

the **Legendary** **SHAFT**

News from the Land of Enchantment BMW Riders • December 2001

Wooly Weather

I guess it's winter now. Snow on the mountain is fall, snow in town is winter. So what to do now that the frosty weather has moved in? Guess I'll just have to eat more before I go out and ride!

The Sunday club breakfasts at Hurricane's have gotten so big we now pretty much take over the whole back room. The last time I was there we used all but two tables – it looked like we were having an 8am party. I'm not sure what the waitresses think about it (though hopefully BMW riders are big tippers), but we sure get a lot of funny looks from the customers wandering back looking for an empty table.

And Hurricane's is the perfect start for a long ride up to Chama (summer) or a spin to the back of the mountain (winter), thanks to their gigantic plates of food and endless coffee. With the cool weather I tend to ride from coffee cup to coffee cup, in this case from Hurricane's to the coffee shop in Cedar Crest. This Sunday found a bunch of riders who had left their BMWs at home and were ringing out their Triumphs. And that big cup of coffee was the perfect warmer-upper after a fast ride up to Madrid. Didn't see too many other bikes, though. Surely not too cold to ride!

Enough of my Hurricane's plug. This particular breakfast was also a club business meeting, where we nominated the new members who will be in charge of things next year. Your opportunity to vote will be at the Progressive Breakfast next month, which also happens to be one of the most fun and filling rides of the year (IMHO).

In between will be this month's

Christmas Party, usually the best attended event of the year, apart from Sipapu. This year it's going to be a real catered event, and I hope you'll all be there. Check it out in the listings inside, and put on your woolies!

David Wilson, Editor

Welcome New Members!

Please welcome David Tynan of Bosque Farms and Russ Hilton of Albuquerque. It's great to have you with us!



Gee whiz, we're gonna have to find a bigger restaurant! The perfect combination of riding and eating.



The following tells the story of my motorcycle ride in northern California (central and coastal) and central Oregon (central and coastal). The ride began on July 19, 2001 and ended about 1,800 miles and 5 days later. User error in operating the camera led to many missing images, so these are just the selection from the few that made it. What a great excuse to do it over again...

Heading Out

My sole travelling companion, my 1988 BMW R100GS, and I left Redwood City, CA shortly after 2pm on July 19. I had motel reservations for the night in two places, Alturas, CA and Lakeview, OR. Considering the departure time, these were optimistic and *very* optimistic, respectively. By the time we got past the Bay Bridge, I-80 to 505 and onto I-5, it was getting really late. This forced an immediate reduction in "bonus" plans and routes. We were not going to give up Lassen Volcanic National Park, however, so the main focus became to make it there at a reasonable time to be able to see something in daylight. Hopefully we'll make it to Alturas for the night, but little chance of anything beyond. A last minute (3:59) pay-phone call to cancel the Best Western Lakeview reservations sealed that decision.

I-5 turned out to be much nicer than any "I" designated blacktop we have ever seen. I had some knowledge that it "wasn't bad", but this was a real surprise. I-5 actually makes its way (sometimes even sort of winds) through fields and small farming communities, hills and valleys. It is not your typical Interstate which had bulldozed its way through, pushing the locals away...

At Red Bluff we left I-5 and onto CA-36 (via few miles on CA-99). This was the first of many beautiful roads to come that day and in the coming days. Out of respect for Bill "the summit chaser" Koup and his ever-lasting quest for summits, we continued a bit past the turn to CA-89 so that we could say hello to Morgan Summit.

Back to CA-89 and into Lassen National Park. Time was already somewhere between 6 and 7pm, but the twisties kept getting better and better. Few miles into Lassen, a stench made it clear that either the bike is performing some new

experiments in chemistry, or that Lassen NP has a surprising concentration of sulphur. Lucky for us, it turned out to be the latter.

Lassen Volcanic National Park includes Lassen Mountain which erupted as recently as 1914. To date there are many present signs of volcanic activity just under the surface, including the sulphur smell and many steaming hot springs. Some refer to Lassen as "mini Yellowstone."

On through the park we went. More great roads and beautiful scenery. The threatening darkness provided for more great colors and background and less sense of urgency. Good thing at the time, but to be somewhat regretted later...

Out of the park through an area that reads on the map "closed in winter." Read: high elevation and narrow, winding, not-worth-maintaining roads. Gotta love it. Onto CA-44 and back onto CA-89, leads to CA-299. From there to Alturas is about 90 miles. Not much in general, but considering the fact that it is just about dark, and every two miles there is a "Deer Crossing", "Deer Jumping", and "Deer All Over the Place", these were some of the longest and slowest miles I have ever ridden. In the moonless night, the bike's sorry excuse for a head light made sure that not only did I have no idea what's on (or coming from) the sides of the road, I barely knew where the road was. An extra touch of anxiety added the fact that no gas station was in sight, unless you count those already *very* closed in the few small towns on the way. Careful (and repeated) calculation suggested that we could probably make it to Alturas with the last drops from the "Reserve", but "probably" was not a very warming thought. So out of nowhere (actually, in the middle of it), shows up a town which at that hour seemed to be comprised *only* of a gas station. This station, however, provided much needed gas and a huge chocolate chip cookie. We were happy, and

