

the **Legendary** SHAFT



News from the Land of Enchantment BMW Riders • July 2002

2002 Bavarian Mountain Weekend

September 6, 7 & 8, 2002 in Sipapu, New Mexico (25 miles Southeast of Taos on State Highway 518)

Continuous Coffee Pot
Grassy Meadow Camping
Tech Sessions

Friday Night Green Chili
Self-Guided Tours
Live Saturday Night Music

Saturday Evening Meal
Not Your Usual Awards
Door Prizes

Free Dorm Facilities Friday and Saturday Night (Available on a first-come/first served basis)
Limited Lodging Available On-Site, Phone (505) 587-2240 for info

Registration Information

Pre-Registration by 9/1/02: Adults \$27, Children 4-12 \$13, Children under 4 Free
Gate Registration: Adults \$30, Children 4-12 \$15, Children under 4 Free

Disclaimer (each attendee must read and sign):

I/we hereby waive, release and hold harmless the Land of Enchantment BMW Riders, its officers and rally organizers and tenants of the premises from any liability from damage, loss or personal injury while traveling to and from or while attending the 2002 Bavarian Mountain Weekend Rally or for any cause of action I now have, or in the future, may have against them. This agreement extends to my heirs, executors, administrators and assignees.

Attendee Name (Please Print) _____

Attendee Signature _____

Payment _____

Attendee Mailing Information (Please Print) _____

Total Enclosed _____

Mailing Name _____

Address _____

City _____ State _____ Zip _____

For registration receipt confirmation, please provide email address.

Email Address _____

Mail this registration and a check made payable to:

LOE BMW R Rally Registration

P.O. Box 92095

Albuquerque, NM 87199

For more information go to www.nmbmwmc.org or email loebmwr@mail.com



Welcome New Members!

Please welcome Chris Musial, Bart Kuchno, Carlos Concepcion, Gary & Sandy Schmidt, Jim Walters, Laura Fuentes & Jeffrey Fillmore, Greg MacGregor, and welcome back Anthony Kaluta and Ziggy Kaluzny.

BMW MOA Charter #123

www.nmbmwmc.org

BMW RA Charter #81



On the Road

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

Wednesday, July 10

Rally Committee Meeting

To be held at O'Neil's Uptown restaurant at 5:30pm. Come help plan the big event! Contact Robert Keen at 883-4813, motorkeen@aol.com or Steffan Marley at 265-6885, smarley@swcp.com for details.

Saturday-Sunday, July 20

Northern New Mexico Ride

We'll go to Taos for lunch via Cuba, Tierra Amarilla and Rte. 64! We'll leave from the Phillips station at I-25 and Tramway at 8am and meet at Orlando's in El Prado (just north of Taos) for an early lunch. We will return via 64 to Tierra Amarilla then to Cuba via 96. For info call ride leader Joel Widman at 792-8408 or email jlw@nm.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 RJ Mirabal, our fearless and constantly busy Activity Committee Chair, at 299-4916, (email rjmirabal@yahoo.com).

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.

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 Terry Tombaugh at (505) 821-0063.

AUGUST						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2 3 Birthday!	
4	5 6 Sturgis, ND		7	8	9 10	
11 Be a HOG!	12	13	14	15 16 17 RA Rally in Red River		
18	19	20	21	22	23	24
25 Sandia Racing	26	27	28	29	30	31 3 Flags Classic

Saturday-Sunday, August 2-3

LOE Birthday Party in the Monzanos

One of the Big Event of the Year for the LOE BMW R. Cooking out, riding in the mountains, tents and friends. What more could you ask for? Details to come.

Wednesday, August 7

Rally Committee Meeting

To be held at O'Neil's Uptown restaurant at 5:30pm. Come help plan the big event! Contact Robert Keen at 883-4813, motorkeen@aol.com or Steffan Marley at 265-6885, smarley@swcp.com for details.

Thursday-Sunday, August 15-18

BMW RA Rally in Red River

We'll be a part of this rally, so we're claiming it as (partially) our own. We'll be the source for ride and restaurant suggestions, maps and local info. And pitching our great club, and our own rally a month away. More details to come, or you can call Steve Mounce, who has agreed to be the rally coordinator for the club. His number is 275-3811.

