

the Legendary SHAFT

News from the Land of Enchantment BMW Riders • February 2003

Progressively Better

With my crazy schedule I tend to be a solitary rider, grabbing an hour here and there to get out and stretch my legs. I always have grand plans to be at every club ride, at breakfast every Sunday; but the fact tends to be that I sit in front of my computer far more than I should, and stay up far too late to make it to breakfast.

But I make a point to get to the Progressive Breakfast, the club's unofficial kick-off to the new riding season. Only a BMW club in New Mexico could have the cojones to claim the beginning of February as the start of the year's motorcycling. And this is a group ride that's worth planning for in advance. You can feel the enthusiasm of the gathered crowd for the ending of winter and the start of some serious riding. It's that kind of contagious happiness that makes me get up early, get out and ride.

In the time I've been a member, the Breakfast has always had great weather and a big turnout. Clearly I'm not the only one who looks forward to it. The streets are lined with motorcycles, a sight not seen since the previous autumn. Everybody's in a great mood. Or maybe it's just all the huge piles of free food, since the Breakfast is really just a few short hops between big doses of hot caffeine and high fat foods (to keep you warm and awake!).

The spectacular weather we've had in the last week or two of January makes me hope it will spill over just a bit into February. It's a bit cool in the morning, sure, but the afternoons more than make up for it. Yesterday was so perfect I took a long lunch for a lap around Albuquerque, eyeing the Jemez longingly, wondering if the snow and sand is off the roads up there, and if Valle Grande is above freezing in the afternoon.

With the short days and cool temperatures it takes some encouragement to get me out for more than a short hop. Most of my winter rides are just a spin over to Cedar Crest for coffee, maybe up to Madrid if the

weather's especially nice. But I find that when I mix it up with the club more miles get put away, and at the end of the day I've had to fill the tank more than once. It must have something to do with the pack mentality.

Work and chores seem to call louder when the weather is less than ideal (for me, that means cold), but when I get out with the club I wonder why I've been spending so much time staring at the computer when winters are so... reasonable.

The Progressive Breakfast is the perfect motivation for me to get off my butt and remember that New Mexico hardly ever has truly "bad" weather. The internet chat group for my old New York club is filled with stories about finally being able to ride because the temperature has gone up to 26°, or not being able to ride because there's a foot of ice blocking the garage. In the face of that I have no excuse.

So I'll be there, and I hope you will too. There's a tangible excitement, an anticipation of the season to come, and a motivation to put aside the winter doldrums and spend a day riding. To remember that winter isn't so bad after all.

But the getting up early thing to make it to Sunday breakfast at Hurricane's, well, I've still got some work to do on that.

David Wilson, editor



Don't tell me it never crossed your mind...

K1200RS

PART 1: WITH A LITTLE HELP FROM MY FRIENDS
BY DAVID WILSON

WHEN I STARTED THINKING “NEW BIKE” LAST YEAR I considered lots of options. The K12RS was my dream bike, but it seemed out of my reach. As BMW’s top-of-the-line bike, it was also top-of-the-bank account. So I thought VFR, ST1300, FJ1300, CBR900 – my mind even strayed to Triumph, Ducati, Aprilia. I kept coming back to the K12. Nothing fit what I was looking for so well, and I was so happy with my past K75’s that the K12 was a logical, if large step.

But I needed to know the support would be there to get the bike and keep it running. I needed help in the DIY department to make the finances at all manageable, as well as reliable dealer support for emergencies and technical questions. Finally satisfied that I might be able to swing it, I started shopping. The story of the bike’s coming to New Mexico and its first six months here is testimony to the rare community that we’ve got, and the quality of the people in our club.

Getting the Gist

At the start of my search, I voiced my preferences and concerns to Mark Smith and Gary Oleson, who immediately dove into their network of contacts and internet sources to fill me in on what to look for in a new used bike. They found out what had been the K12’s weak points and manufacturing problems, and even some places to look for quality used machines. They spent a lot of time doing research for me, helping me be a smarter shopper, and it paid off. I found a ‘98 with 4,000 miles and no history of problems. I was sold.

Thanks Mark! Thanks Gary!