on. By the time I was putting the riding gear on, rain drops started falling. In a move that could have turned out as ugly as it did bright, we went through few minutes of not too bad rain, and came out on the other side of the storm with an enormous sigh of relief. We really just scraped the edge. OR-31 continued to entertain us for another hour of so, leading into highway 97. Going north on 97, waves of BMW motorcycles began to appear, and to increase in size and frequency as we continued toward Bend and Redmond. Yes, we have arrived to witness the great invasion of central Oregon by hords of BMWs heading to the annual rally in Redmond. Arriving mid-afternoon at Redmond's fairgrounds, registering to participate in the global BMW drool (5,400 riders already ahead of me), and entering the rally grounds, went without a hitch. An easy, fun and pleasant, 250 miles day.

Top: Beautiful Crater Lake.

Right: John Ephlin and RJ Mirabal showing what a motorcycle rally is all about: shopping!



made it to Alturas just before 11pm. This was a very long day that started about four hours too late. Still we enjoyed great roads and scenery, and cover about 400 miles. For the record, somewhere in Lassen, the bike crossed the 50,000 miles on the odometer.

Alturas at night did not provide much in a way of food or drink. While I was quite hungry, I was not brave enough to try the leftover cooked food tanning under yellow lamps (ya know, the hot dogs, etc.) in the local gas station. I was, however, quite thankful for some crackers and nice cold beer. Those crackers must have contained some kind of secret ingredient, since despite the ride, the beer and the motel proprietor's stories about the sleepy little town (sleepy in the summer, winter, day, night and in between), I stayed awake for another hour or two.

Onward to Redmond, Oregon

Morning revealed a very nice small town in the middle of a huge span of high desert. Pointing north on highway 395, Alturas quickly disappeared in the mirrors as we were head-



ing into Oregon (and a drop in the legal speed limit). At the risk of repeating myself here and later, the day was beautiful, as was the road, the twisties, the hill, the valleys, the fields, and even the occasional car. About three of those per 50 miles. Great ratio. Things just got better as we turned from hwy 395 onto OR-31 going north-west. About 20 miles into OR-31 we found the town of Paisley. A glance at the sky after a somewhat extended lunch (the Homestead, sole establishment, great small town atmosphere and good food), revealed some bad news. A huge thunderhead was building up in the, yes, northwest. Passing comments from the neighboring tables included references to the hours of rain the previous night, the daily afternoon downpour, and so



Far left: Gideon's GS at Morgan Summit in Lassen National Park.

Left: Bill Philo's R100RS in the bike judging competition.

Below: The rally grounds.



A Day at the Rally...

Tent city. In some parts of the world, or US cities, this brings to mind images of disaster, poverty, homelessness, and human suffering. In Redmond, Oregon, however, this was where the (relatively and not so relatively) better off part of the population chose to spend a weekend. And don't let the tents fool you, motels and hotels for as far as the gas tank can take you were all booked up by those whose idea of "roughing it out" adds up to having to cool the Heineken in a bucket of ice rather than chilled in the keg by the bar tender. Okay, enough of that...

Tents, Beemers, BMW North America's big rigs full of demo bikes, vendors of motorcycle and accessories, club representatives, and riders of all walks of life (really), filled the grassy fairgrounds. Building such as the "Sheep Barn" and the "Dairy Building" got overwhelmed with shopping frenzy, business deals, and friendships being forged at a break-neck speed.





On the Road

DECEMBER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8 Party! 
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Saturday, December 8 Christmas Party

Talk about doing it up?! This year the party's going to be held at O'Neil's restaurant, on Uptown just west of Louisiana. The shindig starts at 6 and food starts flying around 7. There will be a cash bar, but the club is also buying a keg, so bring your designated biker and get that tux out of the mothballs, because we're going to PAR-TAY!

JANUARY 2002						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	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		

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 Cade, and Ernie Gabaldon. Details to come in next month's newsletter.

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.

Sipapu T-shirts

by Robert Keen

We have shirts available from September's rally in sizes Medium and Large in both sleeve lengths. Quantities are limited, however. The prices are \$10 for short sleeve and \$15 for long sleeve.

Contact Robert Keen to get yours at 883-4813.

Vegas / Guggenheim

by Ralph Nevis

Just a brief recap of my recent trip to the Las Vegas Guggenheim Show. I went via the Bay area (as in San Francisco ?). Spent a couple of days with my son Matt and his wife. Stopped in Merced to see some Baja friends. We went over to the Corbin factory to get a seat redone and had the chance to demo his electric three wheeled cars he calls Sparrows. From there we went over to the coast for some seafood at Moss's Landing. I had Dungeoness Crab washed down with a pint of Bass ale.

