

the Legendary SHAFT

News from the Land of Enchantment BMW Riders • July 2001

Fast & Furious

Today I went to the track for the second time this year, and had an absolute blast – again. Albuquerque has become the lucky home to a high-class race track. And even more rare, the host of regular motorcycle racing. Judging by the quality I've seen on my trips there so far, it stands up to anything other than pure factory racing. The riding is fast and furious (and, unlike the movie, legal), I recommend you should go check it out.

The reason I say that isn't because I want everybody to "share my experience," though it's been a great one, but because there weren't a whole lot of spectators there today, and it would be a real bummer to let this opportunity slip by. I don't know all the financial ins and outs of the track, but I do know that if people don't show up there won't be much racing going on.

To me, watching a good motorcycle race is like watching a ballet, and the twisty track at Sandia Motorsports creates

plenty of opportunity for that. The turns require far more finesse than horse power. Today I got to see a 125cc single beat a field of big twins, a rider penalized into starting the race backwards (!) win handily, a stunning new rider who rode away with every race he entered, and Allen Gray almost win a race with only one of his Buell's cylinders. And I got a great tan in the deal.

I can't recommend enough showing support for this great venue, and having an exciting afternoon watching what I consider the most exciting motorsport.

Racing dates are listed in the *Shaft*. Duels starts at 11am and go to about 2:30pm. Entry is \$10, or \$15 with



a pit pass. Food and drinks are available, but you might want to bring some water with you – there's not a lot of shade up there. Also, don't forget to check out the bike show in the parking lot.

Oh yeah, and try to control yourself on the ride home.

David Wilson, Editor

A Day at the Races: Left: The pack hits the first corner. Above: The informal parking lot bike display.



Summer Scenes

Here are some shots of rides taken this season and club get-togethers. Send in some of yours!



Far right: The Progressive Breakfast in January. Bikes, bikes and weird cars too.
Above right: The MSF course in March, because you can never know too much.
Left: The Planning Meeting in February, where all these great rides start.
Above left: Caballo Lake in

April, the first campout of the year. It's never too early to barbecue!
Above: The new kid on the block, Ed Lind and Santa Fe BMW. All the new bikes and accessories – all BMW.
Left: Orilla Verde Camp 'N Ride in May. A whole lotta nothing is sometimes the most beautiful thing in the world.

Paperless Delivery of the Shaft

by Dan Houck

For some time now, LOE BMW R has had a web site on which the *Shaft*, in PDF format, has been posted. There are other items on the site including a calendar, a bulletin board, stuff about the club and links.

As the club has grown, and postage and printing costs continue to escalate, getting out a hard copy of the *Shaft* has consumed increasing volunteer time and club money. Volunteers now produce camera ready copy, drop off and pick up at printer, fold, make up an address file every month, label and stamp, and drop at the post office. For the most part, the same people have been doing this job for years.

The expense of paying someone to do all this would put the newsletter cost at nearly \$2 per copy. It is currently costing about \$1.10 per copy, essentially costing most of the club's dues income. This expense does buy us a very high-quality black and white printed version that is much nicer than the previous photo copied version.

Money might be saved copying instead of printing, but at the expense of quality. And someone would still need to do all the other work associated with getting it in member's mailboxes.

A number of members initiated a shift to electronic delivery a few months ago, electing to get the *Shaft* directly off the web site. That group has been expanding steadily.

This has some significant advantages for the user:

1. You get the *Shaft* 7-10 days sooner, hence fresher. In the past, the lag between camera-ready and arrival in the mailbox has been as much as 10 days. Late breaking changes or early-scheduled events often happened before or on the day the *Shaft* arrived.

2. Using an inexpensive color printer, you get the *Shaft*

in its full-color glory if they want a hard copy. Otherwise, a black and white printer produces a very high-quality print, similar to the current printed hard copy.

3. The on-line *Shaft* is less length-limited than the printed version. There is a big jump in both printing costs and postage costs if the *Shaft* exceeds the current 4-page limit which is made up of two 11"x17" pages printed both sides.

4. Coming to the web site to retrieve the *Shaft* also plugs you into the other information that is reported there, such as changes in scheduled rides and proposals for additional rides.

