

the Legendary SHAFT



News from the Land of Enchantment BMW Riders • August 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 Michael & Julia Chaney of Hobbs. It's great to have you with us!

BMW MOA Charter #123

www.nmbmwmc.org

BMW RA Charter #81

THE GREAT GLENWOOD Ice Cream RIDE

by **ROBERT KEEN** photos by **JAMES STEVENS** and **ROBERT KEEN**

Story Line: Wherein the brave motorcyclists seek out adventure and inner peace (custom earplugs are a big help) as they traverse southwest New Mexico.

The Players:

John Ephlin (*Aprilia 650*)
 LP How (*BMW R1100GS*)
 Robert Keen (*BMW R80GS*)
 Steve Mounce (*Kawasaki KLR 650*)
 "Nick" Nicholas (*Yamaha WR426*)
 "Wild" Bill Olsson (*BMWR100GS*)
 Jim Salas (*BMW R100GSPD*)
 James Stevens (*BMW R1100GS in Kalahari Yellow*)
 And a special, uninvited guest appearance by *Mariah*

The Ride

After talking about it for a year, Steve Mounce and I got it together enough to put on The Great Glenwood Ice Cream Ride. We hoped to appeal to both the GS and the pavement crowd with the bonus (in our opinion) of motel camping. The invitations went out and the response came from the few, the proud, the "real men" (we couldn't seem to interest any women in this silliness). Anyway, on Friday, April 26th we met in Albuquerque and headed down I-25 to Bernardo where John was waiting. Time to get dirty!

The glorious road to Riley (and beyond) consists of everything from low speed technical sections to top gear (how brave do you feel?) stretches with a measure of sand and, of course, the dreaded fording of the Rio Salado (3 feet wide and 1 inch deep!). The exact routing from Bernardo is west on county road (CR) B12 around the nothwest edge of Ladron Peak (9176') to CR E12 into Riley. Forest Road (FR) 354 leads south to CR E67 that skirts Granite Mountain (7244') as it nears Magdalena. This section is about 25 miles long.

Remembering the club motto, we rode to the Big Bear Café for a healthy meal of green chile cheeseburgers and fries. The bikes took fuel as well and, except for John, who backtracked to Bernardo, we travelled west on US 60 to the VLA (Very Large Array) turnoff, which is State Road (SR) 166. LP was bound for Springerville, AZ, so he continued on US 60 while the rest of the hearty band of bikers turned south.

Step 1: Eat!

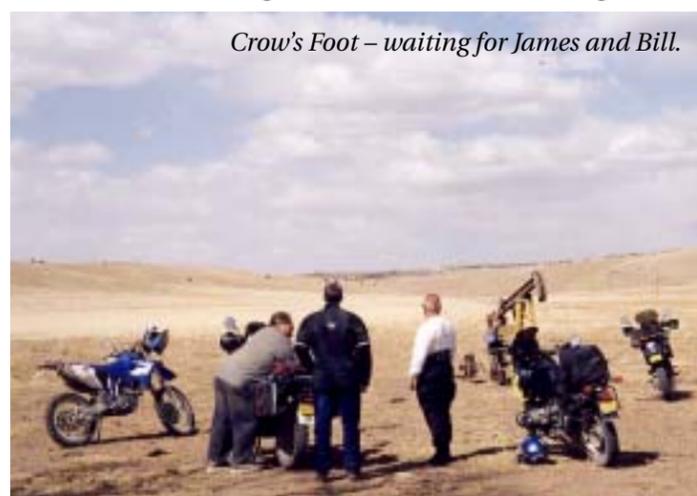


The junction with SR 52 came in 3 miles and marked the beginning of the longest "dirt only" stretch of the whole trip. This portion of the ride was designated as a GS section and about 100 yards down SR 52 I had my

doubts about the wisdom of leaving the asphalt as Mariah decided she wanted to show her stuff. She had first made her presence known in Albuquerque, but her intentions had seemed benign up until we left Magdalena. It was at that point that she started to play rough. Facing her full on was no fun. She was out to make better men of us all I guess. The plumes of dust that rose from the bikes greatly hampered visibility and it didn't take long for the group to be spread out over several miles.