The ride out of Merced was nicest riding of the whole trip: rolling golden hills all the way to Yosemite. The park was fairly empty. No traffic at all. Stopped for a few photos, then over Tioga pass and down to 395 and the low desert. Stopped in Lone Pine under Mt. Whitney, the tallest peak in the lower 48 states. On the next day thru Death Valley. Got a late start and reached the lowest part at about noon. Very hot, screw sightseeing, let's get the hell outta here, and on to Vegas.

Vegas was no cooler, but it was Thursday and no crowds yet. Got a hotel on the strip that my boy Matt had recommended. It was cheaper than Lone Pine.

Friday the BMW "Ride to the Guggenheim" began. We had free parking at the Venetian Hotel (it's the one with the gondolas wandering thru the building). At registration we got a packet with brochures, magazines, T-shirt and cap. We also signed up for a free dinner that night

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.



Ralph on the road, but obviously nowhere near Las Vegas yet.

and demo rides. I rode the RT and the LT. The dinner was excellent. Also that day we had free tickets to see the "exhibit". The exhibit included about 100 motorcycles going all the way back to the invention of the same. The presentation was nothing short of phenomenal.

Saturday evening we had the banquet. A sit down dinner for 750 in the hotel. The bar was open (as in free) for the first 45 minutes. Everyone had two drinks in their hands. There were presentations from the museum people and BMW people. The dinner couldn't have been nicer, unless maybe you were vegetarian, as filet mignon was served just right. The dinner was followed by a musical Las Vegas show with lots of dancing.

Sunday I rode across Hoover (Boulder) Dam and got as far as Gallup, NM. Got a motel with a jacuzzi to work out the knots, and did some shopping the next morning for some Navajo silver. Got home Monday afternoon.

The show and the ride were great. BMW put on a real class act. It made you proud to be riding that mark. Speaking of being proud, the ride across a part of America also brought home what a wonderful place we live in. From the coast, across rolling golden hills, thru Yosemite, by Mt. Whitney, thru Death Valley, Vegas and over Boulder Dam and thru the red mesas of the Southwest made one remember what we sometimes take for granted how lucky we are. *"This Land is Your Land..."*

Harley Davidson

To Abandon Making Motorcycles

from Tom Volkman

Due to a higher volume of sales of clothing, accessories, and other Harley paraphernalia, and coupled with tight financial times that put a further squeeze on overpriced, under-performing machinery, Harley Davidson has partnered with Proptronics to produce a specialty motorcycle called "Stylin' Iron." Proptronics is the company famous making fake appliances that are used in model homes for purposes of show only.

In a brilliant management decision, Harley Davidson decided to face the fact that the only reason most people buy their equipment is indeed as a fashion accessory.

By building a prop motorcycle, costs can be dramatically cut. The new Stylin' Iron will have the look and feel of a real Harley motorcycle and even comes equipped with a recorded potato-potato synthesizer, smoky air pump to simulate exhaust, and even an adjustable rate oil leak. The bike is priced at under \$1,200 and is available immediately. Sales are expected to soar as the new model will allow Harley enthusiasts to spend more money on leather, hats, sunglasses and jewelry due to no longer having to be concerned about keeping the machinery in actual running and riding condition.

The expected surge in accessory sales has prompted the Milwaukee company to begin talks with the American clothing designer ****ies to help supply genuine Harley Davidson clothing and retailer K-Mart to feature the new Stylin' Irons in their sporting goods department.

A spokesman for Harley Davidson commented "We expect Stylin' Iron to be a huge success and relieve the company of having to deal with complaints from the minority of customers who understand motorcycling, and can turn full time attention to the fashion conscious customers who buys our product to function equally as well as the rest of the Harley Davidson line of motorcycles, in a fashion sense. Some of our engineers who have tested the new machine claim it actually performs just as well on the road also, given a suitable downhill grade and tailwind."

Oh Lauren!

by Arabella Throttlebody, Yankee Beemers

Q: Has Lauren Hutton recovered from her motorcycle accident last October? Has she worked since then?

A: No on both accounts. Doctors say she's three months from full recovery, but considering the severity of the accident, she's in pretty good shape. The former supermodel, 57, was going about 100 mph outside of Las Vegas when she lost control of her bike; fellow riders Jeremy Irons and Dennis Hopper thought she was dead. Her shattered right leg and arm, held together with metal rods, are healed, as are her broken ribs, fractured sternum and punctured lungs. She no longer needs a cane, and her

forehead lacerations are gone. In fact, she plans to hop on her new BMW F650 Wednesday for another ride with her biking buddies.

A Deadly Side to the Baby Boomers' Thrill Ride

Motorcycles: As older road warriors buy the big bikes, the death rate has jumped.

*By Ricardo Alonso-Zaldivar, Los Angeles Times Staff Writer
<http://www.latimes.com/news/nation/20010325/t000025852.html>*

Washington—A young Che Guevara set off on a motorcycle through the Andes, seeking the soul of Latin America. “*The Wild One*” and “*Easy Rider*” evoked for Americans the bike’s raw power and unfettered spirit.