5. If the dues money is no longer being spent on the hard copy, it can be put to other uses and/or dues could be considerably reduced at no net cost to the club.

There's no free lunch, however, and, as debated last month, there are some disadvantages.

1. A few may not have internet service or email. While the cost of this has dropped so drastically that a basic set up can be bought for about \$600, some may find this burdensome. Others may not like the internet for personal reasons.

2. Some members like to collect the printed *Shaft*. With this change, you'll have to print a copy first in order to collect it. But you could still have your own collection.

Some concern has been raised that eliminating the printed *Shaft* would somehow make the club less cohesive. But, as noted previously, we have several role models that suggest that is not the case, the big one being the Internet BMW Riders, a very active, highly ride-oriented group that has a very developed web site that is the main channel of communication. There is no printed newsletter.

With that summary in mind, here is my basic concept with several alternatives:

Basic Proposal: *Electronic delivery starting next year.*

The *Shaft* would continue to be printed until the end of December, which also coincides with the end of the membership year. Over the next seven months, conversion to electronic delivery would be voluntary. During this period, we would focus on making further improvements to the web site and compiling a much more complete email address list of the membership.

As of January 1, 2002, there would no longer be a printed *Shaft*. New and renewing members would be emailed the site address and password. The password would change annually.

Those who don't have internet service would have to rely on club friends or organize a volunteer effort to provide copies to themselves and the few others in a similar situation.

Dues could be significantly reduced. A new flat dues rate of \$10 per household has been proposed. This should be ample to pay the (now sharply reduced) operating cost of the club plus provide additional money for maintaining the web site.

After January 1, you would go to the web site to read the newsletter, post messages, check the calendar, post late-breaking schedule changes, propose additional activities (such as a spur of the moment day ride or camping trip), and the like. Pretty much like IBMWR operates now, but on a smaller level.

Alternative 1: *Continue current situation but recruit new volunteers and give electronic delivery members a reduced membership rate.*

As it stands now, most club dues go to subsidize newsletter publishing and most club funds are raised at the rally. Both the rally and the newsletter operation rest on the shoulders of a relatively small group of people who volunteer year after year. For the most part, this group has

already made the switch to electronic delivery of the *Shaft*.

If it is decided to continue with our current practice, it seems only fair that (1) volunteers to handle the monthly publishing of the *Shaft* be produced from the ranks of those who actually want hard copies; and (2) those who opt for electronic delivery pay lower dues next year.

Alternative 2: *Receiving printed Shaft as an option with the member paying the entire cost.*

It is assumed here the distribution of the *Shaft* will be primary electronic with a minority continuing to receive the printed *Shaft*. Bearing in mind the per-copy cost will increase as the number sent decreases, this could be handled in two ways:

A. All work hired out: For planning purposes, it should be assumed this will cost about \$2 per copy or around \$24 per year, which would be added to the \$10 base membership cost. Volunteer labor would be limited to producing a camera-ready and getting it to the printer/printer, and generating a monthly mailing label file, which would be emailed to the printer/printer. The mail house would do the rest.



B. This variation of Alternative 2 would continue the current practice that relies much more on volunteer labor for hand carrying, folding, addressing, stamping and taking to the post office. Assuming less expensive photocopying is used, the cost would be about \$1.25 per issue or about \$15 per year, again which would again be added to the base dues.

This would result in dues being only slightly more than current levels but would also require those of you who want to have a printed copy be willing to organize among yourselves and provide the volunteer labor to get the printed *Shaft* out every month.

This should suffice to get the debate started. Please email Robert Keen at motorkeen@aol.com or Dan Houck @ danhouck@uswest.net with your constructive comments and suggestions.




On the Road

JULY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7 
8	9	10	11	12	13	14 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

Sunday, July 22
LOE National (Pueblo Pintado loop)

AUGUST						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11 Sturgis! (oink oink) Doesn't South Dakota sound nice?
12	13	14	15	16	17	18 New Date, Take Note!
19 	20	21	22	23	24	25
26	27	28	29	30	31	

Friday-Sunday, August 17-19
LOE BMW R Birthday Party, Monzano State Park
Note this is a new date! One of the year's Big Events! Ride leaders Robert Keen (883-4813, motorkeen@aol.com) and Mike McKee (266-6118, mckee@unm.edu).