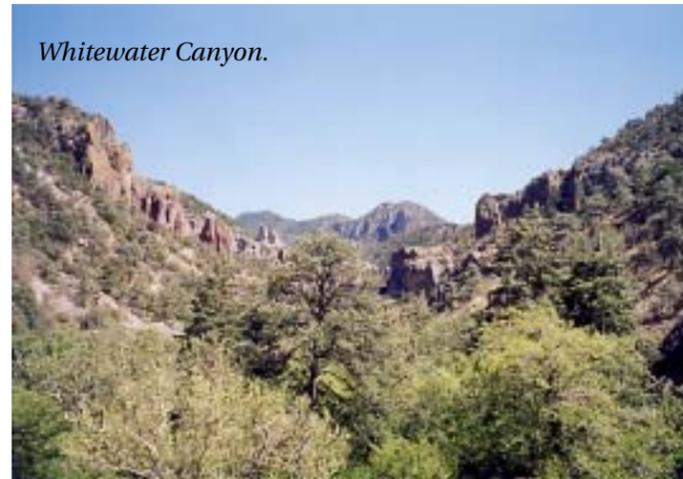
About 20 miles down this dusty road we exited onto SR163 over the continental divide and into Railroad Canyon. I kept looking for some evidence; a rusty old locomotive, railroad ties, an abandoned grade, something to justify the name, but I must have missed it – probably due to the high speed I was maintaining (not!) and the reduced visibility. In any case, after 42 miles a fork in the road provided a good place to regroup and make a decision on the next leg of the journey. But first we had to deal with Bill and his leg!

Bill was a trooper. He had endured the 100GS jumping out from under him not once, but twice. Each time his right leg gave the ultimate sacrifice and protected the bike from cosmetic damage or worse. He knew the leg had



been injured, but, to what extent? And so, on he went in the hope that it was only a sprain and would get better with a good ice down that night.

Our plan had been to reach Glenwood from this junction (known as the "crow's foot") via Mogollon. Well, we had too little time and old faithful Mariah to contend with so we



decided to alter the route. By heading northwest to Apache Creek we would reach the pavement sooner (Jim allowed has how the road to Mogollon was a very slow ride) and partially offset the ill effects of Mariah (turn her into a quartering tailwind). Off we went on FR 30 up the O Bar O Canyon between Elk (9780') and O Bar O (9418') Mountains, across the continental divide again. At the intersection with FR 28 we turned right (once more across the great divide) for 2 miles and exited on FR 94 which would lead us to Apache Creek.

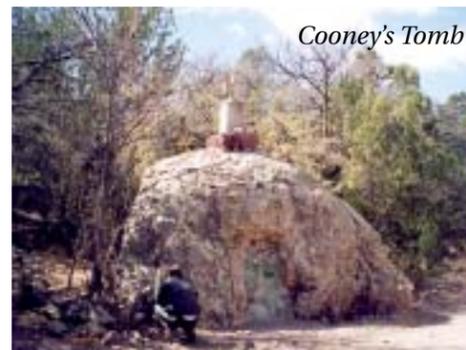
This turned out to be a spectacular ride through a heavily forested area that included many springs (Hidden, Davis, Dutchman, Upper and Lower Cold) and several canyons (Cox, Five Springs [I wonder where they got that name?], and Squirrel Springs) which dumped us into Apache Creek (the town!). Our dirt section from the VLA totaled about 75 miles.

Apache Creek had fuel and about 50 miles of pavement (NM 12 to Reserve, then US 180) to the motel in Glenwood. Bill was still up for the adventure, so off we went.

Glenwood is a wonderful destination. The people make the town and I would have to say that a friendlier group would be hard to find. Our hosts at the Crab Apple Cabins, Jan and Mick Mooney, went out of their way to make us feel at home and tend to our needs. When Steve came down with an industrial strength upset stomach, Jan (a retired RN) supplied him with all manner of soothing foodstuffs. Another example came at the restaurant where the owner overheard our conversation about Bill's leg and brought him a large bag of ice. Both episodes were unsolicited and greatly appreciated.

So we made it to Glenwood, ate, drank (in moderation of course) and slept (except for Steve). Now what?

Saturday was a day of decision for Bill. The leg was no better, he was barely able to get his boot on and the only saving grace was that it wasn't his shifting foot. Time to

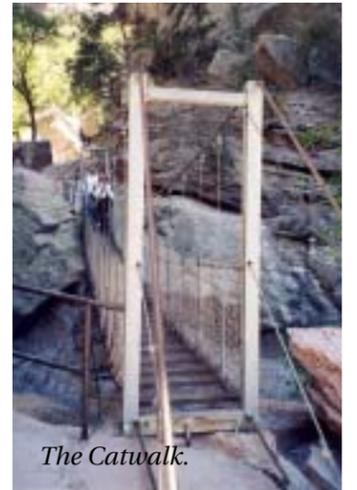


get home via the pavement, which he was able to do. Further examination (x-ray) revealed a broken fibula and a 6-week stint in a cast.