But the passion of rebels, outlaws and daredevils is fast becoming the pastime of aging baby boomers. And as 40- and 50-somethings mount gleaming new bikes to recapture their youth, one result has been an alarming increase in casualties.

After declining through most of the 1990s, motorcycle fatalities began trending upward in 1998, and older bikers are behind the increase, a Los Angeles Times analysis of federal statistics shows.

From 1994 to 1999, deaths among bikers age 35 and older rose by 59%. During the same period, fatalities fell by 22% among those 34 and younger. For the first time, in 1999, older riders accounted for a majority of those killed. That was also the year the trailing edge of the baby boom generation turned 35.

“These trends fly in the face of the conventional wisdom about who’s getting killed on motorcycles,” said Rae Tyson, a spokesman for the National Highway Traffic Safety Administration, whose research reflects a similar pattern. “They certainly suggest we need to focus on training for those who are returning to motorcycling after a long absence or getting into it for the first time at an older age.”

What is it about motorcycling that has gotten in the blood of middle-age Americans?

“There is a certain mystique about the American-made Harley-Davidson,” said Pat Delahunty, 50, an electronics technician during the week and on weekends road captain of the Inland Empire HOG (Harley Owners Group). “People just love it. Tourists from Japan stop to take pictures. The feeling, the sound of the bike when it goes down the road... It’s awesome. It’s 100% addictive.”

Largely because motorcycling gets little scrutiny by safety researchers, the reasons for the generational shift in casualties are unclear. Inexperience, overconfidence and alcohol consumption play a part. Overexposure to traffic hazards among older riders who favor full-day treks of hundreds of miles also may be a factor. Or it could be demographics, pure and simple – the sheer number of baby boomers saddling up for the first time or returning to the sport after a long absence. That has prompted a rapid “aging” of the motorcycle population.

“Many of the questions that people are asking... no one knows the answer to them,” said David Thom of the

Head Protection Research Laboratory in Paramount. “There has been no in-depth investigation of motorcycle safety in this country for 20 years.”

Older Doesn’t Mean Wiser

Motorcyclists accounted for 2,472 of the 41,611 people killed on America’s roads in 1999—about 6% of the total. During the last decade, the average age of bikers killed rose from 29.3 in 1990 to 36.5 in 1999, according to NHTSA statistics.

Contrary to expectations, the agency found that older, and presumably wiser, people may in fact be taking more risks. While the motorcycle accident death rate for people 29 and younger dropped sharply since 1990, it increased for those 40 and older. Overall, those in the 20-29 age group still were the most likely to be killed on a bike, but by 1999, their risk of dying was 42% lower than at the start of the decade.

Meanwhile, the death rate for those 49 and older had surpassed that of people younger than 20. NHTSA is working on a new motorcycle safety plan, taking into account the graying biker.

Aging riders were out in force recently at Bike Week, an annual happening that draws hundreds of thousands to Daytona Beach, Fla. At the first-aid tent, hypertensives outnumbered Hells Angels. “Quite a few had elevated blood pressure and probably about half of those having it checked were on medication,” said Debbie King, trauma program coordinator at Halifax Medical Center in Daytona Beach. More than 1,000 riders had their blood pressure checked.

“We saw a couple of gentlemen whose bikes just fell over on them. Both were over 60 and one was near 70,” King added. “One had a possible broken rib – we sent him by ambulance to the hospital for an X-ray.”

Dropping a 600-pound Harley while you’re parked at the sidewalk probably hurts the ego more than anything else. Being flung from a bike at highway speed is another matter.

Earl Kline, a 48-year-old computer programmer from San Diego, blames inexperience for his crash in 1996 near Las Vegas. He had been riding for about a year.

Racing in a pack at about 90 mph down a highway, Kline bumped the bike in front. He left the road, hit a ditch, became airborne and landed 15 to 20 feet away, breaking most of his ribs, a leg and a hand. He was wearing a helmet. His Honda sports touring bike was totaled. Kline was hospitalized for 10 days; he was out of work for a month. He has not bought another bike since, though he’s thinking about it.

“It was just a lot of fun until the very last second,” Kline said. “I wasn’t worried about getting killed.... I figured I would get hurt.”

Market Trending Toward Upscale

Last year, the typical buyer of a new motorcycle was a 42-year-old male with a median income of \$67,000, according to the marketing research firm J.D. Power and Associates. Bikes can range from less than \$5,000 to as much as \$30,000. The main types are cruisers, epitomized by the classic Harley; sport bikes, the ninja-style machines that race the Angeles Crest Highway; and touring bikes, solid, long-haul transportation with windshield,

luggage compartment and other amenities.

Middle-age converts to motorcycling sometimes are called "born agains" or "rubies": rich urban bikers.

"These newer, older riders are not starting out small," said Eric Levy, 40, membership coordinator of the Red Hot Riders Motorcycle Club in San Diego. "They are buying big bikes, which are a handful. The [attitude] is, 'Heck, I can do this, I've been around for a while—and out of my way.'"

