

the Legendary SHAFT



News from the Land of Enchantment BMW Riders • September 2001

Fall Into Great Riding

Riding up to Taos a couple of weeks ago I was reminded of what the best part of living in New Mexico is: motorcycling in the Fall. Of course, it wasn't exactly fall, but after the scorching we've had for the last month it might as well have been. It's been wonderfully cool since the "monsoons" kicked in, and our spontaneous Sunday trip was weather perfect. The mountains were nearly clear of traffic, the day was nearly cloudless, and we didn't even need to open the vents in our jackets until the middle of the afternoon.

Ken, RJ and I headed up 14 after the club breakfast at Hurricane's, then onto the tiny roads winding up to the High Road. It was exciting in the little villages where the rains had washed sand across the cliff-edged road, but once we reached the "main drag" up toward Truchas it was clean and clear (except for the bicycles on their annual Albuquerque to Taos ride).

At the turnoff pictured here Ken and RJ headed over to Sipapu to check out the site we'll all be settling into in just a couple of weeks, and I continued on toward Taos. The Kit Carson forest was cool and green, but the tourists got thicker. I used the slower pace to take in the pine scents set free by the rains. Taos was typically crazy, but after a quick lunch I continued on the journey, which as they say was the real reason for the trip.

The river down the canyon was full of water and rafters enjoying the last few weeks of heat. The cars were spread out for easy passing, so I wasn't slowed too much in my twisty



flight. By the time I got to the highway my butt was starting to let me know I'd gone enough miles, so I was satisfied to blast back to Albuquerque on the slab.

Still thinking of those mountains, though, and the Sipapu rally where I hope I'll see all of you.

David Wilson, Editor

**BAVARIAN
MOUNTAIN
WEEKEND
2001**




Sipapu,
New Mexico



Land of Enchantment
BMW Riders



On the Road

SEPTEMBER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3 	4	5	6	7 8  The Big Event	
9 Sipapu!	10	11	12	13	14	15
16	17	18	19 20 21 22 Golden Aspen Rally in Ruidoso			
23	24	25	26	27	28	29 
30						

Monday, September 3

Sipapu Chili Cook-a-thon

Ride to Cook! The annual get-ready-for-the-rally cooking event. The more cooks that come, the faster it goes. It would be helpful if some people brought cutting boards and knives, and we also need a food processor. It's always a load of fun, and lunch will be served too. Call Gary and Shelly Oleson to RSVP at 898-8320.

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.

Imagine fall in Southern New Mexico. Imagine fantastic food in a historic setting. And imagine a great ride to get there. The September 29 Lincoln Lunch ride will provide a great post-Sipapu, pre-Datil day ride getaway.

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.

Located in historic Lincoln – where Billy the Kid staged his infamous escape from jail – the Ellis Store & Co. has one of the finest chefs in New Mexico. Dining is on a porch overlooking the surrounding hills. The menu includes a hot artichoke dip with pumpnickel parmesan toast, herb-crusted pork loin with fresh fruit salsa, hot French bread, and chocolate cake or cheesecake. (There's more but I kept the list short for the sake of brevity.) The cost will be \$18 per person.

Sandy and I spent the night at the Bed & Breakfast late September of 1999. Our stay included an eight course dinner. The food was fantastic and the setting was quiet and beautiful. There were a couple of Gold Wings in the gravel lot when we arrived. I learned from the owner that they happily cater to groups from ten to two hundred. I also found out that the owner attended the Culinary Institute in Napa Valley.

We will have a choice of routes there and back, with GS and non-GS scenic detours available. It will take around 3 1/2 hours to get there depending on the route and the speed or enthusiasm of the riders.

The folks at the Ellis Inn, and therefore I, will need at least ten participants confirmed by Wednesday, September 26. Call me at 259-4952 or talk to me at Sipapu to confirm. If you leave a message, be sure to leave a call back number. We will rendezvous at 8:00 a.m. at the old DMV parking lot on Pan American Freeway (the west side of I-25, south of Candelaria where the MSF courses are held).

OCTOBER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5 6 Datil! No Speed Limits	
7 	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Friday-Sunday, October 5-7

Datil Camp 'N Ride

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

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

If you're looking for an impromptu ride check the club web site's Message Board for unannounced rides and changes in the above schedule.

NATIONAL EVENTS

Wednesday-Sunday, September 19-23

Golden Aspen Rally, Ruidoso, NM

Call (800) 452-8045 or visit www.motorcyclerrally.com

re The Rear View

from Nick Meadows

On last month's *Rear View*, I can testify this bike appeared in the British Mag *Bike* in the early 80's and it sure ain't a computer lash-up – we didn't have the technology back then when I lived in my home country! If I remember, it was 3 Norton 850's in a stretch Triumph frame. Remember the double Norton drag racers? So no computer fabrication, I guarantee. I don't even think the photo-retouching was that good in those days. As to whether it ever ran, I can't help – but *Bike* magazine was always good for a laugh in it's early years. I guarantee it's the truth.