Saturday was a day for Steve to recover from a night to forget. No more chicken fried steak for him!

The rest of us set off in search of two local attractions: Cooney's Tomb and The Catwalk.

Cooney's Tomb is the final resting-place of James Cooney, a miner who was killed by Apache Indians in 1880. His brother and other fellow miners buried him *inside* a huge boulder on the side of the road. We are talking dynamite and concrete and (maybe?) some whiskey! There is also a small period cemetery behind the Tomb. Now we expected this side trip to be an easy ride as all the directions were quite clear – 5 miles up the well-marked road and there you are. Silly us! We stopped at the designated distance and went crazy looking for The Tomb. Back and forth we went for a half mile each way, considering "boulders" that wouldn't hold a, much less a macho miner. The saving grace was Jim's GPS which pointed him in the right direction and he finally



On the road: US60.



found The Tomb, not 5, not 6, not even 7, but 9 miles up the road. We took photos and made sure, back at the motel, to inform Mick of the gross disparity in distance. It was not his fault however, as the distance is found on the official Glenwood web site. The locals know where it is and probably don't pay much attention to such trivial things.

The Catwalk encompasses the remnants of the 19th century mining venture and the extensive renovations by the Civilian Conservation Corps (CCC) in the 1930's and the

Forest Service in the 1960's. Nick, James and I took a hike on the trail that extends for many miles up Whitewater Creek. One hiker we met said that it was possible to hike/horseback ride on connecting trails all the way to the Gila Cliff Dwellings. Not this time, thank you! Anyway, we safely traversed the metal walkways and the suspension bridge as Nick led the way – he had been down (up?) this path before as he informed us ("...15 years and xx lbs ago..."). This attraction lives up to its billing.

After a hearty supper we relaxed in the grassy motel commons, enjoying adult beverages (some of us) and reliving the high (and low) points of the trip. Steve was feeling much better and we wondered about Bill. This was turning out to be a tougher ride than we had anticipated.

Next month: Part 2 – The Road Get Rougher!

Where is Everybody?

Have you ever gotten to a rally and found yourself the only one there? Well, it recently happened to a club member who got his information out of these listings, and highlights a problem with the way the listings are handled. The problem is that I am the only one who does it. There is no proofreader, no fact checker – just dyslexic me sitting in front of my keyboard. And I'm the first to admit that I forgot by the end of the sentence what I was trying to say at the beginning of it.

I'm not trying to back out of any responsibility, and I feel terrible that somebody got caught in an obvious problem that should have been seen a long, long time ago. My heartfelt apologies go out to anybody who has ended up in the right place at the wrong time because of me.

What I would like is some help with the "facts" that I list here. If you see a date or event that looks fishy to you, or have information that I don't about anything in the events or other news pages, please contact me and let me know.

I try my best to keep all this stuff organized, but as with most volunteer projects, a lot of it is done right near the deadline, with all the rushing and mad typing that accompanies it. So help out me and your fellow club members by sharing your information, or even just your questions, about anything you see in here.

And always double-check any event listed here, even one you may think is a sure thing, with the contact information listed. Please don't just take my word for it.

I apologize again for the mistake(s).

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.

Bavarian Mountain Weekend 2002



1980 BMW G/S 2002
Land of Enchantment BMW Riders

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 Manzanos

One of the Big Events of the Year for the LOE BMW R. Cooking out, riding in the mountains, tents and friends. What more could you ask for? The Birthday event will be as in the past with the club supplying most of the food, plates, etc. and people taking care of their own adult beverages, tents, etc. We will have the signup sheets for Sipapu and will be taking nominations for next year's officers as well. The business meeting will be held on Saturday, August 3rd at 1pm. We have the group site reserved. For more information contact Robert Keen at 883-4813, motorkeen@aol.com.

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.

(continued on next page)

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.

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.

SEPTEMBER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Cowboy Curve Rally	4	5	6 Sipapu!	7 
8 Mo Sipapu	9	10	11	12 Best of Colorado Gypsy Ride	13	14
15	16	17	18 Golden Aspen Rally, Ruidoso	19	20	21
22 Sandia Racing	23	24	25	26	27	28
29	30					

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.