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).

There has also been a lot of impromptu rides being posted on the web site bulletin board. If you're looking for a ride check there for unannounced weekend rides and changes in the above schedule.

AND BEYOND...

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

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.

Sunday, January 27, 2002

Progressive Breakfast

Let's just skip the winter and go right on into spring... With hosts Richard Knowles, Gary and Kathy, Cabe, Ernie Gabaldon.

NATIONAL EVENTS

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 in scenic Ohio, the AMA's annual event. Call (614) 856-1900 or go to www.amadirectlink.com for details.

Saturday-Sunday, July 14-15

Motorcycle Racing at Sandia Motorsports Park

Contact 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 or email 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 (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 or 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

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

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.

Another Letter

I just finished downloading and reading the June issue of the *Shaft*. Once again, you must be congratulated on another fine job. The color portions certainly add to the presentation.

However, while reading the few articles regarding the continuing newsletter debate, I couldn't help but think that the LOE BMW R may be caught up in the very common yet problematic "all or nothing" mentality. The editorials both on the web site and in the *Shaft* seem to reflect either an "all paper" or "all electronic" form of copy, with no middle ground.

Am I not correct in stating that *any* reduction in paper copies would be of benefit? It seems to me that those that wish to receive an electronic copy could do so by using a "mass e-mail" approach, or better still, club members with access to a computer and the Internet could download the latest newsletter for reading at their convenience. Those that wish to receive a paper copy could still do so, but I believe that the actual number of monthly mailings would be greatly reduced. Perhaps club members could notify the newsletter staff of their preference and electronic or paper copies could then be sent accordingly.

I understand that club coffers run full these days, so saving money probably shouldn't be the primary issue when deciding the fate of the newsletter. There certainly doesn't seem to be a need for a two tiered membership charge.

The real concern should lie with retaining the fine volunteer staff that produce the *Shaft*, as well as cultivating new volunteers for the future. I'd be willing to bet that any efforts to streamline the newsletter process would be met with positive response. Some club members may actually become enthusiastic about helping produce the newsletter if the process is less cumbersome. Who knows.

I didn't mean to ramble on, but since the *Shaft* asks for club member input, I thought I might as well add my \$.02.

See you on the road,
Steffan Marley

Route 66 in July

The Best of the Mother Road's Birthday Celebrations *by Michelle Pentz, © AAA Magazine*

Seventy-five years after Route 66 first paved the way west, Americans still remember the freewheeling feel of the Mother Road: the wind in your hair, the endless desert, the lonely motor hotels, the smell of baking asphalt.

Nowhere is this more true than in New Mexico, home to the largest number of preserved Route 66-era motor hotels, gas stations, and diners. The Land of Enchantment's portion of the 2,400-mile route spans 465 miles and includes the longest intact strip – the 18 miles from Tijeras Canyon to Nine-Mile Hill on Albuquerque's Central Avenue.

"Remember the Route," Albuquerque's birthday bash for the famed road, runs July 2-22. The list of events stretches on like the Mother Road itself.

Here are some of the highlights:

Neon Nights of Albuquerque

As the sun sinks over the West Mesa, Central Avenue buzzes under a rainbow of neon. Cruise the bright lights on a Neon Nights of Albuquerque bus tour while an onboard docent explains the local history of the Mother Road. Sponsored by the New Mexico Route 66 Association. July 20, 8pm. Reservations required; tickets are \$15. For more information, call 224-2802.

Prefer your own car? The Southwest Packards Motor Car Club is sponsoring an unofficial drive-yourself Route 66 Neon Tour west down Central Avenue, starting at Central and Tramway Boulevard and ending at the historic Tumbleweed Steakhouse for dinner. There's only one catch: Your wheels must be 1976 model year or older. July 20, 8pm. Reservations are required for the tour and dinner. Tour is free; buffet dinner is \$12.50 for adults, \$6 for children 10 and under. For more information, call Tom Willers at 243-5376 or Charlie Brown at 266-7181.