Off to Indiana

I was making arrangements to ship the bike from Indiana, a trip destined to take four to six weeks, when Jim Salas mentioned he wouldn’t mind getting out of town for a week and making a road trip to the midwest. I was blown away, but not so much so that I didn’t immediately take him up on his offer. Paul Browning had a most excellent trailer he was willing to loan, so off Jim went to the heart of the country.

He called with road reports, and glowing stories of the owner in Indiana: the two covers he kept the bike under (in his garage), and his meticulously kept house. This spilled over to the bike, which was in as-new condition, with most of the tread still on the original tires.

Jim was back by Friday, and the big day was at hand. We met at the DMV in Tijeras, papers were signed, and I was the happiest guy in Albuquerque.

Thanks Jim! Thanks Paul!

Glued to the Seat

Of course the very first thing I did, after riding to work



The bike arrives in New Mexico. Christmas was never this good! Jim made the whole trip in less than a week, and I am eternally grateful. Check out the grins.

that morning (and what a glorious ride it was – I even saw Steve Mounce toodling along Tramway, though I’m sure he didn’t recognize me or the big red bike) was leave the parking light on at work. These newfangled fork locks are so confusing.



A push from some workmates at lunchtime got me going again.

That Saturday was my first ride – a club ride I was leading through the Jemez. Needless to say, I was glowing like a new mother. Of course, it had poured like Noah’s flood the night before, and the road through the Jemez was awash with deep red dirt. It was practically a GS ride – so much for the spotless K12. Still, it was an excellent introduction to the motorcycle.

No Fan of Fans

The first mechanical glitch I ran into was a fan failure. As it turned out this was one of the first batch of K12’s delivered, all with defective fans. At the 6k service in Santa Fe



The next day, my first real ride, and plenty of oglers (including myself). It's the last time the K12 will ever be this clean.

I was advised to replace them both, which was quite a hefty bill. With the shop's help I got BMW NA's customer service number and made a wail and a moan. They covered the repair, though long out of warranty (though also a clear manufacturing defect).

Thanks Santa Fe! Thanks BMW!

The Test in the Desert

Soon after I began my "club journey," calling on friends for help and advice again. A Kryptonite U-lock failed at work, and my bike was stuck in the parking lot. Luckily Gary Oleson could come over and diagnose the situation, and Tom Volkmann could bring his large portable circular saw over. After a few hours of fretting, the lock was severed in a matter of seconds and I was on my way again.

Thanks Gary! Thanks Tom!

The next mechanical interlude was changing the tires, which will be a common occurrence on this bike, and a huge expense without the DIY help in the club. Gary Oleson was there again with the gear and the know-how to make it a painless experience, even when we ran into the Chaparral un-round tire episode you've heard me griping about *ad infinitum*.

At the same time we thought we'd change a fork seal that had stopped sealing during the trip back from Indiana. During this tech session we found that the bike was not as pristine as originally thought (see my "How to Buy a Used BMW" article in an upcoming issue). In fact, someone had replaced one of the fork brace allen bolts with a *torx* bolt, which we only discovered after dismantling half the bike. Apparently front-end work had been done by someone not BMW certified. Luckily, between Gary and Ken Goode (who had also bought a K12 and was less fearful than I about taking it apart) we fixed the fork better than new.

Thanks Ken! Thanks Gary!

The Coughin' K

I was heading over to the coffee shop in Cedar Crest when the bike suddenly decided it didn't want to run any more. I stumble up to the coffee shop and an armchair diagnosis determined either bad gas, bad fuel filter, or bad O₂ sensor. One of the guys having coffee there (who was also a previous K12 owner) took me over to the hardware store for some gas treatment. This got the bike operating well enough to make it home, but the jittering and coughing said the problem was not solved.

I took it in to Motorsport, who diagnosed first the O₂ sensor then the fuel filter. Two days later the parts were in and the bike was again funning fast and smooth. They showed me the failed fuel filter, which had separated so that the base could spin around on the body. No wonder the bike wouldn't run!

Thanks Motorsport!

Lights Out!

Since I'd gotten the bike the ABS warning lights would come on at odd times. I couldn't figure it out, and a new battery (a common culprit) didn't solve the problem. Ron at Santa Fe BMW suggested a bad gap on the ABS sensor, which turned out to be the case. With Gary Oleson's help we found the out of whack sensor and re-shimmed it. No more lights.