Hybrid Motorcycle

www.ecycle.com/powersports/hybrid.htm

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See the *Rear View* for a photo of this amazing bike.

Employing state-of-the-art mechanical and electrical design technology, eCycle is developing a 150mpg motorcycle. The motorcycle will feature a 125cc advanced 2-stroke, direct injected engine and a 10kW electric motor. The projected weight of the motorcycle is 230lbs, with a top speed of 80mph and acceleration of 0-60 mph in 6 seconds. The target retail price is \$5,000. eCycle plans to introduce the hybrid motorcycle in 2002.

For Your Buying Pleasure

FOR SALE

1992 BMW R100GS Bumblebee. 27k miles only. Cherry, Many, many extras. Never down; garaged. Call for details. \$6000 firm.

Call Clark in Santa Fe at 1-888-4989-8800 x 9521 or 505-995-9521.

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.

1995 R1100R w/ABS, 24,000 miles, stock and Corbin seats, Parabellum windshield, BMW luggage, R1100RS pipe installed so left bag is full size, transmission replaced

by BMW under warranty in 1998 at 9000 miles, always garaged, 2500 miles on a set of Bridgestone BT 57s, very good condition. Asking \$6500

Tim Stone 505-343-8396 2dgos10@home.com

1989 R100GS "Bumblebee", 52K miles. Stock plus Corbin leather seat, bags (in fair condition), custom and very effective crash bars/engine shields, stock plus custom windshield. Recently serviced by Art Laufenburger, very good tires. \$4500.

Call Dan Houck at 890-0310 or email him at dhhouck@home.com

Schuberth Concept helmet. Size XL, but runs small, so it is closer to an L. Silver. \$320.

Call Rafa in Santa Fe at (505) 438-2584

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



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The Rear View

Hybrid Motorcycle

www.ecycle.com/powersports/hybrid.htm

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eCycle is creating a truly amazing motorcycle.

Employing state-of-the-art mechanical and electrical design technology, eCycle is developing a 150mpg motorcycle. The motorcycle will feature a 125cc advanced 2-stroke, direct injected engine and a 10kW electric motor. The projected weight of the motorcycle is 230lbs, with a top speed of 80mph and acceleration of 0-60 mph in 6 seconds. The target retail price is \$5,000. eCycle plans to introduce the hybrid motorcycle in 2002.

The Principles of Operation

Vehicles for personal transportation generally spend more time cruising than they do accelerating. The enabling benefit of a parallel hybrid powertrain, such as that used by eCycle, is the separation of the vehicle requirements for acceleration and for constant speed, steady-state travel ("cruising"), and the subsequent separation of the energy storage requirements for acceleration vs. cruising.

Since electric motors can deliver maximum torque at zero rpm they are ideally suited to accelerating a vehicle. However, the range of a fully electric vehicle is controlled by the need for practical, economical electricity storage on-board the vehicle (batteries in the case of eCycle). Internal combustion engines that are sized for both acceleration and average power loads (as are the engines

in conventional motorcycles and automobiles) are too large and inefficient when providing just the average power required for steady-state cruising (which is the circumstance for the majority of the time). They consume more fuel and create more pollution than an engine sized only for the average load. However, these vehicles benefit from a large range of travel that is only limited by the amount of fuel that can be carried.

Either type of power source (a motor or an engine) when used alone has inherent limitations and problems to overcome. When hybridized into a single system, however, the two technologies are complementary and these limitations and problems are eliminated. The eCycle engine is designed for maximum efficiency while supplying power for the average load. Acceleration of the motorcycle is then accommodated by the electric motor that draws energy from the battery pack. The resulting hybrid powertrain creates a low-polluting, high efficiency vehicle with performance, handling, and range of travel that are identical (and in some cases superior) to conventional, non-hybrid vehicles.

Designed along these principles, the eCycle hybrid powertrain functions in the following manner:

1. To accelerate from a standstill, the control system senses the throttle input and then delivers power to the electric motor from the batteries. This causes the vehicle to begin moving forward and also causes the engine to begin spinning. But at low speeds, no fuel is delivered to the engine, so the engine does not yet provide any power.

2. At approximately 16mph, or an equivalent engine speed of 2000rpm, the vehicle control system directs the fuel injection electronics to begin injecting fuel into the engine. The motorcycle then receives torque input from both the diesel engine and the electric motor.