The Diamond Jubilee Show & Shine Car Show

This is your chance to ooh and ahh at 500 classic and specialty cars from the 1950s and '60s. Trade info, share tips, and kick tires with proud owners who've traveled from all over the world just to ride on authentic Route 66 asphalt. July 20-22, 11am-4pm, New Mexico State Fairgrounds. You can park and look for \$2 or register to show off your own set of wheels for \$50 for three days (includes free event T-shirt and serialized pins for the first

500 registrants). For more information, call Steve Walker at 867-1121 or see www.themotherroad.com.

Hardly Angels

Motorcycle fans won't want to miss this troupe of female synchronized motorcycle riders. All these women need is a paved surface for their choreographed maneuvers, stunt riding, and no-hands limbo dancing. The 2001 theme is "A Ride Through Time." The Colorado-based motorcycle drill team, which has appeared at parades, festivals, and fundraisers nationwide, will headline a HOG rally in Tokyo this fall. July 20, 5pm; July 21, 10am. New Mexico State Fairgrounds. Park and watch for \$2. For a preview of the group, check out www.hardlyangels.com.

Route 66 Summer Fest

Everyone's invited to this Americana-themed street bash at the downtown Civic Plaza. On the agenda: arts and crafts, entertainment, and food. And lots of music, including jazz, country, blues, and a live performance by the Fireballs, the 1950s- and '60s-era band that scored a hit with its recording of "Sugar Shack." Munch on classic diner fare such as hamburgers, hot dogs, french fries, and milk shakes. July 21, 6-11 P.M. Civic Plaza, Second and Marquette. For more information, call Craig Rivera at 768-3561.

Route 66 Expo Kitsch

Got room on your shelf for some anniversary knick-knacks? This is the place to find them. Some 200 exhibitors and vendors will display Route 66 collectibles and memorabilia, including the official T-shirt (choose from four festival logo designs), a Route 66-shield cookie cutter, and a stuffed bear. July 20-22. New Mexico State Fairgrounds, Manuel Lujan Exhibit Hall. Admission is \$5 for adults, free for children 12 and under. For event hours and more information, call 873-8680 or see www.fiery-foods.com/rt66expo.

Flicks on 66

Albuquerque's version of the Sundance Film Festival presents its second annual "Digital Shootout Film Festival" July 13-21, when six film crews descend on Albuquerque to shoot, produce, and edit six digital films in seven days. The coveted Palm de Grease award will be presented to the winner at a screening of all festival films on July 21 at 7:30pm at the recently restored Pueblo-Deco KiMo Theatre (worth a visit in itself), 423 Central Avenue N.W. Tickets are \$15. Reserve them in advance from Flicks on 66 at 766-9414 or take your chances at the door.

See *Rebel Without a Cause* on the curved ceiling of the LodeStar Planetarium. As the movie plays, images of stars and planets will rotate around the projection, simulating the night sky. July 15, 6pm, LodeStar Astronomy Center, 1801 Mountain Road, 841-5950. Admission is \$25. Limited seating; purchase tickets in advance from Flicks on 66 at 766-9414.

For more information on these and other festival related Flicks on 66 screenings around town, visit www.flickson66.com.

Exhibits at Magnifico

Downtown's Magnifico art space presents two shows under the heading "Don't Forget Winona: Route 66 Then & Now." "The Open Road" exhibit features black-and-white photographs from the 1970s and '80s by famed NM Route 66 chronicler Bill Lucas, who documented its people, motels, billboards, and landscapes. "Our Living Highway: Route 66 Today," by Jane Bernard and Polly Brown, includes photographs of roadside attractions, signs, and historic buildings, as well as portraits of and interviews with Mother Road personalities. July 6 August 10, 516 Central Avenue SW. Free. For more information, call 2428244 or access www.magnifico.org.

Mariachi Spectacular

Grab your sombrero and head out for some foot-tapping fun. The "Showcase Concert" includes about 20 elementary school, high school, university, and community groups. July 20, 7:30pm. Civic Plaza, Second and Marquette. Free. The "Spectacular Concert" features several world-class mariachi groups from Mexico and the US. July 21, 7:30pm, at the Pit, University of New Mexico, University and Avenida Cesar Chavez. Tickets range from \$16 to \$34. For reservations, tickets, and more information on these and other mariachi-related events, call Noberta Fresquez at 277-6440.

And more around the state!

Gallup

Gallup is hosting a variety of events, including a classic car show in Red Rock State Park, July 27-29. For more information, call the Chamber of Commerce at 722-2228.

