

the Legendary SHAFT

News from the Land of Enchantment BMW Riders • October 2002

'Tis the Season

Yesterday was summer, and today, it seems, is autumn. I was just complaining (a little) about how it had been over 90° for the past three months, and suddenly it's 60°! I was kind of hoping for a bit less of a dramatic change.

Nevertheless, October means the best riding for us in New Mexico. It seems like everybody else is getting rain, snow, hurricanes – every sort of extreme weather you can imagine. And here we've got Balloon Fiesta: still air, cool temperatures, changing leaves, and perfect riding.

On the first weekend of October I found myself at the Fourth of July campground in the Manzanos, and the leaves were still mostly green. If you head out next weekend or the one after you're likely to find it at peak, and that's totally worth the trip. It's a little bit of Vermont in New Mexico. You can't find many places around here with the scent of falling leaves filling the air, which to an Easterner like me means that it's Fall.

For the club the biggest indicator of the change of seasons are the events that start in September. Sipapu and Datil are already in the books. I missed Datil (again!) but can vouch that this year's Bavarian Mountain Weekend was one of the best I've been to. The RA Rally in August kept the numbers down, and a little forest fire added a rustic touch that reminded us all how dark the mountains are at night. But the stars were stunning, it wasn't too cold, there was no extreme wind or rain – in short, it was a most excellent rally. And fears of the club losing its shirt proved unfounded, and we once again came out ahead after all the bills were paid. Hope you were there, if not there are more pictures inside to make you wish you were.



The other event this month is RJ Mirabal's Alien Crash Site ride, one of the better themes I've heard. It should be a great run and I hope it's well attended. After that there's nothing planned until the Christmas Party, which is definitely not to be missed.

In between, keep checking the message board on the club's web site, and check out the Sunday Hurricane's breakfast at Eubank and Candelaria in Albuquerque. There's always some spontaneous stuff happening.

David Wilson, editor



Above: The idyllic scene at Sipapu this year. Quieter than at recent rallies, but just as much fun. The perfect weather (without last year's 20° nights) more than made up for the temporary hardships of life in the mountains.

Welcome New Members!

Please welcome Larry Zamzok, Dennis Kensil, Jim Johnson, Vikkee Johnson, Stephan Byarlay, Rosario V. Carell, Tom Otaha, Dick & Judy Opsahl, Christopher Y. Han and Klaudia Marr. It's great to have you with us!

The Night the Lights Went Out in SIPAPU

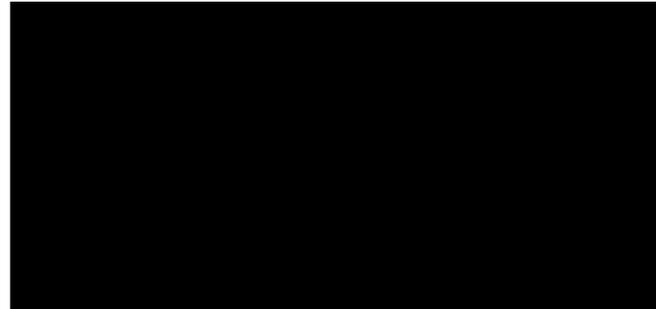
Bavarian Mountain Weekend 2002



1980 BMW G/S 2002
Land of Enchantment BMW Riders



Above: The Saturday night festivities. RJ and Frank introduce the people who run the club and make the rally work so well. They also gave out a big box of leftover door prizes, one benefit of the lower turnout. Right: The winner of the grand prize, a \$350 Roadgear riding jacket. Think he rode it home from the rally?



Was this year's rally confusing or something? All I hear anybody talking about is being "in the dark" ... I mean, a motorcycle rally isn't that hard to figure out, is it? You get on your bike and ride, man!

Okay, I admit I was there, too, and just as much in the dark as everyone else. Maybe more so, since I didn't expect to be camping this year and so left all my survival gear at home. Most notably, my flashlight. It was really kind of a "Little House on the Prairie" event. Pretty rustic, at least on Friday night.