Thanks Gary!



This is the last thing you expect to see with your brand new bike. Luckily, I had skilled and competent mechanical help, which kept the stress level manageable. But seeing it undressed like that I was impressed by the K12's inner design, as well as its outer beauty. I just hope not to get this view too often.

So I am truly indebted to my friends in the club, and to the local shops, for keeping the bike on the road in top shape. Like having a child, a problem with the K12 brings lots of stress, worry and hand wringing. But the support network I've found for advice and wrenching has made this the best bike I've had yet, despite its teething pains. It's all been a learning experience, which I'm sure will continue for some time to come. I felt I knew my old K75 inside and out after 15 years and 150,000 miles. So it will be a while before I'm as intimate with the K12. But in the short time I've owned it I've learned far more than I thought I would have about it, inside and out. I've also learned some about having friends, and support, and how valuable the relationships I've developed in the LOE BMW R are.

Thanks guys!

Next: A review of the bike itself: the BMW cruise missile. And coming soon: What I learned from my buying experience, and how you can learn from my mistakes.



On the Road

FEBRUARY						
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 Down the Rio	24	25	26	27	28	

Sunday, February 2 The Progressive Breakfast

1. Tim & Donna Stone, 343-8396, 8:30-9:15am
341 Nara Visa Court NW, Albuquerque

From the intersection of I-25 and Osuna go west on Osuna until it dead ends at 4th St. Turn north on 4th and take the first right (about 100 feet from the intersection), which is Nara Visa Road. Turn left on Nara Visa Court and go to 341.

2. John & Margaret Ephlin, 866-0811, 10-10:45am
33 Inspiration Drive, Los Lunas

From stop #1 return to I-25 and travel south to the Los Lunas exit (#203) for State Highway 6. Go east on 6 across the river to the first traffic light, Highway 263. Turn south on 263 to the next traffic light (0.7 mi), Highway 47. Turn south on 47 for 1.7 miles to El Cerro Loop (on your left just past the Fina station). Go east on El Cerro Loop for 0.7 mile to Inspiration Drive on your left, to #33 and John's manly garage.

3. Leonard & Pam Espinosa, 899-5347, 11:30-?
8657 Rio Grande Blvd NW, Albuquerque

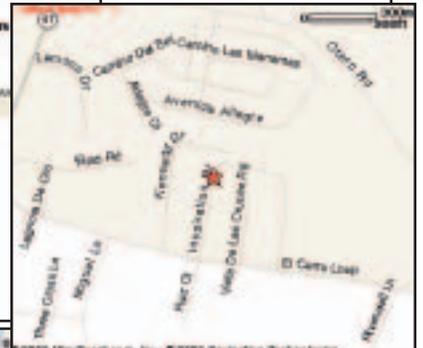
Go back to I-25 and travel north to the Alameda Blvd exit (#233). Go west to Rio Grande Blvd (the last street before the river). Turn south to the turn off for the Espinosa residence at 0.8 miles (there is no street sign

for them, only the clue of addresses on mailboxes). If you get to Paseo Del Norte you have gone two "streets" too far. The Espinosa residence is on the west side of Rio Grande. We will try to have a BMW sign at the entrance to their road.



Left: Map to the Stone's house at 341 Nara Visa NW in Albuquerque. This is a simple location to warm you up for the more challenging journey awaiting you.

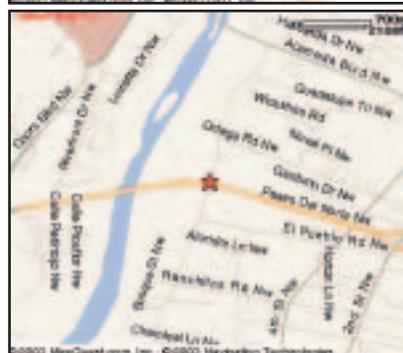
Print these maps for use on the 2nd!



Above left, above and left: Maps to the Ephlin's house at 33 Inspiration Drive in Los Lunas. Not as easy as the Stone's, but the real test is still to come.