Grants

The Fire and Ice Bike Rally, July 20-22 at Riverwalk Park and throughout town, includes a motorcycle rodeo, concerts, wine festival, tattoo contest, and arts and crafts show. The Hardly Angels will perform July 21 at 4pm in the Smith's Food parking lot and July 22 at 1pm at the Milan Supermart parking lot. For more information, call Cecil Brown at 287-4802 or (800) 748-2142, or access www.fireandicebikerally.com

Santa Fe

The City Different is offering a variety of arts-related events, including "Greetings from New Mexico," an exhibit featuring more than 100 postcards from the early 1900s to the present. Through July 22. For more information, call 476-5100 or access www.museumofnewmexico.org

Santa Rosa

Be in town July 13-15 for historic tours, street dances, a parade, and more. For more information, call Richard Delgado, director of tourism, at 472-3404 or (877) 780-7866; the Chamber of Commerce at 472-3763 or (800) 450-7084; or access www.santarosanm.com

Tucumcari

Tucumcari is hosting a ranch rodeo July 13-15, a chili cook-off July 14, and arts and crafts fair July 14-15, and a parade down Tucumcari Boulevard and a car show

July 14. For more information, call the Chamber of Commerce at 461-1694 or access www.tucumcarinm.com

Hot Weather Riding

from the WIST list courtesy the Sport Touring Motorcycle Club, New Jersey

As a desert dweller I always like to heed a bit of caution to the non-desert dwellers out there who are traveling across country. I know some of you have heard this schtick before but I think it's important to reiterate. There are so many people who pass out from heat exhaustion in this climate. Also one thing to remember that temps can drop dramatically at night so it can be very chilly at night, especially at higher elevations. A lot of hikers in the high desert areas get dehydrated and hypothermia(!) when they get lost at night. Travelling on a bike in these regions can be very different to what one's accustomed to. Even after living in Albuquerque for 5 years going to hotter deserts like the Sonoran, almost knocked me on my butt once or twice. I have logged tons of solo miles and have lived in the desert for 10 years. Here is some of my best advice for logging miles across parts of the Mojave desert in Calif, southeastern Calif, along the Calif/Nev border and most of Arizona, New Mexico, Utah and Nevada:

Please heed the desert weather when traveling these regions. I personally avoid traveling at night but some people like traveling at these times because it is cooler. For me personally I'll only travel this way if I'm traveling with others. Night riding is nice but I'm not comfy alone because there are too many long desolate miles between anything (and cell towers). Be cautious on small two-lane highways, as the desert has a lot of night critters too — they hunt at night, not when it's too hot. Desert wildlife include various deer, coyotes, fox, bob cats, mountain lions, javalina, owls, red tailed hawks, jack rabbits, turtles, frogs, reptiles, etc. and be cautious when you pass over cattle grates as it will indicate cattle in the area.

If you travel during the day try and get up at the crack of dawn and ride until 11 or 12 o'clock. Try and avoid riding 1-4 PM if you can. Sometimes I'll get up at dawn, ride half way through my desert route, get a cheap hotel and go swimming, lounge at the hotel all day, get a good night's rest and leave the hotel at 5 in the morning to make the last leg through the desert. This is called Siesta Riding. Eat, nap and relax during midday while it's too darn hot to do anything else.

Important things to remember in the heat:

1. Keep yourself hydrated! Start hydrating up to two days before your trip. Bring a Camelbak or attach a drink tube in your tankbag to a water pouch. I like the Camelbaks with the large fill-mouth so I can put ice in there at the gas stations. You can also wear these UNDER your jacket to cool your back

2. Don't forget to sunscreen your face, neck and wrists where you may have gaps in clothing. Put on sunscreen in the morning and reapply by noon.

3. Wear a silk or cotton scarf or one of those cooling gel neck ties. Dip it in water at stops. Again, watch sun-

burns on neck and face. Just look at the old desert rat riders, their necks look like leather...