AND BEYOND...

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.

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

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.

Sunday, September 22

Motorcycle Racing at Sandia Motorsports Track

Okay, I missed most of this year's schedule, but there's still a couple left. Check out one of the most fun, not to mention squidly, motorcycling events to be found in New Mexico, right at the top of Nine Mile Hill. Follow all the sport bikes to the track. Bring an umbrella (for the sun). Starts at 11.

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.

Sunday, September 22

Motorcycle Racing at Sandia Motorsports Track

At the top of Nine Mile Hill, thrills and spills guaranteed. Reports are that the racing this year is even more exciting than last. Follow all the sport bikes to the track. Don't miss the impromptu bike show in the parking lot. Bring an umbrella (for the sun). Starts at 11.

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.

Sunday, October 27

Motorcycle Racing at Sandia Motorsports Track

The last one of the year. If you like seeing bikes go fast, this is where you want to be. Racing starts at 11.

Thursday-Sunday, November 8-10

Deming Cycles Cookout, Deming, NM

Contact details to come.

Membership List Correx

Get out your pencils and add these club members to the listing you received last month. There will be a quiz.

Joel Widman
792-8408
jlw@nm.net

Ira Agins
1116 S. Plata Circle, Santa Fe, NM 87501
(505) 988-4585
iagins@yahoo.com

Speed Trap Update

You wouldn't expect to find good news under a heading like this, but in New Mexico this year there's plenty positive to talk about, and some reminders you probably already know about.

The big news is the completion of the Big I project and the raising of highway speeds through Albuquerque to 65. Though a lot of people haven't caught on to that yet (or how to properly use an exit lane), the new speed limit has done away with most of the speed trap activity on I25 and I40. Triple digits will still get you in trouble, but the revenue officers have given up on getting their profit from highway speeders for the time being.

The flip side is the new construction on I40 between Louisiana and Juan Tabo, which is a bigger mess than the Big I ever was, and proves that the highway department hasn't given anything up in poorly planning road improvement. Be very careful heading eastbound, especially during rush hour, as the screwed up traffic gets tempers flaring pretty quickly, and the drivers are doing even crazier stunts than usual.

The other good news is the revision of the speeding law in rural areas of our great state. If you are stopped for

speeding on a rural road now, you still get the ticket, but no points on your license. Should you view this as a free pass for warp drive, remember that you can still be cited for reckless driving, which is a passel o' trouble.

The heavy law enforcement presence in Tijeras of earlier this year (road blocks, speed traps, and construction delays) has lightened up with the completion of road work there. There are still plenty of revenueurs patrolling between Tijeras and the Peak road, and they'll stop you as soon as look at you, but the delays in Tijeras itself seem to be old news now.

Jemez Springs has even tighter enforcement now, if that seems possible. It appears to me they've used all the money they've made off tickets in the last year (and it's got to be a lot) to buy a whole fleet of cars which are a heavy presence in and near town. My advice is that when you reach the "25mph" signs, you don't go 26. Half of Jemez Springs is working for the police department. On the positive side, I have yet to encounter a road block there this year, which was one of their more annoying profit centers last year.

If you're the squidly type grinding your pegs up to Sandia Crest, I would recommend the afternoon rather than the morning. I've heard numerous reports of the Ducattisti hitting lots of trouble after morning coffee, but in the several times I've been up there in the past weeks I've seen only sporadic speed patrols. They seem to be making lots of money ticketing people who don't pay the parking fees, though. If you park your bike up there for more than 5 minutes, you'd better buy a pass.

That's all my news, and it's admittedly Albuquerque-centric. If you have information I've skipped, or know about other areas in the state, I'd encourage you to drop me a line so we can all be better informed and spend our money on accessories rather than new police cars and jet skis for our insurance agents.

BMW Luxury Cruiser

R1200 CL will join the line-up in autumn

<http://www.motorcyclenews.com/news/detail?sectionID=67356&documentID=151441&navID=9&pageNum=1>

BMW has released first official pictures of the new R1200 CL Luxury Cruiser model, which will be unveiled at the Munich show in September. It will join BMW's line-up from this autumn.

Based on the "James Bond" R1200C, launched in 1997, this version is built for the American market but is available to order from GB dealers.