3. Once up to cruising speed, the electric motor no longer provides torque to the vehicle. Only the engine delivers torque. Instead, since it is spinning in conjunction with the engine, the electric motor is used to generate electricity to recharge the battery pack.

4. While cruising at a steady speed, if the control system senses more throttle input (for further acceleration to a higher speed), the electronics will re-engage power delivery to the electric motor. The torque added by the electric motor accelerates the vehicle. Once the desired speed is achieved, the electronics re-adjust the engine controls and re-commence charging the battery.

The fully electronic power management of the eCycle allows the engine and electric motor to integrate seamlessly with each other. Only the sound of the engine starting and stopping (above/below 16 mph) gives the rider an obvious indication of the complex process that is taking place.

Chassis

Front Suspension:	1.89 In. (48MM) Inverted Fork 7.5 In. (190 MM) Travel
Rear Suspension:	Penske Racing Coil-Over Mono-Shock, Ride-Height Adjuster 5 In. (127 MM) Travel
Front Brake:	Single Four-Piston Caliper 11.75 In. (298 MM) Disc
Rear Brake:	Single One-Piston Floating Rotor 8.5 In. (215.9 MM) Disc
Front Wheel:	Marchesini 17 x 2.75 In. Aluminum
Rear Wheel:	Marchesini 17 x 2.75 In. Aluminum
Front Tire:	MT 75, 110/70-17
Rear Tire:	MT 75, 130/70-17
Rake/Trail:	24.0 Deg./3.9 In. (98.3 MM)
Wheelbase:	52.0 In. (1321 MM)
Seat Height:	30.0 In. (762 MM)
Weight:	230 Lbs. (132 Kg)

The eCycle chassis is specifically suited to a hybrid propulsion system. It is made of steel and aluminum to minimize weight and to provide heat sinking for the battery pack and electronic components. The small engine and fuel tank fit easily within the confines of the frame. The battery pack is located low and forward in the chassis to provide exceptional handling. The electric motor and driveline are engineered along the lines of a modern racing car – carrying loads and integrating as many functions as possible into the fewest number of components.

The tube frame used to carry the front forks and the battery pack is made of steel and joined by brazing and welding. The frame design was refined using FEA (finite element analysis). Powder-coated for durability, the frame is light, strong and tough.

The tube frame integrates with an aluminum box-

section sub-frame that carries the rear suspension and driveline. The two main load-bearing members of the sub-frame assembly also perform other functions vital to the motorcycle – one side doubles as the main heat sink while the other side houses the transmission and picks up the rear suspension.

Suspension

The front suspension is an inverted fork made by F.A.R. The rear suspension is a single sided swing arm with a built-in caliper and a coil-over Penske mono-shock. eCycle is proud to be the first OEM customer of Penske Racing Shocks.

Styling

The bodywork is a combination of parts specially designed or modified to dress up the eCycle. The tank-seat-tail (TST) is rotationally molded polyethylene. The side panels, upper fairing, and fenders are made of thermoformed ABS plastic. The use of these easily recycled materials gives emphasis to the commitment that eCycle has to the environment.

The lamps employed for the tail/brake light and turn signals are high flux density type LEDs (light emitting diodes), similar to what you see in the spoiler of a sports car. LEDs illuminate quicker, last much longer than a conventional light bulb (over 100,000 hours) and draw about 1/5 the average current of an incandescent bulb. It is attention to details such as this that make the eCycle the most efficient motorcycle.

Powertrain - Engine

The eCycle powerplant is a 125cc, air-cooled, 2-cyl, 2-stroke, direct injected engine that produces 6kW (8bhp). Fuel is electronically injected via Parker Aerospace Macrospray nozzles, a technology that was developed and perfected for aircraft turbine engines. Compared to conventional engines, the eCycle engine operates at higher temperatures and pressures, resulting in greater efficiency.

At the heart of the engine is the unique eCycle rocker crank mechanism. A feature of this design is a one-piece piston and connecting rod that moves linearly. This feature permits the crankcase to be sealed from the cylinder, separating the combustion gases from the lubrication system. This results in little or no oil consumption while enabling other significant benefits. As part of the eCycle hybrid system the engine produces very low emissions. And since the oil remains clean and uncontaminated, oil changes can be performed at 60,000-mile intervals.

Developed in association with the Penn State Combustion Lab, the eCycle rocker crank engine is simple, easy to assemble, inexpensive and lightweight.

Transmission

The eCycle transmission is a 2-speed, constant mesh, 3-shaft design utilizing ball and needle bearing construction with custom rolled gears. Low gear features an over-running clutch for smooth shifting and safety. The transmission drives the rear wheel via a Gates Polychain II belt.