Sunday, August 18

Business Meeting in the Mountains

If you're going to have a meeting, it might as well be in a beautiful place. First Santa Fe, and now in the Sandias, where we'll meet at a picnic area, then go grind our footpegs (I mean leisurely take in the sights) on the way up to the Peak. Details to come.

AND BEYOND...

Friday-Sunday, September 6-8

Bavarian Mountain Weekend, Sipapu

The most fun of the year! Our nationally-famous rally. Mark your calendars now and watch the *Shaft* for details as they develop.

Friday-Sunday, October 4-6

Datil Camp 'N Ride

The last big club ride of the year, where we say "Thanks"

and pat ourselves on the back for doing such a good job at Sipapu. Not to mention riding like crazy people all weekend. All the best club legends come from this event. Come be part of it! Details to come.

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Sunday, October 20

Alien Crash Site Tour

One of the best kept secrets about all the places aliens are said to have crashed in our great state is that they all crashed along roads that are ideal for motorcycle riding. We'll tour several of the claimed locations and end up in – do I need to say it? – the UFO Museum in Roswell. Not for the weak minded, we'll be challenging both those infamous coverups and how long our butts can last in the saddle. Those aliens must have ridden sport bikes, and not very well. Contact RJ Mirabal at 299-4916 for details.

Saturday, December 14

The Christmas Party

Maybe there aren't as many people here as in Sipapu, but they're packed into a much smaller space so there seems like more. And dressed pretty snappily too. Come to one of the biggest bashes of the year at O'Neil's Uptown restaurant. More details will come.

NATIONAL EVENTS

Thursday-Sunday, July 11-14

BMW MOA National Rally, Ontario, Canada

On the shores of Lake Ontario in the City of Trenton 100 miles east of Toronto. Call Don Faichney at (905) 885-7354 or email donf@nhb.com for details.

Thursday-Sunday, July 19-21

Top O' the Rockies Rally, Paonia, CO

A popular destination for the LOE BMW R. This year they'll be giving away a pretty nice door prize... an F650 Dakar! The club has a new web address that folks can access to print a pre-registration form and obtain other info on the rally: www.coloradobeemers.com

Friday-Sunday, July 19-21

AMA Vintage Motorcycle Days, Lexington, OH

At the Mid-Ohio Sports Car Course. Contact Will Stoner, 13515 Yarmouth Dr, Pickerington, OH 43147, (800) AMA-JOIN or go to www.AMADirectlink.com for details.

Saturday, August 3

100,000' Colorado Pass Ride

Sponsored by the BMW Motorcycle Club of Colorado, this event is a self-paced 450 mile road ride over 10 mountain passes with elevation totalling over – you guessed it – 100,000 feet. A hot ticket. Sells out fast, so go to coloradobeemers.com right away to download a registration form. Or call Brad Bolton at (303) 399-7029.

Monday-Sunday, August 5-11

Sturgis! ND

'Nuff said. Bring your Beemer to add a note of sanity to the proceedings. Or load that hog onto the trailer and put some latté in the SUV's cup holder – it's a long drive! Contact Bob Moore, PO Box 627, Sturgis, SD 57785, (605) 347-3418 or check out www.sturgis-rally.com for details.

Friday-Tuesday, August 31-September 3

Three Flags Classic

Touring event begins in Ciudad Juarez and ends in Regina, SK, Canada. Entry fee \$200, limited to 250 riders. Call Jo Anne Gamble at (714) 775-8246 or go to www.3flagsclassic.org for details.

Thursday-Sunday, August 15-18

RA National Rally, Red River, NM

GS rides, poker runs, BMW NA demo fleet, all the roads of Northern New Mexico, southern Colorado and, well, you know it already. Check out www.bmwra.org for details.

Tuesday-Friday, September 3-6

Cowboy Curve Reunion, Santa Fe, NM

Formerly known as the BMW K1200LT Rally, you can book-end your rallies with the Iron Horse (Four Corners) Rally and our own Sipapu rally. All bikes are welcome. Check out www.curvecowboyreunion.com/index.htm for details.

Thursday-Sunday, September 12-15

Best of Colorado Gypsy Ride

Sponsored by the BMW Motorcycle Club of Colorado, this event is a 1,500 mile rolling gypsy ride on Colorado's best 2 lane roads, mostly scenic byways. Go to coloradobeemers.com for more information, or call Brad Bolton at (303) 399-7029.