4. When it's really! hot - (Tucson can get up to 115 degrees!) - wear an all cotton white men's dress shirt over your tank top or shirt, wet it in the sink and then put on your jacket. It acts like an air conditioner and you can take it off when you stop. Marsee also makes a cooling vest that's a vest you soak in water and it will keep you cool for 4-6 hours depending on heat and humidity. I wore one last year to Mexico and it was well over 110 degrees. It was like a little air conditioner. Very nice. Limit air flow when clothing or shirt is wet so it will last longer (i.e. - zip up jacket to leave only a little flow).

5. Wear breathable fabrics — leather can be more breathable than cordura. Perforated leather is great, air vents in jackets. Wear cotton, silk versus polyesters so your skin can breathe. If you wear synthetic fabrics try and wear the ones that indicate on the label that they're breathable (like Goretex). Don't leave areas of the skin exposed or you can get serious sunburn, windburn and dehydration. You're much better covered up than your skin getting baked and dehydrated.

I once saw a Harley rider who had ridden to Vegas from California. He was beet red with sun/wind blisters on his nose and face. He was wearing a beanie helmet and sunglasses. I ran into him at a gas station on the coast of Calif. He was just returning from his trip. He was telling me how hot it was in the desert. I told him I knew because that's where I had come from. He looked at me in shock. (I'm such a pale desert girl.) He asked why I wasn't all sunburned and red. I said "a full-faced helmet and SPF 15." I remember that trip. I was drinking out of the camelbak, peeing and stopping every 50 miles. It was HOT! My skin felt like it was on fire and the wind was like a blow dryer on high. I had to pour water down my jacket, in my pants(!), in my helmet. It must have been quite a sight to the air-conditioned car drivers. I got a late start out of Tucson at 10am and it was 107 degrees. I stopped looking for thermometers when I saw one that read 114 at noon. Not good but I learned something that time.

6. Stop more often to drink water, rest and stretch during extreme temps. If you forget all of this just remember in the desert in the summers drink water, don't ride 1-4 pm and rest often.

Speed-Trap City

Bankrupted by Traffic-Ticket Debt

KENDLETON, Texas (Reuters) - The traffic tickets that fed the southeast Texas city of Kendleton's coffers and its reputation as a speed trap have ended up driving it into bankruptcy in an ironic twist of highway law enforcement.

Kendleton Mayor Carolyn Jones said the city was forced to file for federal bankruptcy protection after the state seized all \$18,599 in the city bank account. Texas asserts Kendleton owes the state \$1.7 million in unpaid speeding ticket debts of its own.

Texas officials, citing a 1995 law that allows cities of

fewer than 5,000 people to keep traffic fines equaling only 30 percent of their total revenue, say Kendleton collected too much money from speeding enforcement from 1990-99.

Anything collected beyond that threshold goes to the state, as a way to keep cities from turning their police departments into money-making machines. Kendleton's attorney disputes the amount the city owes the state.

The city's traffic-ticket troubles bubbled over last June when the city council disbanded its 15-member police force amid a state-FBI investigation into misuse of federal grants and missing ticket money that is still continuing.

Situated 45 miles southwest of Houston on U.S. Highway 59, the main route stretching from the north-eastern corner of Texas down to the border city of Laredo, Kendleton took advantage of its prime frontage to catch a steady stream of speeders.

Gonad Atrophy

by Hiro Minowara

From the Sport Touring Motorcycle Club newsletter via activebike.com.

I've always understood that middle age – that is, the years between, say, 35 and 55 – was supposed to be the time when a person could extract the maximum satisfaction from his or her life's work. Youth is wasted on the young, and the golden years are fine for those who enjoy shuffleboard and daytime television. But middle age is supposed to be different. You're at the peak of your earning power. You're still fit enough to ride it hard and put it away wet. You're skilled enough to have a great time doing it. And you're smart enough to use the sound judgment you've built up through years of hard knocks and bitter experience.

That's why a recent revelation, brought about by some serious soul searching and harsh introspection, came as a very unpleasant shock. What was this epiphany, you ask? The gist of it is that us older folks really don't have it going on anymore. Now, I know middle age isn't actually "old," but to the young bucks and fillies ripping up the pavement on their cutting edge supersport hardware, anything over 35 is definitely over the hill. I, like most other middle-agers, used to console myself that I wasn't as fast on the street because I was smart enough to use good sense. I was saving the speed for the track, where a rider can really explore the limits of his skill and machinery.