It comes in: Metallic Silver, Metallic Blue and metallic Brown.

The new bodywork and fairing of the R1200 CL is intended to transform cruising into touring, without sacrificing looks or style(?).





The upper edge of the screen is not in the line of vision. This is a particular advantage when riding in rain or if the windscreen becomes dirty on long journeys. (An even shorter screen is available as an optional extra.) In addition, the rider can control the degree of wind deflection and protection by opening additional air deflectors if the weather worsens.

The windscreen's upper edge has a cutaway contoured like a wave to deflect airflow around the rider. Separate bodywork panels on either side of the machine are integrated aerodynamically with windscreen and tank, not only deflecting the airflow but increasing downforce to enhance stability.

Four headlights are integrated into the fairing - two for low beams and two for high beams - which gives the R1200 CL an unmistakable face and ensures excellent illumination.

Typical cruisers have raked-out, front forks. To retain this essential cruiser element, BMW's unique Telelever front suspension system has been completely reworked. A consequence is that the fork struts are now further apart in order to accommodate the more stable 150mm-wide front tyres. Also new are the fork sliders (EVO brake adapted), slider bridge, fork bridge and full floating axle.

The rear wheel guide features a new spring strut with a progressive damping system (as featured on the R1150 GS Adventure) to ensure road comfort. Pre-load adjustment can easily be made by hand.

The rear wheel, swingarm and axle housing have been reinforced and modified to accept the larger rear brake. In addition, a brand new, reinforced rear frame has been designed to take the footboards, case supports, luggage rack, modified side supports and new seats.

Generous footboards for the rider contribute to a relaxed riding position.

Seats are separate for passenger and rider. The rider's wide, saddle comes with integrated hip support and - thanks to the adjustability of the footboards and a ride height of 74.5cm (29.3in).

The passenger's seat has also been designed to provide a comparable level of comfort but is slightly higher to afford a better view over the rider's shoulder.

Integrated colour-matched luggage cases and top case are fitted as standard and include a luggage bridge made of cast aluminium that incorporates pillion grab handles. The cases are watertight and feature a surround closing system.

The newly designed cast aluminium wheels are small - a 16-inch front and 15-inch rear - but allow the use of extra large tyres: 150/80 and 170/80 respectively.

The R1200 CL is the first BMW cruiser available with EVO front wheel braking as standard and optional Integral ABS.

The R1200 CL is equipped with the same engine that has already been proven in the R1200 C. The 1170cc,

boxer engine is tuned to produce more torque for use at slow speed rather than for maximum power. Finished in high quality chrome, the big twin delivers 61 bhp at 5000 rpm, but equally important is that it produces 70 lbft of torque at just 3,000 rpm.

The engine's torque is fed to the rear wheel through a new six-speed gearbox, heel-toe gear change and BMW's proven drive shaft.

Sixth gear has been configured as an overdrive and together with the 17.5-litre fuel tank should provide a touring range of between 150 and 200 miles.

It comes with a closed-loop, three-way catalytic converter.

BMW dealers will also offer a wide range of accessories, including passenger backrest and footboards, cylinder protection hoops, inner bags for the panniers, cup holders and an on-board communication system.

Boxer Cups

<http://www.motorcyclenews.com/news/detail?sectionID=67356&documentID=151840&navID=9>

BMW has finally launched the limited edition R1100S Boxer Cup Replica, first revealed as a prototype in MCN earlier this year.

The bike mirrors that campaigned by Team BMW Motorrad GB in this year's International BoxerCup series.

A limited production run of just 25 machines will be available to customers.

It is a UK-only limited edition. A numbered, stainless steel top-yoke badge will identify each machine.

In addition to the usual R1100 S "Sport" specification,



and transmission, heated grips and a road-going BoxerCup Motorspoiler. The paintwork recreates the Team BMW Motorrad GB racing colours of alpine white and red with blue wheel rims. Finally, the belly pan is finished with Union flags.

You also get a Laser Inox stainless steel E4 approved silencer, Y-piece collector, ECU (electronic control unit) and a dedicated set of Goodridge stainless brake lines.

At the bike's first service (600 miles) the supplementary exhaust, ECU and brake lines will be fitted free of charge by the supplying BMW dealer. The limited edition R1100 S BoxerCup replica costs £9500 on the road and will be available to order from selected dealers only with delivery expected in August.

