet flat. I can pop it up on the center stand without straining a gut. It looks so good and clean now, that I kinda hate taking it off road, but that's what the GS was built to do. Maybe I'll put on the smaller stock tank?



# Towards a Less Laborious, More Fun Rally for the Volunteers

By Dan Houck

Because the “great debate” published in last month’s Shaft mixed up two entirely different topics, the newsletter and the rally, I thought I would further explain my proposal regarding the latter.

First a little background: The club’s annual Sipapu rally involves a lot of different tasks, some of which require significant physical labor. Everyone knows about the fun stuff—sitting in the registration room signing people in and selling T-shirts and cups, and greeting fellow motorcyclists from the club and all over. There’s never a shortage of volunteers for that.

But that is literally the tip of the iceberg.

Months before rally day, a small group of dedicated club members goes to work. The T-shirts are designed and arrangements made to have hundreds printed up. Dozens of door prizes are rounded up. A big mailing is sent out to previous rally registrants inviting them to return. Arrangements for transporting coffee makers, cookers, utensils, heavy boxes of shirts, door prizes, literature, and tubs of chili are made. Large quantities of food, coffee and supplies are bought and transported.

A group gathers at Gary Oleson’s place each year on Labor Day to cook up huge tubs of the Friday night chili snack. These are hauled off to various members’ freezers.

On Thursday morning before the rally starts, all the stuff is loaded into a trailer for transport to Sipapu. There it must all be unloaded. The heavy pots of chili are hauled up several flights of stairs and put into the freezers at the lodge. The rest of the stuff is taken to the club cabin or registration room.

Very early Friday morning, and for the next two mornings as well, volunteers get up and make huge quantities of coffee in the wee hours of the morning. Pots must be cleaned and filled with water, then carried to the main lodge room where the coffee is made. Particularly on Saturday and Sunday, the early morning pace is frantic and there is constant cleaning and refilling pots.

On Friday night, the volunteers haul the chili back downstairs where it is dumped into the cookers and heated up. The chili is then served in the lodge, leaving a mess of dirty containers and cookers to be cleaned before the club party. This also involves a lot of work getting ready for and cleaning up afterwards, much of it done by the same people.

If this sounds like a lot of work, that’s because it is. Our rally has grown immensely over the past 3 years, and the level of labor required to sustain it has also grown. There are nearly 500 guests now yet we still manage pretty much the same way we did when we had just 200. But the number of volunteers hasn’t increased that much.

That’s why I suggested we recognize the job has gotten a lot bigger and get some outside help this year. At first, I proposed we contract the entire Friday night snack and coffee operation to Sipapu Lodge. Yes, this would have seriously cut our rally profits but it would have also gotten rid of the two most labor intensive and physically tiring operations.

Those dedicated volunteers I noted earlier feel pretty strongly that if the rally is to have our “stamp” on it, we need to maintain our traditions of the endless coffee cup and the Friday night Chili. They felt those had to be “hands on”.

OK, I said, that seems reasonable. So let’s just hire ourselves some local helpers for things like moving the chili around and heating it up, cleaning up afterwards and helping the volunteers with the chili, the Friday night club party and the Saturday and Sunday morning coffee rush. Club volunteers would still be in charge and out front, but they would have some paid, and thus guaranteed, help with the hauling, pot scrubbing and clean up.

Even with generous hourly rates, the estimated total cost would not exceed 10-15% of our rally profits. This would provide helpers during all the heavy work periods, greatly reduce volunteer fatigue, and end the current situation where some club members are still cleaning up the chili mess Friday evening while everyone else enjoys the party.

Everyone agrees money is not the issue. The club treasury is bulging. Some people are talking about giving some of it away even. We can well afford to give up a little rally profit to buy some help. Yet, this proposal was brushed aside because somehow it would also negatively impact our “quality product.” I confess I just haven’t been able to figure that one out and those who held this view weren’t willing to discuss or explain it.

What got all this started is that Ann and I noticed we were pretty worn out after the last several rallies. Others have said they have felt the same way. We saw that people tend to help out with chili and coffee one year and then don’t return. We thought that reducing the heavy labor required of volunteers might make recruiting and retention easier.