Left: Map to the Espinosa's house at 8657 Rio Grande NW in Albuquerque. Look for the BMW sign at the end of their street. If you cross the river, you've gone too far.



Join the LOE BMW Riders

Yearly dues are \$15. For more information or to pay:

Land of Enchantment BMW Riders
PO Box 92095
Albuquerque, NM 87199-2095

www.nmbmwmc.org

or call Terry Tombaugh at (505) 821-0063.

Wednesday, February 5
The First Rally Committee Meeting

by RJ Mirabal

This is the *Big One* as far as LOE BMW R activities for the year are concerned, and you can be in on the ground floor of the planning of Sipapu Nineteen for 2003. RJ will be meeting with all you interested, talented, and hyperactive adults that need something to do for the next seven and a half months.

Be at O'Niell's at 5:30pm on Wednesday, February 5th to join us for getting the Sipapu Nineteen ball rolling and enjoying a bit to eat and something wet to drink. Any questions? Call RJ at 299-4916 or email rjmirabal@centralpets.com.

Sunday, February 9
Seboyeta Ride

by RJ Mirabal

A mere hour, one way west from Albuquerque, the Seboyeta Loop is an interesting ride into the lightly populated area north of Laguna Pueblo up to the end of Highway 279. On the morning of Sunday, February 9th, we'll meet at Henrietta's in Los Lunas for either breakfast or brunch depending on the morning's temperatures (call me at 299-4916 or email rjmirabal@centralpets.com, for the final determination of the time to meet and eat), and head out for the ride.

At the end of the paved road in Seboyeta, those who want to get some dirt on their tires can continue for another fifteen or so miles to the end of the dirt extension north to a place called Marquez. But before that, there's a great twisty paved section between Laguna and Seboyeta that will make it worth the street biker's time. See you then!

Saturday-Sunday, February 22-23
Two Lanes Down the Rio

Overnight ride to Anthony, museum, then camp or crash at Jim Salas' sister's in Las Cruces. Possible barbeque. Could do a side trip to the SE corner of NM if you don't have to return to work on Monday. Anthony will count as special bonus "Inside Fifth Corner of New Mexico." Contact Jim Salas at 401-1165 for details.

Wednesday, March 5
Rally Committee Meeting

At O'Niell's Uptown at 5:30pm. Come make Sipapu happen. And have dinner and a brewski, too.

Saturday, March 8
Business Meeting in Santa Fe

The meetings in Santa Fe are always well attended. Could be the scenery, the people, the bikes at Santa Fe BMW, or the great ride that always follows. Be there and get your finger on the pulse of LOE BMW R in 2003.

Saturday, March 29
Cuba!

The town, not the country. You'll see beautiful Milan and Navajo country and chow down in Cuba. Contact Gary Cade for details at 296-4052 or gckc@swcp.com.

AND BEYOND...

Friday-Sunday, April 4-6
Mokee Dugway Ride

Three days of scenic byways with two nights at the Desert Rose Inn & Cabins in Bluff, Utah. Suggested route: Day 1: San Juan River Valley, Shiprock, Four Corners; Day 2: Goosenecks, Valley of the Gods, Muley Point, Mokee Dugway, Natural Bridges National Monument, the ferry at Halls Crossing, Glen Canyon, Hite, Fry Canyon, Comb Ridge; Day 3: Mexican Hat, Monument Valley, Canyon De Chelly, Crown Point. And there's much more, so bring lots of film for this spring time ride. A fantastic figure 8 route of about 1,000 mi. The ride coordinator is James Stevens. Contact him at JamesStvns@msn.com, 323-4238, Cell 505-690-9433.

Saturday-Sunday, April 26-27
Cimarron Ride

Sleep with the ghosts at the St. James Hotel in Cimarron. Possible ride to NE corner of NM. Contact Michelle Williams or Mark Winslow at 291-8396 for details. We are working on a group rate.

Friday-Sunday, May 2-4
Glenwood Ice Cream Ride

It was a hit last year, it will be just as great this year. Come on a mind-bending (and leg-bending) GS ride you'll remember for the rest of the year! See the Gila Wilderness and other "rocky roads." Possible extension to the SW Corner if you have 6+ hours to spare. Contact Robert Keen for details at 883-4813 or motorkeen@aol.com.