But I've come to the sad realization that this is simply a lie we old folks tell ourselves as consolation for having lost the luster and sharp edge of youth. Our once resilient, pliable muscles have been reduced to a few sagging strings of withered tissue. Our joints have betrayed us, creaking, crackling, and protesting with every move. Our faculties have been attenuated with the advancing years; where we could once spot a housefly at a hundred yards, we now have trouble reading a road sign held right in front of our collective face. Reaction times are double, triple, or even quadruple what they were. The truth is, we've lost our edge. The glory of middle age is

just a myth.

I admit this conclusion didn't come in an instant. In many ways, it doesn't make much sense. Plenty of the great motorcycle racers of the modern era reached their peak in their middle years. Mick Doohan is a prime example. His grandest achievements came when he was in his mid-thirties. Jason Pridmore is pushing thirty, and he's riding better than ever. His old man, Reggie, is still a master of the track – and the guy's got to be well into his fifties. Then there's Miguel DuHamel and Chuck Graves, both thirty-somethings and both wicked-fast. Let's not leave out Carl Fogarty, another old guy who rips, or even Fast Freddie Spencer, who's pushing forty. Sure, Spencer was the proverbial prodigal son, winning his World Championships at the tender ages of 21 and 23. But a single experience with him at his riding school will convince anyone that the old boy hasn't lost it. And it's not just men we're talking about here, either. Vicky Jackson-Bell won a national championship and set a lap record while in her mid-thirties, and Jodie York, 31, nailed down three championships at Willow Springs last year.

Then there's my own story. My optometrist recently informed me that my vision is improving as the years go by. My current prescription is not as strong as the last one, yet my corrected vision is much better. Even the peripheral vision remains excellent, and the critical pressure in my eyes - which can cause glaucoma if excessive - is also lower. Then there's the phys~~cal conditioning. An hour of circuit weight training three times a week seems to have pushed my strength and endurance to the highest levels I can recall. My body weight is right on target, and I find I can ride longer and harder with less residual soreness than I remember from just a few years back, when I didn't exercise. None of this seems to bolster the conclusion that old guys are slow just because they're old. But in the end, that's the sad and bitter truth.

Why? I'll let the experts, mostly twenty-somethings who've just bought their first sportbike, fill you in. "Balls," they say. "That's what you need to ride these things."

You know what? They're right. With advancing age, the testicles shrink and shrivel. The body produces less testosterone. And that, my friends, is what you really need to ride fast. Not skill, not experience, not good judgment - just balls, great big ones.

But there is hope. I am told that hormone therapy is available. I understand a few shots of testosterone can quickly erase the two decades of experience I'm currently using to make decisions about how I ride and live. In just a couple of weeks, I could be back to where I was in my early twenties: ignoring common sense, running triple-digit speeds at every opportunity, racing with my buddies on public roads, and rejecting every bit of sound advice that comes my way. I also understand that this cranks the sex drive up into high gear, so I'll once again be chasing young women around like I did in college. Sounds great, no?

I'm not so sure. See, I haven't taken any of these hormone shots yet, and in my pre-therapy, middleaged state of mind, it seems to me that I'd end up wrecking my bikes, my friendships, my marriage, and my credit in rather short order if I went ahead with this plan. In other words, I'd be reliving my twenties, which doesn't sound

like such a great idea. I mean, these days I'm at the race-track at least once a month, having a blast honing my skills. I've got a small handful of motorcycles in the garage, one for about every occasion. My insurance on these is dirt-cheap: I pay less for all of them than I did for just a single sport bike fifteen years ago, and that's with the highest levels of liability. I haven't had a ticket in years, yet, oddly enough, I seem to be a good deal faster than most of the big talkers who show up for their first track day on an R1 or Hayabusa.

Nah. On second thought, I think I'll pass – on the outside, of course. It's, er, safer that way.

Dear Arabella,

From the Yankee Beemers newsletter

I must be spending way too much time alone under a full-face Shoei helmet. Frankly, my mind wanders aimlessly. I used to obsess over West Virginia roadkills, marveling at the stages of decomposition achieved. Then I tried singing sitcom theme songs from TV shows of the Seventies. Now I have reached a point that has even me considering professional help.