There really was no intention to create a big “debate” or upset although a few people took it that way. Because the second more limited proposal seemed so rational and doable, I got very enthusiastic in advocating it. If that offended anyone, I apologize.

I just noticed that the rally was getting pretty big and tiring and tried to step back and take a fresh look and sort out the essential work that club members should do from other work that could be farmed out to make the job easier at modest cost. And then proposed several ways to do it.

The rally belongs to all of us, particularly those who volunteer for it. I’m putting this out in this forum specifically to give those who are not on the rally committee but who work at the rally an opportunity to share your views.

If you are planning on volunteering this year for chili, peak-time coffee and club party duties what do you think? If you volunteered in the past for these jobs and haven’t come back would you share what that was about with the rest of us?

One of the things I hope to see come out of this is a greater awareness in the club about what goes into this  
*(continued on next page)*

rally and more interest in being a part of it. I can assure you some of the regulars would really appreciate a helping hand this year!

You can email your comments to Robert Keen, Rally Committee Chair at: motorkeen@aol.com or to me at danhouck@uswest.net. Let us hear from you!

*And now for something completely different:*

## Stolen Cortech jackets

*From the VFR list. 4/15/01*

April 13 - (Calabasas Hills, CA) On Sunday evening, April 7th, armed gunmen broke into a guarded, Wilmington, Calif. trucking storage yard and stole two overseas containers, one of which held 2,000 Tour Master Cortech® Sport Jackets.

The yard holds recently-arrived overseas shipments awaiting delivery to their final destinations, and is under 24-hour security. But the gunmen subdued the guard on duty and held him for three hours while they ransacked the yard's containers to find what they wanted.

Trying to make the best of the situation, and with characteristic humor, Phil Bellomy, Vice President and Partner of Helmet House, Inc., the Calabasas Hills, Calif.-based importer of the Tour Master line of motorcycle apparel, said, "We knew Tour Master's popularity was really growing, but I guess this definitely makes us the 'hottest' jackets in the industry now."

## Tennessee Cops

**Motorcycle incidents may prompt city to disband police department** *from the VFR list. 4/20/01*

PICKERINGTON, Ohio – A Tennessee police department with a recent history of run-ins with motorcyclists may soon be out of business as a result of those tragic incidents, the American Motorcyclist Association (AMA) reports.

The City commission of Rockford, a town of 650 residents in Blount County about 15 miles south of Knoxville, is expected to decide May 3 whether to disband its four-member police force following two incidents that left one motorcyclist seriously injured and another dead.

Those cases already have left one Rockford police officer under investigation for possible criminal charges and have prompted the Blount County Sheriff's Department to end its mutual-aid agreement with the Rockford Police Department. In addition, the sheriff's department and the Rockford police face civil lawsuits over the actions of the city's officers.

The most recent incident involving a motorcyclist and a Rockford police officer occurred March 10. Rockford Police Sgt. James R. Johnson was on old Knoxville Highway when he got a report from a Blount County deputy that a speeding motorcyclist was coming up behind him.

Johnson told investigators he turned on his emergency lights when he saw the motorcycle approaching, hoping to get the rider to slow down. Instead, Johnson said, the rider lost control of his machine, hit a guard rail and then slid into the police cruiser.

The motorcyclist, Philip Laton, 27, a father of three and a corrections officer at the Juvenile Detention Center in Knoxville, was killed instantly.

Based on Johnson's report, it appeared to be a tragic

accident. But then a witness came forward to say that the police cruiser had swerved into the path of the approaching motorcycle, killing Laton. A Highway Patrol trooper investigating the fatality said videotape from a camera mounted on Johnson's cruiser confirmed the witness' account.

Johnson was immediately placed on paid leave and faces possible criminal prosecution. Meanwhile, a \$3 million wrongful death lawsuit has been filed against the Blount County Sheriff's Department and the Rockford Police Department.

Just five weeks earlier, a motorcyclist was seriously injured following a high-speed chase involving another Rockford police officer. James B. Riddle, 19, of Maryville, Tenn., suffered near-fatal injuries in a crash after he was pursued along Old Knoxville Highway.

Those incidents followed a crash in May of last year in which Jennifer L. Bean of Rockford was killed when her car was hit by a Rockford police vehicle.