Saturday, May 17
Jemez GS Ride

If there's one thing they've got in the mountains, it's dirt. Come see lots of it on a ride up to Virgin Mesa with Jim Salas, GS-trekker extraordinaire. Dirt road rookies and oil-head GS'ers need not apply! Contact Jim at 401-1165 for details.

MARCH						
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					

Saturday, May 31 (w/Sunday option)

Hermits Peak Ride

A quick one day ride with options for everyone. GS around Las Vegas, NM, or travel the Paved Twisties past the hot springs. There's camping for those wanting to stay and explore the Peak or the back roads to Angel Fire. Ride coordinator: James Stevens JamesStvns@msn.com, Hm 323-4238, Cell 505-690-9433.

Friday-Sunday, June 6-8

Navajo Lake Ride

Camp 'N Ride to Navajo Lake with day road rides to Durango, Mesa Verde, Chama, etc. and lots of GS opportunities in the lake area. Also, a NW Corner ride is possible. Contact Bryan Lally at (505) 662-4083 or bryan@lally.org for details.

Saturday, June 21

Jemez Ride

Can't find enough time to do a circumference of the state? Ride to Utah? Mow the lawn? Well, neither can I. But there's always time to see the Jemez. Come on along! Contact Dave Wilson for details at 232-0266 or mrrmtv@aol.com.

NATIONAL EVENTS

Friday-Saturday, April 18-19

AHRMA Vintage Racing at Sandia Motorsports Park

A major motorcycle racing event! Demo rides, vendors, trials exhibition team, bike show and swap meet. There's also a Practice/Race School on Friday the 18th. Racing starts at 11am. For racing info contact Dave at (615) 851-3674, davidlamberth@ahrma.org. For bike show/swap meet info contact Stephan at (505) 856-1600, thirdbike@yahoo.com. Also check out www.ahrma.org (For those who can't get enough, they'll also be at Firebird Raceway in Phoenix, March 29 and 30).

Friday-Sunday, May 16-18

Roadrunner Rally, Heber, AZ

The "Best of the West!" BMW demo rides, vendors, door prizes, shady camping, hot showers, Friday night chili, Saturday night dinner and live music both nights. For information call (480) 987-9339, www.azbeemers.org or send \$35 pre-registration fee to PITS, PO Box 21514, Mesa, AZ 85277-1514.

Thursday-Saturday, July 10-12

BMW MOA National Rally, Charleston, WV

Expect to find BMW demo rides, excellent vendor area, seminars, vintage displays, and an honest-to-goodness *beer garden*. Many rallygoers camp. You know, "total immersion" and all that. For more information go to www.bmwmoa.org/rally03/index.html

Don't Forget the 4 Corners!

by RJ Mirabal

Don't forget, we're having another "Doing the Four Corners" for 2003. Go on rides to each of the four corners

of New Mexico during the coming year, take pictures of you and your bike when you get there (with some kind of road sign or other obvious landmark in the background), and bring them to the Christmas Party, 2003. We will do something special to honor/make fun of those who complete the challenge.

Call RJ Mirabal at 299-4916 or email rjmirabal@centralpets.com if you have questions/comments about this year long activity. Each of the corners are unique and some provide special challenges getting there. The SW corner involves heading south of Animas on a well graded dirt road to the Cloverdale metropolitan area (I went half way down that road on my Honda V65 and it seemed fine even for a street bike. Bill Koup could probably advise us on the road conditions all the way down to Cloverdale.).

Of course, the popular SE corner involves the sensory overload of scenery between Carlsbad and Jal.

The two north corners are fairly accessible (especially the "Four Corners" tourist trap near Shiprock) and have their own unique charm.

Special challenge to those of the GS persuasion – how close can you get to the actual geographic corner without dropping your bike, getting arrested for trespassing, or getting stuck in New Mexico sand? Street bikers, just get as close as you can on paved roads and we'll call it "close enough!"

There will be a special bonus of a "Kicking Tires, Telling Lies Award" to those who can find and visit the five "Inside Corners" (Really! Check out a good New Mexico map.) Some of this year's club rides will take you close or right to a corner, so go for it and we'll see you "down at the corner."