Wednesday-Sunday, September 18-22

Golden Aspen Rally, Ruidoso, NM

One of the biggest touring rallies in the country. Relaxed and unpretentious. Contact Ron Andrews, PO Box 1458, Ruidoso, NM 88355, (800) 452-8045 or go to www.motorcyclerrally.com for details.

Thursday-Sunday, October 17-20

Biketoberfest, Daytona, FL

Did you miss the Big Event? Well here's your second chance. Turn right at Louisiana and follow the line of bikes.

Thursday-Sunday, November 8-10

Deming Cycles Cookout, Deming, NM

Contact details to come.

May in NJ

BMW Event at Corporate HQ

by Marty Trionfo, Sport Touring MC

A little rain being no match for my old airhead, on Saturday I rode up to the BMW Customer Event held at BMW headquarters in Woodcliff Lake, NJ. Turnout was light due to the cold temps and rain, but I guess around two hundred riders had shown up by midday. BMW provided a generous goodie bag, including a T-Shirt, free cycle magazines and even a little mini-carabiner with



compass thingie that looks cool and maybe I'll someday use.

Here are some pics, mostly of the unique BMW's on static display, but also some "action shots" of the ABS and precision riding demonstrations.

The Clever T1

<http://www.bmwmotorrad.co.za/motorcycles/bike-news/t1.html>

by The BMW Motorrad Web Editor and Heiko Kampe
Based on an article published in Auto Bild (7 June 2002)

The German motorcycle magazine, Auto Bild, reports in its 7 June 2002 edition that BMW is planning the development of a three-wheel vehicle, which should close the gap between the traditional forms of the car and motorcycle.

BMW calls it the T1 (for trike), but it's also known as the C3 (C1 with three wheels), TTW (tilting three wheeler) and even CLEVER (Compact Low Emission Vehicle for Educated Riders). With so many names the T1 has a lot to live up to. But with its technical advantages it might just deliver.

Apparently the goal is to develop a two-seater with very little exhaust fumes. The trike will further be equipped with BMW's tilting technology, which tilts the chassis towards the curve to better deal with centrifugal forces.

The T1 strongly reminds of the C1, but other than the

C1, it can carry a passenger. Both riders will receive ample protection by double-seatbelts, a strong steel tube construction and two airbags.

According to Auto Bild the engine could be a 650 cc motorcycle engine or an advancement of the C1 engine. With a width of 860 mm the T1 is narrow enough for city traffic and small parking spaces while still providing excellent directional stability and side impact protection.

Auto Bild says that BMW was able to get the EU committee aboard as a co-financer. Apparently the EU is very interested in the development of an environmentally friendly vehicle.

Whether BMW is going to go ahead with this interesting project and what the public's response will be, remains to be seen. But the sheer scope of the project justifies our undivided attention.



Filling the Need for Speed

By Christine Hanley, Times Staff Writer

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www.latimes.com/la-000039457jun05.story

A new breed of bikers is tearing up the roads on machines that easily top 100 mph – and leave police in their dust.

“As soon as you twist the throttle, it’s like putting drugs in your veins... At 120 mph, that’s when everything comes alive.” –Mike Kelly, Culver City sport biker

Mike Kelly thunders from one freeway to another on his racing motorcycle, splitting lanes and dodging traffic on his way to work. No, he’s not running late – he’s trying to beat his best time.

On weekends, he really gets wild. Pitching and rolling through the curvy roads of the Santa Monica Mountains, he feels as if he’s taking flight.

Kelly has been banged up and bruised, tossed over his handlebars, and left unconscious at the bottom of a ravine. But even his worst brush with death hasn’t slowed him down. “At 120 mph, that’s when everything comes alive,” he said.

From the bluffs of Mulholland Drive to the canyons of Orange County and San Diego, sport bikers are shaking up the Southern California motorcycle scene, injecting an element of high-speed thrill-seeking that has led to conflict with police, motorists and an older, more laid-back generation of bikers.

They ride a new breed of lightweight, super-fast motorcycles and sport flashy leather jumpsuits that give them the look of futuristic comic book heroes. The daredevils among them play chicken with slower traffic, perform circus-like stunts and often leave motorcycle cops eating their dust.