## Vaseline Biker

**Off color humor – consider this a warning!**

*from Ralph Nevis*

A young man has always dreamed on owning a Harley Davidson. One day he has finally saved up enough money so he goes down to the dealer. After picking out the perfect bike the dealer warns him that if he leaves his Harley in the rain the chrome has a tendency to rust. He tells the young man an old biker's trick is to keep a jar of Vaseline handy and smear it on the chrome if the bike must be left out in the rain.

A few months later the young man meets a woman and falls in love. She asks him to come home and meet her parents over dinner. He readily agrees and the date is set. At the appointed time he picks her up on his Harley and they ride to her parents house. Before they go in she tells him that they have a family tradition that whoever speaks first after dinner must do the dishes.

After a delicious dinner everyone sits in silence waiting for the first person to break and get stuck doing the dishes. After a long fifteen minutes the young man decides to speed things up so he reaches over and kisses the woman in front of her family.

And no one says a word...! Next he decides to take a more direct approach so he throws her on the table and has sex with her in front of everyone. And still no one says a word!

Now he is getting desperate, so he grabs her mother and throws her on the table. They have even wilder sex. But no one says a word!!! By now he is getting very worried and is wondering what to do next when he hears thunder in the distance. His first thought is to protect the chrome on his Harley, so he reaches in his pocket and pulls out the Vaseline.

And the father says, "Okay dammit, I'll do the dishes."



# On the Road

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 School in TX, FSSNOC in AK		
17 Alaska Rendezvous	18	19	20	21	22 23 Red Rock Rendezvous	
24 	25	26	27	28	29	30

**Friday, June 1**  
**CLASS, Denver**  
 Call (805) 933-9936 or go to [www.classrides.com](http://www.classrides.com) for details.

**Friday-Sunday, June 8-10**  
**Bayard Camp 'N Ride**  
 See the story following the listings, y'all'r gonna luv it! Ride leader Gary Cade, contact him at 296-4052 or [gcade@da2nd.state.nm.us](mailto:gcade@da2nd.state.nm.us)

**Sunday, June 24**  
**Jemez loop**  
 Ride leader Doug Guinn, 831-5238 or [jguinn50@aol.com](mailto:jguinn50@aol.com)

JULY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7 
8	9	10	11	12 13 14 Top 'O Rockies, AMA Vintage		
15 MC Racing	16	17	18	19 20 21 MOA National, Redmond, OR		
22 	23	24	25	26	27	28
29	30	31				

**Saturday, July 7**  
**Spike's Place lunch**  
 A business meeting in Santa Fe will be followed by a ride through the Jemez and lunch at Spike's Place. See the story following the ride listings. Ride leader Tim Stone, 343-8396 or [tstone1@ix.netcom.com](mailto:tstone1@ix.netcom.com)

**Sunday, July 22**  
**LOE National (Pueblo Pintado loop)**

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...

**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@swcp.com](mailto:koup@swcp.com)

**Friday-Sunday, September 7-9**  
**Bavarian Mountain Weekend, Sipapu**  
 The Big One! Rally meisters Robert Keen (883-4813,

## 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.

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-Friday, June 4-8**

**The Great Western Posse, Kingman, AZ**

2000 mile tour begins and ends in Kingman. Call (800) 600-8969 for details.

**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-Sunday, June 8-10**

**CMA Oklahoma State Rally**

Call Ed (405) 842-8579 or Larry (918) 437-6568 for details.

**Thursday-Friday, June 14-15**

**California Superbike School 2-day Camp, TX**

At Motorsports Ranch, TX. Contact (818) 841-7661 or [www.superbikeschool.com](http://www.superbikeschool.com) for details.

**Friday-Monday, June 15-18**

**FSSNOC Long Rider Rendezvous, Tok, AK**

Contact (620) 663-1869 or [www.themilepost.com](http://www.themilepost.com) for details. Also check (907) 929-2200 for an official Alaska State Visitors Guide.

**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 in scenic Ohio, the AMA's annual event. Call (614) 856-1900 or go to [www.amadirectlink.com](http://www.amadirectlink.com) 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)

**Sunday, July 22**

**Route 66 West Gateway Celebration**

2 to 6pm at the Tumbleweed Restaurant parking lot on west Central near 98 St. Part of the Rt 66 anniversary celebration.