The 999

Ducati Unveils Long-Awaited 916 Successor

<http://www.motorcycledaily.com/17july02ducati2003999.html>
By Dirck Edge

Designing the successor to one of the most beautiful and successful motorcycles in history, the Ducati 916/996/998, has undoubtedly been a daunting task for Ducati. A year or two late (depending on whose version

you listen to), Ducati finally announced the 999 as its new production-based superbike model.

The 999 succeeds the 916/996/998 chassis that dominated superbike racing for a decade (and continues to dominate superbike racing in the hands of Troy

Bayliss and others). Not surprisingly, Ducati claims to have taken great care in designing the chassis and weight distribution in order to optimize handling. The stock bike also comes with one degree of adjustment in the fork rake (which also changes trail over a range of six millimeters).

The ergonomics are also adjustable, including footpegs and a seat/tank unit that slides fore and aft (on the single seat version).

Of course, the 999 features a trellis frame and a version of the Testastretta V-twin engine currently powering the 998 superbike. Engine changes include a new exhaust system, intake system, fuel injection system and engine management system.

Gone is the single-sided swingarm in favor of a double-sided unit that has a unique, perfectly horizontal section covering the range of chain (and wheelbase) adjustment, which is circled in the picture below.

By the way, rider ergonomics are dramatically improved by a 15mm lower seat and a 10mm reduction in the distance between the seat and the handlebars. The 999 also features a 15mm longer swingarm (a popular design element in modern sportbikes).

Ducati claims the 999 is also a "triumph of rationalization", which includes 30% fewer parts, easier access for maintenance purposes, and longer maintenance intervals. Ducati describes the goals for the design of the 999 as follows: "Our goal was to create a Ducati superbike that improves rider ergonomics, makes maintenance easier, reduces machine complexity, and of course, offers performance second to none."

Overall, the 999 is much thinner, with a reduced frontal area (for dramatically improved aerodynamics, but significantly increased rider comfort). Below we have an interview with engineer Andrea Forni, head of the Ducati vehicle testing department, regarding the Ducati 999, followed by some quotes from Ducati's World Superbike riders, Troy Bayliss, Ben Bostrom and Ruben Xaus, regarding their thoughts on the 999.

How would you describe the dynamic characteristics of the Ducati 999 compared to the traditional handling of

the models produced by Ducati?

"The dynamic response of the Ducati 999 reflects the tradition of the Bolognese motorcycling manufacturer in the field of sports motorcycles, and moreover improves some of the features that have won the fame of our Superbikes over the decades. First of all, the directional stability is at peak levels, giving the rider the reassurance of solid, safe steering, even in the most critical sport riding conditions on the track or road. On uneven stretches taken at top speed, around curves on the track or highway at full momentum and down hills at maximum throttle, the front of the bike obeys with exemplary precision the direction decided by the rider. This without triggering steering oscillations, an undesirable side effect of the "extreme" chassis of many late generation sport bikes selected for maximum agility, even to the detriment of stability."

What were the basic design choices of the Ducati 999's frame and chassis?

"Our new Superbike maintains that unique stability that all Ducati's have, but it also improves some basic requirements of the super sport motorcycles thanks to specific design decisions. These include: (1) lowering the rider's seat level by 15 mm; (2) lengthening the swing arm by 15 mm; (3) reducing the distance between the seat and handlebars by 10 mm

Was lowering the seat level done just to improve comfort?

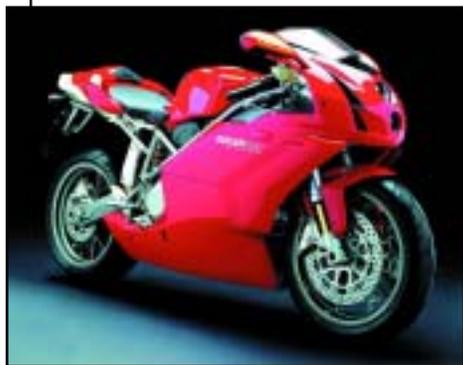
This modification was not made, as one may think, just to achieve greater comfort; it significantly influences the dynamic response of the vehicle as well. In fact, lowering the rider's seating level, implies lowering the whole center of gravity, which is significantly affected by the position the rider assumes on the motorcycle."

Why does the special positioning of the center of gravity on the Ducati 999 greatly improve its dynamic response?