It is about those single shoes and boots that litter the roadsides of America. Although they began their lives as a one half of a pair, a team, nay, a *partnership*, some turn of outrageous fortune has left them stranded by the roadside alone. I see them often. Single sneakers, oxfords, loafers, work boots, sandals, footwear of all descriptions and sizes are cast off to fend for themselves and I find myself wondering why.

I am not sure if it is always the right one as opposed to the left. So my question is: How does a single shoe come to be left on the margin of the road, and why is it never the complete pair of shoes? What is the mechanism by which a passing vehicle ejects only one shoe? Is it an accident? Foul play? Some ritual with which I am not familiar? *The truth is out there*, and I must know!

Help me, please, Arabella Throttlebody! Perhaps your dear readers can enlighten me? *Befuddled in Brunswick*

Dear Befuddled,

It is all of a oneness with the lone socks found in our washing machines. On a looking-glass plane of existence, the missing mates are together. In the eighth dimension with Doctor Emilio Lizardo, perhaps, or on Alpha Centauri, widely accepted as the terminal destination of lost faxes and e-mails.

Take heart, Befuddled: If you look up at safe moments along your journeys you're bound to spot mated pairs joined under their utility wire nests.

Dear Arabella, Is the K75S the smoothest, sleekest, sexiest motorcycle ever made by BMW?

A: Yes.

Drink Water

Research shows that:

Even mild dehydration slows down one's metabolism

as much as three percent.

One glass of water will shut down hunger pangs.

Lack of water is the number one cause of daytime fatigue.

8-10 glasses of water a day can significantly ease back and joint pain for up to 80 percent of sufferers.

A mere two percent drop in body water can trigger fuzzy short-term memory, trouble with basic math, and difficulty focusing on the computer screen or on a printed page.

Wise Words?

from John Ephlin

How long a minute is depends on what side of the bathroom door you're on.

The closest I ever got to a 4.0 in high school was my blood alcohol content.

Travel is very educational. I can now say "Kaopectate" in seven different languages.

Home is where you can say anything you like 'cause nobody listens to you anyway.

Isn't having a smoking section in a restaurant like having a peeing section in a swimming pool?

I saw a woman wearing a sweatshirt with 'Guess' on it. I said, "Thyroid problem?"

I don't do drugs anymore 'cause I find I get the same effect just by standing up really fast.

If God had intended for man to use the metric system, Jesus would have had only ten disciples!

I don't approve of political jokes...I've seen too many of them get elected.

I have learned there is little difference in husbands; you might as well keep the first.

There are two sides to every divorce: Yours and the jerk's.

If life deals you lemons, make lemonade; if it deals you tomatoes, make Bloody Marys.

"I was on a date recently, and the guy took me horseback riding. That was kind of fun, until we ran out of quarters."

Women should not have children after 35. Really...35 children are enough.

Shopping tip: You can get shoes for 85 cents at bowling alleys.

I married my wife for her looks...but not the ones she's been giving me lately!

Two peanuts were walking down the street. One was a salted.

I gave my son a hint. On his room door I put a sign: CHECKOUT TIME IS 18."

How come we choose from just two people for president and 50 for Miss America?

On my first day of school my parents dropped me off at the wrong nursery. There I was...surrounded by trees and bushes.

Middle age is when you choose your cereal for the fiber, not the toy.

The next time you feel like complaining, remember: Your garbage disposal probably eats better than thirty percent of the people in this world.

Snowmen fall from Heaven unassembled.

Every time I walk into a singles bar I can hear Mom's wise words: "Don't pick that up, you don't know where it's been".

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



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or on disk saved as Text (ascii). I can also scan photos and graphics, so take lots of pix on that cross-country trip and send them along.

! NOTE: The deadline for the August issue is Monday, July 23rd. 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. Piasa lights. Hard bags, tail bags, tank bag. New tires. Olin shock. Cover. Tender. Excellent. Extras. \$6500.

Call Clark in Santa Fe at 995-9521.

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.

First Gear Kenya Jacket sz. large, excellent condition. Like new. \$225.00 or best offer.

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

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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**

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The Rear View



On the return from a trip up to Santa Fe, we saw the reason we keep loving New Mexico so much: sheer beauty. Here it's a rain-storm in the Jemez. Photo by David Wilson