For years, the biking world was dominated by the Harley-Davidson crowd, most of them older riders who prize the freedom and camaraderie of the road.

Many of the younger bikers are in it for something else – the speed and sense of danger. Motorists complain about being run off the road by their risky stunts. Police admit they are outmatched by the powerful machines.

“Those bikes are incredibly fast. They’re difficult to chase,” said California Highway Patrol Officer Steve Miles, who patrols the Ortega Highway in Orange County, a favorite biker route. “Usually they try to outrun us. They know they can.”

Today’s sport motorcycles are half as heavy and nearly twice as fast as those produced a decade ago. Frames are made of aluminum and plastic rather than steel.

But the biggest change is in the engines. Many bikes can reach nearly 200 mph, and some are faster out of the box than a NASCAR race car.

A standard motorcycle license is all that is needed to ride them. And with many of the bikes selling for less than \$10,000 – half the price of Harleys – they appeal to riders of all ages.

Sales of sport bikes in California have doubled in the last few years, according to industry estimates.

The view among many speed riders is that you haven’t lived until you’ve survived a spectacular crash. Some carry two-way radios to alert one another to police

patrols, and cell phones so they can summon friends to help them if they wipe out. “Ambulance rides are really expensive,” said Dave Vernick, 32, a sport biker from San Diego. “And if the cops come, they give you tickets for crashing.”

Kelly has half a dozen sport bikes in the garage of his Culver City home. Splashed with reds, greens, yellows and other bright colors, Kelly’s collection, worth about \$35,000, includes many of the models that have become the thrill toys of choice for younger riders.

“Death with keys,” Kelly calls them.

He’s been a motorcycle fanatic since he was a kid, when he swapped his BB gun and \$30 for his first bike, a red Honda cruiser. He graduated to faster, more nimble machines as they hit the showrooms. Now, he says, he’s addicted to the adrenaline rush. When he’s not racing through town, he’s on a racetrack trying to boost his speed.

Like many in his crowd, Kelly, 32, leads a surprisingly conventional life when not in the saddle. He owns a home and works for a Pasadena engineering company.

But on these bikes, even the most conservative riders can’t make any promises. “As soon as you twist the throttle,” Kelly said, “it’s like putting drugs in your veins.”

He clocks his commute to work and is constantly trying to improve his time. A speeding ticket last year slowed him down for a little while. But soon he was at it again.

On a whim, he went to a Ducati motorcycle dealership during a lunch break to test-drive a new Italian model.

He and a salesman were blazing on separate bikes at 100 mph when they blew past a cop. They raced back to the dealership, changed out of their leathers and dashed inside. By the time the police cruiser pulled up, they were sitting at the salesman’s desk as if they had been innocently discussing business all along.

For Kelly and other rocket riders, the real fun begins on weekends. That’s when they hit the scenic hillsides to test their skills on two-lane roads that dip, dive and roll. A favorite destination for Kelly and his biking buddies is the Santa Monica Mountains.

For protection, they wear thick, skintight leather jumpsuits and aerodynamic helmets.

Kelly’s shiny outfit, speckled with white, black and chrome, cost him \$1,500 and is considered top of the line. Under this shell are layers of Kevlar, plastic and high-density foam at the knees, elbows and other vulnerable spots.

Kelly knows he can look silly in this skin, but it has saved his life. His closest call was two years ago.

He was riding his Ducati alone through the Santa Monicas and took his eye off the road for a split second to watch the speedometer needle cross the 120-mph mark. When he looked up, the road was turning left. And he didn’t have time to turn. He squeezed the front brakes hard and was thrown headfirst over his handlebars. His midair thoughts were on his bike and how much it was going to cost to fix it.

Then the 300-pound machine – and reality – caught up to him.

“My bike hit me in the back,” Kelly said. “Then I pretty much blacked out.”

When he regained consciousness, he saw the outline of four bikers who had seen the crash and came to help him.

Kelly pushed his banged-up bike up a hill to the road and climbed on board. With all the machismo of Mel Gibson's "Mad Max" character, he then rode six miles to the nearest coffee shop with crushed ribs and a punctured lung.

He checked himself into a hospital, where doctors had to perform emergency surgery for a collapsed lung. Three weeks later, he began riding his motorcycle again.

Despite his antics, Kelly is on the conservative side of the speed-biking world. The real daredevils perform wild stunts on rural back roads, deserted city streets, parking lots, even cemeteries.