While many states, including California, require younger riders to take a motorcycle safety course before getting a license, older adults often can go straight to the Department of Motor Vehicles examiner. Training courses, though recommended even for experienced riders, are overbooked. Facing a months-long wait, some learn enough on their own to pass the test or they start riding without a motorcycle license. Bikers involved in fatal crashes are more likely to be unlicensed than other motorists in fatal crashes.

But skill is essential for self-preservation on a motorcycle. Braking—especially in panic situations—is tricky because the front and rear brakes are operated independently. The front brake usually is applied by squeezing a lever on the right handlebar and the rear brake operates by a foot pedal. The sport also requires constantly active thinking. Unlike the driver of a sport-utility vehicle, a motorcyclist must assume that he or she is invisible to other drivers and learn to anticipate their actions.

"It is erroneous to equate age with experience," said Bob Young, a motorcycle safety instructor for seven years in the Maryland suburbs of Washington. "Maybe we should assume that the older the rider, the less experience."

Statistics indicate that older bikers also are more likely to drink alcohol before riding. The highest intoxication rate among fatally injured motorcyclists in 1999 was in the 35-39 age group—45%. That was followed by the 40-44 age group at 39%. The drunken driving rate for motorcyclists of all ages is much higher than for drivers of cars and light trucks. And bikers who have been drinking also are less likely to wear helmets.

"Once in a while, you see them have a couple too many beers, get in a fight with their girlfriend, jump on the bike and take off into the desert," said Delahunty, the Harley road captain.

Jane Usatin, treasurer of the Southern California Motorcycling Assn., believes riding patterns are another factor that works against older motorcyclists.

"The younger riders ride for an afternoon, or early in the morning, before the cops are out," she said. But older bikers favor social rides that can reach hundreds of miles in a day. "They hit the road in the morning and are out there until dusk. By then, they have been exposed to the dangers of the road for longer. I ride 3,500 miles a month, easy. I'm just out there being a target."

A college administrator, Usatin, 52, said she wouldn't give up the lifestyle. She's a grandmother, and one of her daughters was riding a motorcycle before she learned to drive a car. Usatin met her second husband at a motorcycling event. "He thought I was a guy. Boy, did it surprise him when I flipped up the helmet."

Usatin knows of four riders who were killed in recent years. One was a young man who took a turn too fast. The other three were older. One came over a rise to find a truck

unexpectedly blocking the road and was unable to stop. Another was riding through the Navajo nation at night in rainy weather when he was blinded by the high beams of an oncoming car, went off the road and flipped. The third one was hit by flying debris on a Los Angeles freeway.

As people remain active later in life, the number of older – even elderly – bikers can be expected to climb higher. Dean French of San Diego runs a business at age 73 and still rides a Honda sport bike in the mountains. He has noticed that his reaction time has slowed and he gets tired more easily, but he ignores his wife's pleas to give up biking after 40 years.

"The motorcycles of today are far more capable," he said. "You have the ability to go fast and make rapid turns and lean over—all the things the racers did 10 years ago. The technology may seduce you into thinking you are more capable than you are."

French taught one of his best friends to ride when the friend was 63.

Over the years, French has had several serious accidents. He got in a life-threatening wreck about 20 years ago, racing around a practice track near Chicago.

"It cost \$20,000 and my spleen had to be removed," he said. "I promised my wife I would never get on a bike again. But then I did as soon as I got out of the hospital."

Sources: *National Highway Traffic Safety Administration, Fatality Analysis Reporting System; 2000 Motorcycle Industry Council Statistics; compiled by SUNNY KAPLAN/Los Angeles Times. Times researcher Sunny Kaplan contributed to this story.*

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: mrmtv@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 January issue is Monday, December 17th. Start typing!

For Your Buying Pleasure

FOR SALE

1989 RI00GS "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. \$4250.

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

2001 F650 GS Dakar, white, 2k miles, heated grips, Givi saddlebags and trunk/rack, highway pegs, hand guards, warranty, new condition, \$8400.

Call Ed at 505-284-3733 or email at emigna@spinn.net.

1987 K100RS. 57K, Pearl White, AeroFlow windshield. New tires, crash bars, pull backs on handle bars. Corbin seat and backrest with luggage rack. Well maintained overall, excellent condition. \$3700 obo.

Call Ron Norton at (405) 732-5380, Russ Marooney at (405) 677-4328 or Jim Devlin at (405) 733-8130.

1994 RI100RS, 38k, teal, new transmission, clutch, brakes and Michelins. Many extras including RID, htd grips, PIAAs and Fiamms. engine guards, rt rack, throttle lock and hard bags. A great BMW. \$7200. Only selling 'cause that RT caught my eye at the right time and price.

Call Bernhard Draiscol in Santa Fe @ 505-988-2744

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Call Bill Koup at 856-7513 or email him at koup@home.com

Riding Gear: Aerostitch Roadcrafter, red w/ blue trim, 44L, good condition, \$100. Hein Gericke Darien, brown leather, 40, removable liner, new, excellent condition, \$200.

Call Mike Wheeler in Los Alamos at 505-662-5577.