BMW Recall

2003 R1100 S , R1150GS , R1150GS ADV , R1150R , R1150RS , R1150RT Motorcycles

There is a potential for the rear wheel to lock.

Number of Units Affected: 515

Manufactured: 09/2002 - 10/2002

Defect Summary:

On certain motorcycles, it is possible that the 3rd and 4th transmission gear (shift) wheels may not be securely seated on the intermediate shaft. Consequently, when attempting to shift from 5th to 6th gear, engagement of the two gears may occur simultaneously.

Consequence Summary:

If this happens, the gear wheels could crack resulting in a loss of transmission capability, or, a lock of transmission could occur. The rear wheel could lock which, depending upon traffic and road conditions, and the rider's reaction, could affect the stability of the motorcycle.

Corrective Summary:

Dealers will inspect the motorcycles and replace the transmission gear box if necessary. Owner notification is expected to begin during December 2002. Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time should contact BMW at (800) 831-1117, option #4.

NHTSA CAMPAIGN ID Number: 02V319000.

For Your Buying Pleasure

FOR SALE

1996 BMW R1100R, mystic red, 80k miles, ABS, BMW windshield, System cases, and hand guards, RCU rack with passenger backrest. All service records available. Original owner. \$5200 obo.

Call Jim at 672-2863.

2001 R1150GS, 21k miles, 96.672% pavement. Blue/White and clean, clean, clean. Garaged indoors. Obsessively maintained, all receipts/records. Under warranty another 15k miles/14 months. Freshly serviced (of course) – all fluids, valve check/adjustment, throttle body sync, plug check etc. Best offer over \$12,200.

Call Ken at 798-2404 work, 823-6690 home.

2001 F650 GS Dakar, white, 3k miles, heated grips, Givi saddlebags and trunk/rack, highway pegs, hand guards, warranty, new condition, \$7700.

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

1964 R60/2, Very nice condition, Denfield seat, bar end signals, teardrop bags. All original. \$7000 obo, to a nice home.

Call Karen at 869-1231.

2000 R1150GS, Manadrin, 19K miles, with BMW system cases and BMW top case, Wunderlich cylinder head guards, factory warranteed until 5/25/03, maintained by BMW, all records, always garaged (except while riding!) and never dropped. \$11,250 OBO. Substantial price reduction if I keep the system cases for transfer to a new Adventurer.

Call Axel at (505) 992-1927, or e-mail tuanputih@aol.com.

1979 R100RT, \$2,500 or best offer.

Call Anothony Kaluta at (505) 445-3259 or email elvis@zianet.com

1996 Suzuki LS650 Savage, Red, 1600 miles, windscreen, excellent condition, \$2000.

Call Tom 505-672-0142 or email grumpyRT@msn.com

Set of **Michelin 100X Macadam** tires. 120/60-17, 160/60-17. Brand new, never mounted. \$130 for the set.

Call Terry at 821-0063 day or night, ttombaugh1@comcast.net

Still Stuff! BMW Battery, 19.6 amp (small size), from my K12, guaranteed for 1 year, \$25. Kryptonite Disc Lock, brand new, never used, with lighted key (key needs new battery), \$20. 10' heavy duty tow chain \$10. 5 quarts of 10W-30 Mobil 1, \$15. Bar-end throttle lock from my old K75, \$5. Gas cap from K75, "refurbished" (that means it should work, but would at least be good for parts) with new gaskets, \$5. Lense hood for R100GS, \$5. Shoei RF-200 (white) or RJ-101V (white) or BMW System 1 (black) helmets, all size medium, all used, your choice \$10 each.

Call Dave Wilson at 232-0266 or email mrrmtv@aol.com

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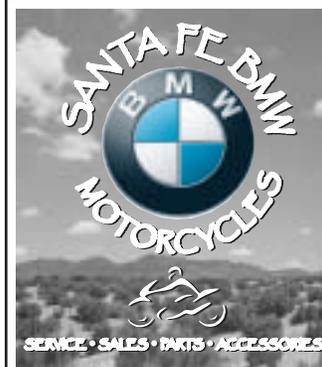
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The Rear View