Most of you already know that the last forest fire of the season intruded on our little event, burning up the power lines in to Sipapu and the surrounding towns. So we were without electricity for about a day and a half, leading to early bedtimes and some very grumpy campers looking for coffee that couldn't be cooked the next morning.

In the end the Bavarian Mountain Weekend was as good as it's always been. The RA rally a few weeks earlier made it smaller than the last few years – only 350 versus the 500 attendees of the recent past – but more homey because of it. Combine that with the extra vendors who were still in the area after the Red River rally, and the mostly excellent weather (no 20° mornings!) made this year one of the most cozy and fun we've had.

The Club House was a bustling hive of activity, with a constant stream of members coming and going. Elissa Carpenter gets super kudos for keeping things there organized, and sticking around when the toilet exploded, a truly frightening event. Rally chairs Robert Keen and Steffan Marley wore out several pairs of shoes running around keeping the wheels of rallydom greased. Not to mention the multitude of LOE BMW R volunteers who worked tirelessly to make the whole thing a good time for everybody. And it was!



Above left: view of the campground Friday night. Above: plenty of camping for everybody this year! Right and below: the clubhouse was the gathering spot for all things club-related. Vendors areas for all things shopping-related.



Right: Leftovers from a Friday night spent in the dark. As if you need a reason for beer!



Above: A beautiful Saturday afternoon. Perfect for riding (in the cool, rain-cleansed air). Right: The other reason for riding: eating!



Right and above: Our rally has become so popular that even those of the non-BMW riding persuasion make an appearance. Of course, we are very gracious to them, despite their lack of discretion in what they ride (that was a joke).

Below: The bikes are a big part of what it's all about. And there was plenty of outstanding examples to see, new and old, stock and custom. Twins were the overwhelming majority, both airheads and oilheads.





On the Road

OCTOBER						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 Datil	5
6 Camp 'N Ride	7	8	9	10	11	12
13	14	15	16	17 18 19 Biketoberfest in Daytona		
20	21	22	23	24	25	26
27 Sandia Racing	28	29	30	31		

**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. See the story following the listings. If that's not enough, contact RJ Mirabal at 299-4916 for every last detail.

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

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 fear-

less 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.

AND BEYOND...

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, 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.

Alien Crash Sites Ride

by RJ Mirabal

Are you ready to break all ties with your mundane life on earth and get away from it all? At least for a day ride? If

Join the LOE BMW Riders

Yearly dues are \$15; 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.

you're saying to yourself, "Take me now, I'm ready!" – well, you'll have to wait until October 20th, when the ride is scheduled to commence.

Launch time is set for 8:30 am at the Chevron station at Tramway and East Central. At least, the more relaxed riders might want to leave at that time, while those of a more brisk pace should leave by 9 am. We'll head south down "Old Highway 14" to Mountainair, and pass through Willard on our way to Corona. At about 100 miles, we'll probably stop in Corona to take the pressure off our butts and maybe gas up (total mileage to Roswell is about 225 miles—a real stretch for my GS).

Navigating east on highway 247, we'll see the wooded foothills give way to open ranch land while passing near one of the supposed alien crash sites. Since it is on private ranch land, we'll just keep on rolling letting our imaginations provide this close encounter of the third kind.

When I took this road on a practice run in August, there were a lot of birds lounging on the road, usually right around a blind corner. Once, my helmet was within inches of a close encounter with a buzzard the size of a turkey! (When I was washing my bike a few days later, I found the complete wing of some pigeon-sized bird-shoulder and all-lodged between the gas tank and the left cylinder head!!)

Heading south on U.S. 285 (passing another possible crash site on private land), we'll stop at a Roswell café to share lunch and tall tales from about 12:30 to 1:30. Heading back west, we'll catch the "Pine Lodge Road" (S.R. 246) that winds its delightful way north of the Capitan Mountains. This is one of New Mexico's best kept secrets, but watch out, some of the tight curves are not marked and can surprise some of our more "heated" riders. Midway on this route, we'll pass the third reputed crash site (my personal choice as the most likely).