Ramp with rails. 7' long, black. Also 2 motorcycle rails, 1 3½' wide, 1 5½' wide. \$40 each obo.

Call Paul W. Browning at 275-7856.

Clothing: BMW black leather jacket with extra padding on the sleeves and shoulders, in excellent condition, size 45, \$150. BMW black leather pants, good condition, size 46, \$100. Gray leather jumpsuit in good condition, XL, \$150. Black leather jacket "Leman," size 42, \$100. Black leather slacks "Black on Black Leathers," size 40, \$75. Cold weather one piece nylon "Edco," dark blue gray, size L, \$50.

Call Diane Kyriss in El Paso at 915 584-3987

WANTED: Rocker Arms, 1 full engine-set, for any 76 thru

84 R-bike, except R65.

Call Mike Chavez at 242-0319 before 9pm, or email mdchavez@nm.net.

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

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



The Rear View



1984 BMW R100RS & CS, last editions 100% original. Pearl white. 2 seats per bike, saddlebags, factory certificates. Both perfect condition. Only 6,000 + miles on each. Original owner. \$39,500 the pair. (802) 484-5036. JH



1947 HARLEY CUSTOM KNUCKLEHEAD 3000 mi on 80 cu. in, SU carb, 16" fury girder, original rigid frame, candy apple red w/mural gas tank, show winer, lots of chrome. \$21,000 obo. 919-870-7404. -JHNOA04507/00162462806

Talk about holding their value! Check out these ads found by Robert Keen that attest to the investment quality of our own beloved BMWs vs. the old standby Harley Davidson. Makes you want to hang on to those airheads, eh? And check out the News section for even more!



MAKE	MODEL	YEAR	BID	COND	SOLD
Honda	CB750	1973	\$1,200	3	Y
Honda	CB750	1976	\$85	4	Y
Honda	CB750F	1977	\$70	4	Y
Honda	CB900C	1982	\$2,100	3	Y
Honda	CBX	1979	\$3,500	3	Y
Honda	CBX	1979	\$2,100	3	Y
Honda	CBX	1979	\$3,500	3	Y
Honda	CBX	1979	\$3,100	3	Y
Honda	CBX	1981	\$6,900	2	N
Honda	CBX	1982	\$2,000	4	Y
Honda	CBX	1982	\$4,200	2	N
Honda	CL305 Scrambler	1966	\$1,500	2	Y
Honda	CL350	1969	\$1,000	3	Y
Honda	CL350	1973	\$1,250	3	Y
Honda	CL350	1973	\$1,200	3	Y
Honda	CL450	1970	\$60	3	Y
Honda	CL90	1967	\$30	3	Y
Honda	CT200	1965	\$75	3	Y
Honda	CT70	1980	\$1,200	2	Y
Honda	Dream 50 Replica	1967	\$5,200	2	Y
Honda	Dream CA77	1969	\$2,600	2	Y
Honda	Elite	1985	\$75	3	Y
Honda	Elizaire MT250	1974	\$2,400	3	Y
Honda	GB500	1989	\$1,900	4	Y
Honda	GL1000	1975	\$3,900	2	Y
Honda	Goldwing	1978	\$1,200	3	Y
Honda	Gyro	1986	\$1,300	3	Y
Honda	Mini Trail	1969	\$2,100	2	Y
Honda	Mini Trail	1969	\$1,100	2	N
Honda	Mini Trail	1971	\$1,000	3	N
Honda	S90	1965	\$90	3	Y
Honda	SL100	1970	\$1,000	3	Y
Honda	SL350	1972	\$1,300	3	Y
Honda	SL90	1968	\$90	3	Y
Honda	XL125 Paul McCartney	1973	\$12,000	3	Y
Honda	XL185S	1980	\$2,200	2	Y
Honda	Z50 Mini Trail	1971	\$3,600	1	Y
Honda	Z50A	1970	\$2,200	2	Y
Honda	Z50A	1971	\$90	4	Y
Indian	Twin	1946	\$9,400	3	Y
Indian	741 Civilian	1938	\$12,900	2	N
Indian	Bonneville	1946	\$23,000	2	Y
Indian	Chief	1932	\$17,250	3	Y
Indian	Chief	1940	\$17,750	3	Y
Indian	Chief	1944	\$19,750	3	Y
Indian	Chief	1945	\$22,500	2	N
Indian	Chief	1946	\$22,500	2	N
Indian	Chief	1951	\$23,500	3	N
Indian	Dealership Sign	1950	\$2,100	2	Y
Indian	Dirt Bike	1970	\$60	3	Y
Indian	Four Cylinder	1937	\$35,500	3	N
Indian	Junior Scout	1936	\$10,100	2	Y
Indian	motor	1915	\$3,800	2	Y
Indian	Prince	1926	\$15,500	2	Y
Indian	Racer	1921	\$18,500	2	Y
Indian	Racer Replica	1920	\$9,100	2	Y
Indian	Scout	1923	\$19,500	2	N
Indian	Scout	1925	\$10,200	3	Y
Indian	Scout	1926	\$10,250	3	Y
Indian	Scout	1926	\$11,000	3	Y
Indian	Scout	1929	\$11,000	3	Y
Indian	Scout	1949	\$8,500	2	Y
Indian	Sport Scout	1936	\$12,900	3	N
Indian	Sport Scout	1941	\$21,000	2	Y
Indian	Twin	1912	\$44,000	2	N
Indian	Twin	1920	\$7,100	4	Y
Indian	V Twin	1912	\$29,000	2	Y
JAP	Speedway	1946	\$6,600	1	N
Kawasaki	250	1972	\$2,200	1	Y
Kawasaki	KZ1000	1978	\$1,200	3	Y
Kawasaki	KZ1000 (in crate)	1978	\$4,000	2	Y
Kawasaki	Kz1000 Police	1992	\$1,200	4	Y
Kawasaki	KZ650	1977	\$40	4	Y