**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

**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)

**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.

**August**

**100,000 Foot Ride, Colorado**

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

**Wednesday-Sunday, September 19-23**

**Golden Aspen Rally, Ruidoso, NM**

Call (800) 452-8045 or visit [www.motorcyclerrally.com](http://www.motorcyclerrally.com)

---

## ***Bayard Camp 'N Ride***

**Bayard/Grant County, June 7-10**

*by Gary Cade*

The Grant County Camp 'n Ride is a chance to see another part of the state than we typically ride in. My sister and I own a house in Bayard, ten miles east of Silver City, in the southwestern part of the state. The house is very small but people are welcome to camp in the big adjoining garden and use the facilities inside. (My family and I will be sleeping in the beds in the house.) We can get some bikes and/or campers in the carport and garage if necessary.

There are many ways to get there. I usually take I-25 to Caballo Lake and then over the Black Range on NM 152 – great mountain twisties but narrow and watch out for rocks and gravel on the road near the pass. You can also go via Hatch/Deming/Bayard and miss all the curves. A longer, but scenic, way is I-25 to Socorro, then US 60 to Datil, NM12 to Reserve and US 180 to Silver City and Bayard. Another option is the above route, but at Reserve turn west on US 180 to Luna and add US 191 (!!!) from Alpine to Morenci/Clifton Arizona, then back over the divide on Highway 78 to Mule Creek and then east to Bayard on US 180 from there. For the dual sport riders (I've never ridden or driven the road, so can't knowingly advise you—it's your choice) a possibility is US 60 past Magdalena, then south on NM 52 (dirt roads) to Beaverhead and Mimbres, NM. From there it's about 25 miles of pavement to Bayard.

From Bayard it's about 50 miles to the Gila Cliff Dwellings National Monument – all paved mountain roads and really interesting. There are lots of natural hot springs in that area too. On the way back you can continue the "Inner Loop" road (NM15/35/152) to Silver City which is on its way to becoming "Baja Taos" with lots of art galleries and coffee shops but not much else besides a giant Walmart if you need to buy anything useful. Western New Mexico University has the world's premier collection of the very stylized black and white antique Mimbreno Indian pottery. Silver City is an old ranching and mining town where Billy the Kid, at age 12, killed his first man. Deming is 40 miles south if anyone wants service at Deming Cycle Center.

There are mines all over the area, two of which are open pit for copper where HUGE 200-250 ton trucks and steam shovels are used. Virtually all of the underground mines are now shut in waiting for the prices of lead and zinc and silver to rise. Pinos Altos is an old gold mining town about 10 miles north of Silver City. The "Buckhorn" saloon there had great food, but I haven't eaten there in years so can't tell you what it's like now. If you like "ghost towns," a walk around the town is interesting. Another "ghost town" is Mogollon, via US 180 to Glenwood/Alma, then NM 159

east. There are dirt roads east from Mogollon that supposedly connect up to the route coming down from Datil and back to Mimbres and Bayard on the "Big Loop, or "Outer Loop" road. Since I last lived in Grant County during the Pleistocene era, I suggest you check your Roads of New Mexico book for more details and call the Forest Service or Highway Department before trying this route.

This whole area is around the Gila National Forest so there are lots of other roads – many are unpaved – of varying quality to try. Elevation is from about 5500 feet up with mountains in every direction except south toward Mexico – Columbus/Palomas is 90 miles away if you're interested. Our house is at 401 South Railroad, directly east (across the railroad tracks) from the village hall. If you can't find it, or want to leave a number for the folks at home, the phone number is 537-3771. If you want any other information call or e-mail me (296-4052/841-7152, [gkcc@swcp.com](mailto:gkcc@swcp.com) or [gcade@da2nd.state.nm.us](mailto:gcade@da2nd.state.nm.us)).

---

## ***Biz Meeting/Jemez Ride***

**Saturday, July 7th**

It's time for a business meeting, and this time we actually have business to take care of. A proposal for the future of the newsletter will be up for discussion, and come prepared to make your nomination for a new club vice president. Mike McKee has resigned as president for personal reasons. Robert Keen has taken over as club President, leaving an officer vacancy.