Battery Pack

The hybrid battery pack utilizes thirteen 12V 5.0Ah sealed lead acid batteries. They are series connected to yield 156V nominal voltage. The total weight of the battery pack is only 57.5lbs.

Motor

The eCycle hybrid motorcycle uses the eCycle model MG24 motor in its drive train. This is a 3-phase, permanent magnet, brushless motor rated at 5kw continuous and 15kw peak power. In the hybrid motorcycle, the motor sees 156VDC with a peak current of 75 Amps. The motor efficiency and temperature ratings are 94% and 100°C respectively. The motor is light and compact: it weighs 13lbs, and is 7 inches in diameter and 3.5 inches wide.

Though initially designed for our motorcycle, eCycle has developed a full range of motors that are ideally

suited to numerous applications in industry and in other small vehicles.

Vehicle Electronics

At the heart of the eCycle is the controller. The controller serves as the comprehensive management system for all of the vehicle subsystems. Among the functions that are controlled are: throttle input from the rider; power electronics, which is delivery of electricity to the motor for power, and from the motor (generator) for regeneration; regulation of the fuel pressure, and control of the electronic dashboard display.

Target Performance Specifications

Fuel Consumption:	160 mpg
Est. top speed:	80 mph
0-60mph:	6.0 sec
Weight:	230 lb.

Art of the Motorcycle

Guggenheim Las Vegas

from Mark Winslow

http://www.guggenheim.org/press_releases/gugg_las_vegasfs.html

Opening Date

September 16, 2001

Location

The Venetian Resort-Hotel-Casino
3355 Las Vegas Boulevard South
Las Vegas, NV 89109
Phone: (702) 414-2440 (Public Information)

Administration

The Guggenheim Las Vegas will be managed by the Solomon R. Guggenheim Foundation. The Guggenheim will operate the museum, providing curatorial and administrative expertise and all programming content.

Museum Description

The Guggenheim Las Vegas was conceived for the presentation of large-scale traveling exhibitions. With 70-foot ceilings, the museum will accommodate exhibitions ranging from The Art of the Motorcycle and design, fashion, and architecture exhibitions, to comprehensive presentations of multi-media, video, and high-technology-based art.

Museum Architecture

The Guggenheim Las Vegas has been designed by Dutch architect and Pritzker Prize-winner architect Rem Koolhaas. The 63,700-square-foot, free-standing building is a massive, hangar-like space accessed through The Venetian complex. The main gallery space is approximately 150' x 200' and is flooded with natural light from an immense skylight in the ceiling. The light is controlled by two large pivoting panels on the roof. On

the underside of these panels is a large-scale facsimile of the central scene from Michelangelo's Sistine Chapel ceiling. The building features a 70' x 70' steel "megadoor" that pivots open to allow trucks to drive through the space and unload large-scale works of art. The floor of the ground level is flexible and can be opened to reveal a trench that drops down to lower-level galleries and spans the length of the exhibition space. The Guggenheim Las Vegas also features a massive, functioning industrial crane that can move as much as 40-tons.

Opening Exhibition

The Art of the Motorcycle, the Guggenheim's landmark exhibition that celebrates the motorcycle as a vibrant symbol of the Modern age, will inaugurate the Guggenheim Las Vegas. With more than 120 motorcycles on display, the exhibition chronicles the most compelling moments in motorcycle design and technology – from its humble beginnings as a steam-powered vehicle to the sophisticated state of motorcycle production today. Designed by the renowned architect Frank Gehry, the installation responds both to the massive scale of the Guggenheim Las Vegas and the materials of the motorcycles themselves and features curved polished stainless steel walls, towering chain-link curtains and glass floors.

The exhibition is made possible by BMW Motorcycles.

Transportation assistance is provided by Delta Air Lines.

Museum Hours

10am–11pm, 7 days a week

Museum Admission

\$15 adults, \$11 students

Public Information

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Land of Enchantment BMW Riders

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DISCLAIMER!

This list was up to date and as accurate as we could make it at the end of August 2001. Barring typos (which I'll never admit to), this is the contact information we have on record for all active members.

This information is published as a service to and for LOE BMW R members, and we ask you to respect that. Please keep this information within the club, and use discretion and respect in contacts you make with other members. We are here to help each other, but misuse of this information could discourage that important part of club membership. If you have any corrections or additions, direct them to Ken Goode (keeper of the secret Master List) at 892-5690, kbgoode@earthlink.net and Dave Wilson (if you want a correction printed in the newsletter) at 232-0266, mrmtv@aol.com