MAKE	MODEL	YEAR	BID	COND	SOLD
King Dick	Single	1912	\$7,000	3	Y
Lady Deanna	Single	1909	\$8,000	2	Y
Lambretta	Model D	1964	\$2,800	3	Y
Laverda	Gemini	1968	\$1,900	3	N
Luxury Liner Bicycle (in crate)	1950s	\$55	1	Y	
Magnacycle	Cheyenne	1962	\$3,600	3	Y
Marusho	Electra	1967	\$5,200	2	N
Matchless	G36	1951	\$4,100	2	Y
Matchless	G80CS	1960	\$6,900	2	N
Matchless	G9	1954	\$6,900	1	Y
Matchless	Silver Arrow	1930	\$7,700	3	N
Mobil 100	Gas Pump	1962	\$2,200	3	Y
Mondial	DOHC	1955	\$39,000	2	N
Moto	Parilla	1957	\$4,000	2	Y
Moto Guzzi	Ambassador	1972	\$3,100	2	N
Moto Guzzi	C2V	1925	\$27,500	2	N
Moto Guzzi	Dondolino	1953	\$27,500	2	Y
Moto Guzzi	Galetto 175	1953	\$3,500	2	Y
Moto Guzzi	Le Mans	1978	\$4,900	2	N
Moto Guzzi	Le Mans I	1978	\$4,400	2	N
Moto Guzzi	Lodola	1959	\$3,150	3	N
Moto Guzzi	Lodola 175	1957	\$2,300	3	N
Moto Guzzi	Lodola 235GT	1964	\$2,600	3	Y
Moto Guzzi	Stornello	1962	\$1,000	3	Y
Moto Guzzi	Stornello Sport	1962	\$1,900	3	N
MV Agusta	125	1948	\$3,400	3	Y
MV Agusta	125	1957	\$2,400	3	Y
MV Agusta	Oro	2000	\$27,500	2	Y
New Hudson	500 Side Valve	1925	\$3,900	3	Y
Norton	Commando	1971	\$2,300	3	Y
Norton	Commando	1974	\$4,700	2	Y
Norton	Commando	1975	\$4,100	2	Y
Norton	ES2	1936	\$4,750	3	Y
Norton	Fastback	1971	\$4,200	2	Y
Norton	International	1938	\$13,000	2	Y
Norton	Roadster	1975	\$6,300	2	Y
Norton	Norton K. Forras	1971	\$14,000	2	Y
NSU	JOE	1921	\$4,700	3	Y
NSU	V Twin	1909	\$27,500	2	N
Phillips	Unique Gas Pump	1950	\$2,200	2	Y
Rickman	125 Zundapp	1973	\$1,550	3	Y
Rickman	Honda CB750	1974	\$3,400	2	Y
Rumi	Racer	1957	\$4,500	2	Y
Salisbury	3/4 Midget Racer	1948	\$2,800	3	Y
Schwinn	Black Phantom	1951	\$1,050	3	Y
Sears	Puch (in crate)	1968	\$2,700	2	Y
Shaw	Single	1907	\$6,750	2	Y
Simplex	Single	1957	\$2,800	4	Y
Sparta	Single	1936	\$4,100	2	Y
Special Construction	Frankenstein 2001	\$15,100	2	Y	
Suzuki	GS1000 (in crate)	1978	\$6,000	2	Y
Suzuki	GSX600F	1990	\$2,000	3	Y
Suzuki	RES	1975	\$85	4	Y
Suzuki	Suitcase cycle	1972	\$70	3	Y
Suzuki	TS125	1970	\$60	3	Y
Suzuki	TS90	1970	\$80	3	Y
Texaco	Oil Dispenser	1930	\$1,050	2	Y
Texasco	575 Model Bowsler Gas Pump	1952	\$2,900	2	Y
Thor	Single	1914	\$15,500	3	Y
Triumph	Steve McQueens	1966	\$29,250	2	Y
Triumph	955I	1998	\$6,250	2	Y
Triumph	Adventure	1974	\$3,800	2	Y
Triumph	Bonneville	1959	\$8,900	2	N
Triumph	Bonneville	1962	\$10,900	1	Y
Triumph	Bonneville	1965	\$6,900	2	Y
Triumph	Bonneville	1965	\$3,800	3	Y
Triumph	Bonneville	1965	\$6,100	2	Y
Triumph	Bonneville	1968	\$3,400	3	Y
Triumph	Bonneville	1968	\$6,300	2	Y
Triumph	Bonneville	1968	\$3,800	3	Y
Triumph	Bonneville	1968	\$8,250	2	Y
Triumph	Bonneville	1969	\$3,800	3	Y
Triumph	Bonneville	1969	\$4,000	3	Y