The ride will leave the Phillips 66 station at Tramway and I-25 at 8:45am. We will ride up I-25 to Santa Fe, and meet members from the northern part of the state at Santa Fe BMW. Ed Lind at Santa Fe BMW will be providing doughnuts and coffee to keep us all awake for the meeting. The club meeting will start at 10:00am.

After the meeting, the ride will continue up to the Jemez. We'll stop at Spike's for lunch, and after lunch most of the group will go back to Albuquerque through Jemez Springs.

---

## ***Dear Editor***

I recently received my printed copy of the May issue of the *Legendary Shaft*. I was rather surprised by and then upset to read *The Great Newsletter Debate*. Although I have only been a member of the LOE BMW R for 2 years now, I have participated in many club events and I have enjoyed them. The members are friendly, helpful, and very diverse.

When I joined the club, I thought the purpose of the club was to get together with other people who had a common interest in riding, talking about, working on, and otherwise enjoying those wonderful machines – BMW motorcycles. Reading the last newsletter, I wondered if there was another purpose – defining and categorizing people by socio-economic groups. I certainly hope not.

I don't understand the talk about the cost of printing a newsletter putting the club in a financial bind and needing to put the club on a "sounder financial footing."

At all the meetings I have attended, the treasurer reports that we have more money than we have projects. Sometimes we have even been asked for

suggestions for how to spend it. I don't have a problem with spending some of it on subsidizing the newsletter. If that really is a big problem, I would agree with Bill Koup. We should charge a flat membership rate of \$20 per household rather than a different amount for the Internet users and the ones who receive a hard copy. It is divisive rather than unifying to identify people as "haves" or "have nots."

I am someone who wants to have the newsletter easily available to refer to at odd moments. I often look at the calendar as I am thinking about the upcoming week or weekend. I want to project what the week or month might look like and a ride on the weekend is something to factor in. I would not go through the gyrations necessary to go look up the website each time I had a simple question, but I do look at my newsletter. I refer to it several times a month.

If the proponents of a virtual newsletter win this debate, perhaps there is another alternative to consider. Dan Houck is says that it takes next to no effort or time to print a copy straight from his computer. Maybe he would be willing to print out a timely, color copy of each month's online newsletter, complete with additional pages and photographs and send it out to those who still want a hard copy. I would bet those people could send him \$5-10 to cover what he has projected to be the shortfall between the costs and the dues.

*Lynn L. Coburn*

---

## ***More Traveled Road Tales***

*by Robert Keen*

Controversy? In this club? Who would have thought? Anyway, what we are experiencing now has a long and storied history. For example, Article 9, Section 9.2 of the original BY-LAWS: "No member of the Organization may wear or carry on their person firearms on club rides or other activities". Anyone want to enforce that in light of conflicting NM and US laws? And, another point of contention arose with the issue of mandatory helmet usage during club rides. An attempt to force members to wear helmets was eventually dropped. Any group will have disagreements and ours is no exception.

And now back to our regularly scheduled club history. 1983 begins with the first Progressive Breakfast and second election of officers.

The lucky winners were: George Blanford – President, Milli Conzett – Vice-President, Kent Christiansen – Treasurer, Karen Peterson and Ruth Blanford – Newsletter Editors, and Bob Caruthers and Steve Shepherd – Road Captains. The membership totaled 24 and the treasury balance was \$156.20. No comment!

Riding events included an April overnight in Big Bend, the ever popular Jemez loop, another overnight in the Gila, a day ride to Taos, a Cloudfroft campout with the El Paso Sunbeemers and the PITS rally in Cornville, Arizona. Attendees at the last event included George and Ruth Blanford, Bob and Martha Caruthers, John and Milli Conzett, Dennis and Salinas Phillips, Steve Shepherd and Steve Mounce. It was reported that a good time was had by most.

### **Classified ads from the past.**

1977 R100RS, excellent condition with 8.2:1 pistons, light weight wrist pins, new style drive shaft, new timing chain, clutch, steering head bearings and wheel bearings, Konis, Michelins and more. \$4200.

1979 R65, excellent condition, silver/beige, 20K, Wixom bags, Euro bars, \$2500.

(no year given) R75/6, 32K, blue with white fairing and bags. \$2400.