The road ends in Capitan and it's on to Carrizozo then back home via either the famous Claunch Women's Club route to Mountainair and Highway 14 or west to San Antonio past The Malpais and north on I-25. Keep your eyes peeled for any shiny disks trying to keep up with us!

Call me at 299-4916 for details and possible adjustments to the ride itinerary.

Smart Gear

from Ira Agins

"For the first time ever, five international companies have teamed up to develop exclusive motorcycle protective clothing. Under the name of "Smart Rider's Outfit" (SRO), the project combines the highest level of comfort with maximum safety and modern communication and information technology. Responsible for the high-tech project are the Finnish clothing specialist rukka, boot manufacturer Frey Daytona, helmet manufacturer Schuberth as well as the Technical University of Tampere/Finland and the Nokia Research Center. The individual components are made from state-of-the-art



If pictures are worth a thousand words, then here's enough material to keep you busy for the rest of the week. You can make up your own stories if you'd like, 'cause I'm not letting on the truth. (Yes, it's more internet stuff, and it's all real.)



materials and are designed to harmonise perfectly with each other. Further activities within the project are to integrate technologies such as night vision, anti-collision and other security systems, navigation and traffic information systems and even biosensory systems into the clothing. The first SRO product generation will make its debut in September this year at the Intermot trade fair in Munich."

And more at <http://e.finland.fi/netcomm/news/showarticle.asp?intNWSAID=7505>

Deer and a K12RS

by Axel White

About 4 weeks ago I rode my 2002 K1200RS from Santa Fe to Reno Nevada to see some old friends.

Coming back from Reno I left bright and early expecting to put in about a 500 to 600 mile day. Things were going

great and I had made good time when I refueled in Austin at 8:30am. This is a small town about 200 miles or so east of Reno in the middle of nowhere. Its only real distinction for the rider is the fact that there is an increase in altitude and there is a series of nice curves after almost 200 miles of "straight as an arrow" highway.

Shortly after Austin I am traveling at about 75 mph and I am riding nicely relaxed on a beautiful summer day. Suddenly a brown blur crosses my immediate field of vision and the next thing I know there is an impact and I am sliding on the asphalt for a long, long distance. To be exact about 180 feet or so. Initially I had no idea of what had happened.

A deer had leapt out of some sparse underbrush so close to me that I had absolutely no reaction time, and I hit the deer dead center. The best linked brakes with ABS never had a chance to do their job. The deer went about as far as I did down the road and the bike, by police measurements, slid an incredible 374 feet down the road before it slid to a stop in a shallow ditch.

I had no idea of what had happened to me until I got up and smelled deer guts and bile all over my riding jacket and helmet. The heavy 650 lb. bike and my weight travelling at 75 mph and burst the center of the deer plus (I think) every other bone in the deer (about a 200 lbs. doe). Looking at the marks on the road, the police and I decided that I had carried the deer about a 100 feet on the front of the bike before it flew off to the right. A single front wheel skid mark suggested that the deer had actually locked up my front end for a period of time. I flew off the bike somewhere during this same time and the bike continued on its own, sliding on one side towards the left shoulder.

The deer was history. The K1200RS bike, system cases, top case and tank bag were totalled or ground to pieces. The whole front end including light assembly, front fender, oil coolers and dash of the K1200RS was driven back into the engine. The valve cover was punctured and the rear end was twisted and leaking oil. The complete right handlebar assembly broke at the triple clamp and everything that sticks out of the side of a K12 was broken or ground off.

I walked away with a sprained thumb, slightly sore left side and some road rash on one butt cheek and thigh. I had been wearing all my protective gear except my pants. The plain levis did not hold up well, but fortunately I had spent most of my slide on my back. The First Gear Kilimanjaro jacket did an excellent job of protecting my back shoulders and elbows. All the padding and armor was in the right place and shows tremendous wear. The BMW boots and gloves held up well and saved the parts that they were supposed to save.

The equipment was trashed!! But it did its job! My BMW System IV helmet also shows a pretty good hit during the slide but I don't remember getting hit in the head at all.

In comparing the skinless areas of my butt and thigh with the riding pants, which were in my topcase, they coincided exactly with where the pants are reinforced. So if I had been smart enough to wear my riding pants I

would not have had a single scratch on my body!