MAKE	MODEL	YEAR	BID	COND	SOLD
Triumph	Bonneville	1969	\$5,500	3	Y
Triumph	Bonneville	1970	\$3,300	3	Y
Triumph	Bonneville	1970	\$10,750	1	Y
Triumph	Bonneville	1970	\$3,000	4	Y
Triumph	Bonneville	1972	\$2,400	3	Y
Triumph	Bonneville	1977	\$3,500	2	Y
Triumph	Bonneville	1979	\$9,000	1	Y
Triumph	Bonneville T120RT	1970	\$8,500	2	Y
Triumph	Cub	1965	\$3,400	2	Y
Triumph	Cub Dirt Bike	1955	\$75	3	Y
Triumph	Daytona	1973	\$2,200	3	Y
Triumph	Daytona 500	1968	\$5,100	2	Y
Triumph	Daytona 500	1970	\$3,300	3	Y
Triumph	Flat Track Racer	1972	\$2,200	3	Y
Triumph	Hurricane X75	1973	\$7,900	2	Y
Triumph	Silver Jubilee	1977	\$4,300	3	Y
Triumph	Speed Twin	1949	\$8,900	3	Y
Triumph	Speed Twin	1959	\$3,500	3	Y
Triumph	T100C	1967	\$2,300	3	Y
Triumph	T100C	1970	\$2,250	3	Y
Triumph	Terrier	1953	\$5,100	2	N
Triumph	Thunderbird	1958	\$6,250	2	Y
Triumph	Thunderbird	1958	\$8,000	1	Y
Triumph	Thunderbird	1965	\$4,300	3	Y
Triumph	Thunderbird	1996	\$4,750	2	Y
Triumph	Tiger 100	1956	\$4,400	3	N
Triumph	Tiger T100	1954	\$8,200	2	Y
Triumph	Tiger T100RT	1970	\$2,300	3	Y
Triumph	T86	1956	\$5,700	3	Y
Triumph	T86	1957	\$5,500	3	Y
Triumph	T86	1964	\$4,050	3	Y
Triumph	T86C	1968	\$3,900	3	Y
Triumph	T86C Perry Kings	1972	\$1,700	3	Y
Triumph	T86R	1970	\$8,600	2	Y
Triumph	T86SS	1962	\$15,900	1	N
Triumph	Thundermaster 750	1974	\$5,800	2	Y
Triumph	Trident	1975	\$4,500	2	Y
Triumph	Trident	1975	\$4,400	2	Y
Triumph	Trident T150	1973	\$4,100	2	Y
Triumph	TRW	1952	\$4,500	2	Y
Triumph	TSS	1963	\$7,900	2	Y
Triumph	500 Model H w/Sidewalk	1916	\$30,000	3	Y
Velocette	KSS	1936	\$11,750	2	Y
Vespa	100 Sport	1974	\$1,100	3	Y
Vespa	125	1961	\$2,000	3	Y
Vincent	Black Knight	1955	\$29,000	2	N
Vincent	Black Prince	1955	\$26,500	2	N
Vincent	Black Shadow	1953	\$27,100	2	Y
Vincent	Rapide Series C	1951	\$21,000	2	N
Vincent	Series C Rapide	1951	\$17,500	3	Y
Western Flyer Bicycle (in crate)	1950s	\$70	2	Y	
Whizzer	Motorbike	1940	\$2,900	2	Y
Whizzer	Motorbike	1947	\$2,200	2	Y
Whizzer	Motorbike	1966	\$1,400	3	Y
Whizzer	Motorbike	1969	\$1,400	2	Y
Whizzer	Schwinn Black Phantom	1947	\$1,150	3	Y
Yale	1090 Twin w/Sidewalk	1914	\$35,000	3	Y
Yamaha	Heritage Twin	1983	\$2,200	2	Y
Yamaha	Midnight Vixen	1983	\$2,400	2	Y
Yamaha	RD125s (2 in crate)	1974	\$3,250	2	Y
Yamaha	RT1 Enduro	1973	\$2,400	2	Y
Yamaha	TT500	1976	\$90	3	Y
Yamaha	TZ750 Kenny Roberts	1977	\$12,500	3	Y
Yamaha	XC250	1980	\$1,600	3	Y
Yamaha	XS650	1980	\$1,600	3	Y
Yamaha	YMT	1986	\$2,700	1	N
Yamaha	ZR50	1987	\$1,800	3	Y

More ads scaped out by Robert Keen.
Better get your check-writing hand warmed up!