This takes us through the first half of the year. Stay tuned for further developments.

---

## ***More Biker Wisdom***

Good coffee should be indistinguishable from 50 weight motor oil.

The best alarm clock is sunshine on chrome.

Learn to do counter-intuitive things that may someday save your butt.

The twisties – not the superslabs – separate the riders from the squids.

When you're riding lead-don't spit.

If you really want to know what's going on, watch what's happening at least five cars ahead.

Don't make a reputation you'll have to live down or run away from later.

If the person in the next lane at the stoplight rolls up the window and locks the door, support their view of life by snarling at them.

A friend is someone who'll get out of bed at 2am to drive his pickup to the middle of nowhere to get you when you're broken down.

If she changes her oil more than she changes her mind-follow her.

Catching a Junebug or yellowjacket in your goggles or honeybee down your shirt at 70mph can double your vocabulary.

If you want to get somewhere before sundown, you can't stop at every tavern.

There's something ugly about a new bike on a trailer.

Hunger can make even roadkill taste good.

You have to be smart enough to understand the rules of motorcycling, and dumb enough to think the game's important.

Don't lead the pack if you don't know where you're going.

Sleep with one arm through the spokes and keep your pants on.

Practice wrenching on your own bike.

Everyone crashes. Some get back on. Some don't. Some can't.

Beware the rider who says the bike never breaks down.

Some bikes run on 99-octane ego.

Owning two bikes is useful because at least one can be raided for parts at any given time.

You'll know she loves you if she offers to let you ride her bike.

Don't do it and she'll love you even more.

Don't argue with an 18-wheeler.

Never be ashamed to unlearn an old habit.

Maintenance is as much art as it is science.

## 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 July issue is Monday, June 18th. Start typing!

## For Your Buying Pleasure

### FOR SALE

**1998 BMW K1200RS** 10,148 miles. Dolphin Blue, hard bags, the largest Givi tail trunk, tank bag, trick driving lights. Excellent condition. Asking \$12,000.

Call Andy at 898-0777.

**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: 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



Sales, Service, Parts  
BMW Riders Wear

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

Service • Sales • Parts • Accessories

www.santafebmw.com

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



### DEMING CYCLE CENTER

HONDA - YAMAHA - MOTO GUZZI - BMW  
POLARIS

DON S. CAMERON • OWNER  
JEFF KEELER • MANAGER

820 EAST SPRUCE  
DEMING, NM 88030

## FOR THE WORLD AHEAD.

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

**MOTORSPORT**  
LIFE IS ONE VICIOUS CYCLE AFTER ANOTHER.

1-800-750-9007

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



# The Rear View

<http://www.zzz.com.ru/81.html>

Think what must be inside the person's head if he managed to invent this: a monocyte capable of moving at 100 miles per hour with the driver seat located inside the wheel! Just take a look at the picture and you'll understand what I mean when I say a "vehicle for crazy people".

Fortunately, the inventor, Kerry McLean, decided that the driver mustn't rotate along with the wheel and should sit still. That's why the monocyte is actually comprised of two wheels: internal and external. The source I used to prepare this report doesn't contain much info, so I don't understand how this vehicle ultimately works. The phrase "the external wheel is driven by the internal one" only confused me and I have no idea how the internal wheel is connected to the 40 horsepower snowmobile engine located... well, you see where it is located. I hope it's not very hot when it's running.

The monocyte made of a four-foot-tall tractor tire has no steering wheel at all. It is steered by shifting the driver's weight and leaning the machine. Kerry McLean says that braking isn't difficult either; the vehicle can be stopped by toppling. However, it's impossible to get rid of the inertia, so the driver does spin in the wheel slightly when he stops or accelerates. This is planned to be fixed in the future models.

In spite of the crazy design, Kerry claims this monocyte road legal. It has lights and number plates and is licensed as a motorcycle. Although I have already said that the theoret-



ical top speed of the vehicle is 100 mph, the inventor could only reach 57. He doesn't say why, but maybe he was just scared? Anyway, he is determined to reach 100 mph and break the monocyte speed record.

What do you think about this vehicle? Are you brave enough to tear at full speed of 100 mph sitting inside one wheel with your ass only a few centimeters above the asphalt?