Dave Vernick, who loves canyon racing and stunt-riding, says walking away from a spectacular crash without serious wounds is like riding all the attractions at Disneyland in a 10-second span.

He should know. He has crashed every bike he ever owned.

"If you're going to be afraid of doing anything because it's dangerous and you might die, you might as well be dead," Vernick said. "You're wasting your life."

Vernick moved to San Diego about three years ago, abandoning the family construction business in Port Jefferson, N.Y., so he could ride year-round.

He landed a job in San Diego selling motorcycles and Jet Skis. He now manages a physical therapy office.

Vernick and his friends often videotape their stunts, trying to earn a starring role on videos such as "Urban Assault" and "Moving Violations," which chronicle the adventures of speed riders.

Among his favorite stunts are "stoppies" or "endos," in which riders go as fast as they can, hit the brakes and pitch forward on the front wheel until they find a balancing point.

"Wheelies," in which you ride with the front wheel in the air, can be performed standing up, sitting on the gas tank, with both legs stretched over the front wheel, or standing with one leg on the seat. Some riders even do headstands.

Vernick and his friends like to race up and down Palomar Mountain east of San Diego on the weekends, taking breaks at Mother's Cafe, a mountaintop hangout where hundreds of sport bikers show up by breakfast time.

One of Vernick's favorite tales of misadventure involves a round-trip journey to San Francisco with a few friends two years ago.

On the way, the group was riding about 150 mph on Interstate 5. A Highway Patrol officer trailed them for miles before he caught up to them near a construction zone. They talked their way out of tickets by promising to stay under the 70-mph speed limit. The cop warned them he was going to radio every other officer ahead of him to be on the lookout.

"So we did 70 mph for about an hour," Vernick recalled. Then they let loose, capping it off by doing 120-mph wheelies across the San Francisco Bay Bridge about midnight.

On the way back, they ended up on a portion of California 1 outside San Luis Obispo that was closed for construction. Vernick, racing ahead of the pack, missed a left turn at 90 mph. He plowed into a guardrail that saved him from a 100-foot plunge into the ocean. He was bloodied and dazed. His bike, one week old, was totaled.

His friends—and a pickup truck he had passed earli-

er—eventually caught up to him and took him to a hospital. He checked himself out a few hours later and immediately assessed the damage to his mangled bike. He managed a few wheelies in a motel parking lot before putting the machine in a friend's pickup. A week later, he purchased a new one.

"When you fall off, you've got to get back on," he said.

Tales of near-misses and tragic deaths have become common in the mountains and canyons.

Angeles Crest Highway and Ortega Highway are among the deadliest roads for motorcyclists in California. In the last six years, 24 bikers have died on Angeles Crest—three-quarters of them in single-vehicle accidents in which they lost control. Sixteen motorcyclists died on the Ortega during the same period.

Experts said the daredevil tactics of speed racers are one reason motorcycle fatalities are rising nationally after declining for much of the '90s. Motorcycle deaths dropped from 3,128 in 1990 to 2,056 in 1997, according to the Insurance Institute for Highway Safety. But in the last three years, the number has risen, reaching 2,793 in 2000.

Chuck Bennett regularly runs into racers on the Ortega Highway, a narrow, two-lane road through Cleveland National Forest that connects San Juan Capistrano and Lake Elsinore.

Bennett, 70, has lived along the highway for years but says the last few have been the worst. The riders hang on the back bumper of his motor home, and then pass him in a blur.

"It scares the hell out of you," Bennett said. "These guys come whipping around you. They'll usually take you on an inside curve or outside curve that they can't see around. They're obscene. They're obnoxious. And they ought to be horsewhipped."

Mike Gee, a 31-year-old physical therapist from San Diego, was driving his pickup along the Ortega Highway with his buddies on the way to a mountain bike excursion when he had to swerve to avoid a head-on crash with a rider who had crossed the median.

"He got over just in time," Gee said.

Steve Miles, the highway patrolman, has policed the Ortega Highway for 13 years and shares Gee's frustration. At the beginning of each shift, he drives by those little white crosses that pay tribute to people who lost their lives on the road, a growing number of them bikers.