Unfortunately, getting Police, EMT and a tow truck took along time since the tow truck had to come from Fallon (120 miles away) and the Austin one man police force and EMT were out on a pickup truck fatality to the east of me.. so I spent three hours alongside the road waiting for the two truck. Takes a lot of time to get things organized on a Sunday morning in the middle of the desert.

The Nevada passerbys were wonderful and many stopped to offer condolences, water, food, etc. Unfortunately I did not get any offer for free sex since a legal house of ill repute was not too far away!!

Anyway it was about 4pm before I was settled back at the Holiday Inn Exprsss in Fallon and had myself examined at the Fallon hospital. Wonderful people, and they gave me a once over and changed the dressings that the Austin EMT team had slapped on me.

Next day I bought a duffel bag at Wal Mart to put all my left over gear in and got a ride to Reno, got on a plane, and was home late evening, to a much relieved wife.

Consensus among the police, EMT, tow truck driver, myself and others was that I was externally lucky to have been riding such a heavy, low center of gravity bike. I won the inertia battle rather than the other way around. Also since I had zero reaction time, I was not tense when I hit the deer and finally, thanks for the nice smooth roads in Nevada for minimizing the abrasive action on me and my equipment. Oh Yes...one more thing...I had a *huge* dose of luck!!

This area is know for problems with cattle crossing the road and not deer. I must



have met one of the few that are in the area. But the lesson here is that it always pays to wear *all* your protective gear. I never had a chance to take any evasive action and my fate after impact was solely left in the hands of my riding gear.

More from Red River

photos by Terry Tombaugh

If you remember last month's article on the RA Rally in Red River, you'll recall that Steve Mounce, one of our own, won best overall bike at the rally. What was-

n't mentioned is that Steve's is not a show bike, it's a road bike (and a rode bike!).

On the way home from the rally Steve turned the odometer over 100k. Here's the pictures to prove it. Now you know why BMW puts more numbers in their odometers than any other motorcycle company: because BMW riders ride more than any other motorcycle owners!

Moto-Related Joke

A mechanic was removing a cylinder head from the motor of a motorcycle, when he spotted a well-known heart surgeon in his shop. The surgeon was there waiting for the service manager to come take a look at his bike.

The mechanic shouted across the garage, "Hey Doc, can I ask you a question?" The surgeon, a bit surprised, walked over to the mechanic working on the motorcycle.

The mechanic straightened up, wiped his hands on a rag and asked, "So, Doc, look at this engine. I open its heart, take valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary, and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon paused, smiled, leaned over, and whispered to the mechanic, "Try it with the engine running!"

Red Light Cameras

by Eric Skrum, Communications Director, NMA

Fix The Problem, Not Your Budget (National Stop on Red Week). National Stop On Red Week should be renamed "get a ticket camera and make money." This is a public relations device used to promote the use of red light cameras and raise revenue for unethical cities, while ignoring proven solutions that reduce accidents.

Actual experience has shown that the most likely solution to intersections with high rates of violations is a simple increase in the yellow light duration. Yet, ticket camera merchants and revenue-strapped cities refuse to apply this inexpensive engineering solution. They prefer to apply cameras that reward the city for poor engineering practices.

Every study that supports red light cameras has been discredited. It has been shown in each instance where red light cameras were credited to have decreased accidents, that the real cause was an engineering improvement to the intersection. Even the AAA has stated that engineering solutions should be the preferred method of decreasing violations.

But something as simple as increasing the yellow light duration has continually been rebuffed in favor of profit. Ticket cameras greatest practical harm is that they reward and perpetuate improper installation, maintenance and operation of traffic lights. Motorists should not be penalized and cities rewarded because cities have failed their responsibility to provide safe, properly engineered intersections. Ticket cameras cannot correct traffic signal flaws and they do not eliminate intersection accidents.

If you would like to find more detailed information on ticket cameras versus real solutions to intersec-

tion violations and accidents, please visit <http://www.motorists.org/pressreleases/cameras/index.html>

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