"In the first place, lowering the center of gravity produces a reduction of the shift in load during braking and acceleration. The result is a smaller tendency of the bike to pull up when accelerating violently (which reduces the performance during acceleration at lower gears), while the rear wheel tends less to lift during intense braking (limit to the decelerations of the vehicle)."

Does the swingarm length affect stability during braking and acceleration of the Ducati 999?

Definitely. A longer swingarm produces a variation in how the static loads are divided up on the wheels, increasing the share of weight weighing on the front and therefore limiting the pull upwards. So the excellent torque delivered by the Testastretta can be maximized even in the lowest gears without the front wheel losing contact with the ground too easily. The rider will always be guaranteed the greatest cohesion with his course. A long swingarm also improves the stability when braking because it increases the



bike's wheelbase (distance between the front wheel shaft and the rear wheel shaft). This increase ensures a reduction in the shift in load when accelerating strongly. In fact, the loss of grip of the rear during hard braking is countered by the limited transfer of load, although a good part of the weight is concentrated in the front of the Ducati 999. As a result, the motorcycle doesn't "wag."

What are the parameters that assure the superb handling of the Ducati 999?

Lowering the whole center of gravity of the rider-motorcycle unit has beneficial effects on handling as well. In fact, the Ducati 999 is a motorcycle that bends over with little effort and extreme rapidity, demonstrating an enviable pace, even on the most tortuous stretches.

But how can handling and stability co-exist?

The modifications described above were obviously "calibrated" in order to enhance the benefits without encountering the natural contraindications. For handling purposes, the potentially negative effects due to the increase in the wheelbase are widely compensated for, and exceeded, by lowering the center of gravity. In addition, getting the rider closer to the center of gravity also reduces the moment of total inertia of the "rider-bike" assembly with respect to the roll axis, making the variations of the bike's tilt faster and making it possible to take curves in rapid succession at high speeds and with minimum effort.

But didn't all these modifications to improve the dynamic response of the Ducati 999 negatively affect riding comfort?

"Lowering the seat level reduces the tilt of the torso with respect to the vertical and consequently the load weighing on the rider's wrists. A very similar result is obtained through limiting the seat-handlebar distance. In this case, too, a part of the weight of the rider's torso is shifted from the wrist to the pelvis. The overall result is less fatigue on the arms, with clear benefits on comfort, allowing a better and constant physical condition of the rider, indispensable for extreme riding."

How does the shape of the fuel tank influence riding comfort?

"The shape of this component is extremely important. At the point where the abdomen rests, the tank is lower. This allows the rider to assume a perfect alignment with the bike in the most natural, less fatiguing way. Similarly speaking, its limited width in the area where the

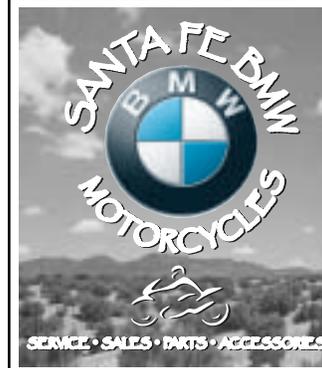
thighs are inserted allows the legs to find the most comfortable position possible. But since every effort to obtain the ideal riding position sooner or later comes up against the morphological differences between individuals, the Ducati 999 presents highly advanced ergonomic solutions. On the new Ducati Superbike, the rider can adjust, according to his riding style and physical structure, all



parameters of the chassis (rake, height of rear), suspension (spring preload, rebound damping, compression damping of front and rear) as well as the position of the foot pegs (lengthways and in height) and the seat (lengthways on the single-seat version). The goal of the ergonomic adaptability is one of the greatest results



achieved with the Ducati 999."
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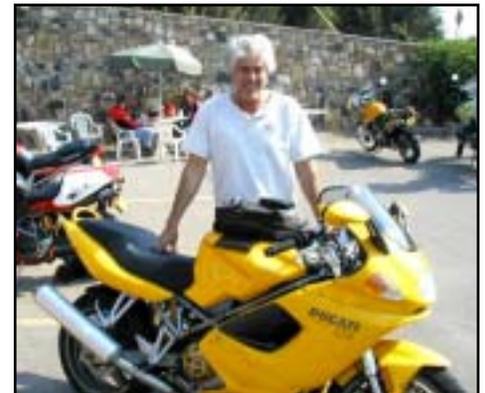
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The Rear View



Just an average Sunday breakfast at Hurricane's, followed by Coffee at Dawn's in Cedar Crest. Photos by Terry Tombaugh