The CHP began a crackdown after one officer was beaten up last year just outside San Juan Capistrano by two speed bikers he had pulled over for speeding. But Miles acknowledges that more patrols and stiffer speeding fines have done little to slow down the new breed of bikers.

A few years ago, Miles got into a pursuit through the canyon, with speeds topping 100 mph. On a curve, he lost control of his cruiser, which flipped over. He escaped with minor injuries.

Ever since, he thinks twice before trying to catch sport bikers. "There's situations where I have to stop. It's too reckless," he said.

Officers who patrol another playground for speed racers – the twisting Angeles Crest Highway above Los Angeles – have also cracked down but with more success. The effort involved more officers as well as road improve-

ments, including repaving and widening the shoulders.

The state increased patrols along the two-lane road, assigning at least nine units on summer weekends and using a helicopter to monitor activities from above.

In the two years before the project began, there were 24 fatalities along the 40-mile road, most of them motorcyclists, said CHP Officer Vincent Bell. In the two years since – during which 500 tickets were written – there have been five deaths.

The stunts and aggressive riding are especially aggravating to Harley loyalists, many of whom are drawn to the open road less for a speed fix than for the fellowship and feeling of freedom.

Bike gangs such as the Hells Angels make up a small portion of the Harley crowd, and garner headlines for drug dealing and other crimes. But most of the Harley crowd are weekend warriors who enjoy a morning of leisurely cruising on their hogs.

Joe “Ol Jug” Pultorak, 81, a World War II fighter pilot and Harley loyalist, remembers when Harley riders had the highways, hillsides and hangouts to themselves. They have watched the scene change from the seats of their Harleys. First came the wealthy, corporate types who ride their hogs and wear their designer leather on weekends. More recently, they’ve noticed the rising tide of sport bikers.

“It’s a whole different world now. Everything has changed,” laments Dusty Switzer, 57, a member of Pultorak’s group of aging Harley loyalists. “It’s a little unreal when you used to see two or three sport bikes, and now you see 103.”

An afternoon at the Rock Store restaurant along Mulholland Highway provides a snapshot of this invasion.

On weekends, Harley riders pull up to the biker hangout, tattoos and all, on vintage choppers like those seen in the film “Easy Rider.” Sport bikers zip in and out in equal numbers, swapping tales of derring-do. By the time the place fills up, it looks like a bunch of superheroes got lost on their way to a cartoon convention and somehow ended up at a casting call for a remake of “The Wild Ones.”

Following an unwritten rule, Harley riders and sport bikers park on separate sides of the parking lot. When their paths cross on the road, things can get ugly.

Gary Botswana of Westchester recalled approaching a traffic light next to a group of Harley riders who greeted him with an obscene gesture. He waited for the light to turn green, then let out the throttle and aimed for the convoy. He swerved at the last instant to avoid contact, then sped away.

Inside the Rock Store, 34-year-old Duke Maltin has his own stories about encounters with Harley riders, which he recounts between bites of scrambled eggs and glimpses of a motorcycle race being broadcast on a big-screen television.

Maltin said he and a friend were speeding up Mulholland when they came upon a Harley pack out for a ride last year. Instead of waiting for a safe chance to pass on the left, his riding partner weaved through the formation.

“He was cutting these Harley guys up like Swiss cheese. He didn’t care,” Maltin said.

The Harley pack tracked down Maltin and his friend

and started beating up the friend. Maltin begged them to stop, explaining that his friend was new to the sport and didn’t know the rules of the road.

With his red jumpsuit peeled to his waist to expose a “Speed Racer” T-shirt, Maltin personifies the new generation of speed biker. A computer consultant and struggling actor, he is obsessed with speed. Harleys are like any other “slowpoke” getting in his way.

“I’m a thrill-seeker,” he says with a devilish grin, before taking off on his Suzuki 600. “I’m out here to risk it all.”

If you want other stories on this topic, search the Archives at latimes.com/archives.



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The Rear View



Well, I can't think of a caption that makes this any weirder, can you? Photo by Tim Stone



Land of Enchantment BMW Riders

Membership List 2002



A

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DISCLAIMER!

This list was up to date and as accurate as we could make it at the end of June 2002. 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 Terry Tombaugh (keeper of the secret Master List) at 821-0063, ttombaugh1@comcast.net and Dave Wilson (if you want a correction printed in the newsletter) at 232-0266, mrmvtv@aol.com