

# THE LEGENDARY SANTA FE

## ***A Few Good Rides***

Last weekend I led my first club ride of the year, a spirited jaunt through the Jemez. Nine club members came along, including five new people, and we all had a great time (at least that's what they told me). As far as I was concerned, it was all over too quickly.

It was a perfect day for riding: warm weather, clear sky and very little traffic – the kind of ride you don't want to end. But the idea was for a short ride, no commitment of days or luggage.

I suppose one indicator of how much fun you're having is that when you stop it's much too soon, and that's how this was. It was as if they'd cleared the roads for us, and we could take it at any pace we wanted (which is part of the reason it ended so soon). When we stopped for lunch in Santa Fe (at La Choza at St. Francis and Cerillos – I highly recommend it) there were no complaints. The whole trip only lasted three hours, with a few photo stops and lunch thrown in.

It was nice to meet so many new members, and to introduce people to places they've never ridden before. I just assume that since I take this route so often, that everybody knows it. It was fun to hear new perspectives on the roads and towns, especially those who had never seen Valle Grande before. It's like taking a friend on a roller coaster for the first time.

I'm leading a couple of more rides this year (also fairly short), and hope to see some of you there. If you've got favorite roads I recommend leading a ride to share them with the club. You'll have a

good time and probably make some new friends, too.

### **Colorado Dreaming**

Next month look for a story about another ride Lynn and I took: a week in Colorado during that record-breaking cold and wet spell they had in early June. It was a lesson in how well mesh motorcycle gear works, how beautiful the mountains are with new snow, and how you should always check the weather before leaving on a trip.

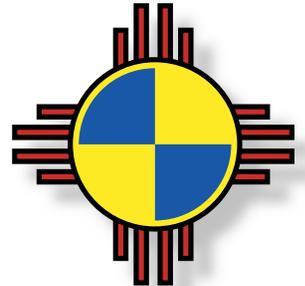
Lynn proved herself to be more of a die-hard biker than I am, planning rides to bag 10k passes while I was leaning toward staying home and reading a book.



She got me out into the beauty and now that I'm thawed out I'm grateful. It was memorable, and will make for some great campfire stories. And it reminded me again: always bring your rain gear, you may need it just to stay warm.

David Wilson, editor

News from  
the Land of  
Enchantment  
BMW Riders



*A short stop at Valle Grande on a short ride through some of my favorite scenery in the Jemez Mountains. There are no bad roads there, or bad views, either.*

[www.nmbmwmc.org](http://www.nmbmwmc.org)

BMW MOA Charter #123

BMW RA Charter #81

# ARE YOU SLOWER THAN YOUR BIKE?

by Dick Garrett



This has to do with a common perception, one with which I must take exception. It has to do with real world stopping distances and how you plug your perception of that into “how fast you blast,” thinking you are allowing yourself enough space to stop short of an accident situation. Whether you overcook it going into the sweeper or miscalculate the edge of the “kill zone” for a city street intersection, the consequences for you are the same – pain, lots of pain! The basis for your error is usually not attributable to the most common lame excuses we hear fallen bikers expounding, such as “The pavement was too slick”, “I had to lay it down”, or “There was nothing else I could do.” No, you are a skilled, alert rider and are very calculating about everything you do, an opinion that was confirmed when you went through the Motorcycle Safety Foundation (MSF) course and the instructor measured your stopping distance based on your lightning fast reactions. Now you can apply those reaction times and subsequent braking performance to the street, right? Wrong! You are basing your perception of total stopping distance on about one second of combined “recognition time” and “decision time” before you actually begin to apply the brakes. But, that does not apply to real world street scenarios. First, before you blow me off as a direct descendant of Daffy Duck, a little info on my background...

I flew as an Air Force pilot for 21 years in a variety of aircraft from fighters to transports. I participated in MSF rider training programs for a number of years, culminating as a Chief Instructor Trainer (CIT) and contract consultant for MSF and ATV Safety Institute curriculum development. My riding experience started on Vespa motor scooters in college, includes some dirt bike riding, and continues today as a sport touring enthusiast, the last 20+ years being on various BMW motorcycles. Presently I am a USAF instructional systems specialist in the

F-117A Stealth fighter pilot training program at Holloman AFB, NM.

One of the courses I taught to fighter pilots until a year ago included an explanation of the recognition time required for an emergency situation during take-off, and the total time to begin reacting and actually executing the emergency procedure (EP) in the cockpit. Needless to say, the USAF has investigated this topic quite extensively over the years and continues to do so as factors change. The pilots who are the subjects of these studies are not exactly “average” in their physical and mental prowess. You could easily surmise that they are a cut above the average motorcyclist in their skills training and preparation for emergency situations. Even so, the Air Force concludes that the “decision period” required is three (3) seconds, which includes the initial recognition time (as in, “Hey, I think a tire just blew out!”) and the decision making process time (as in, “Because of my present speed, I’m going to continue the takeoff!”), then the Air Force allows additional time for the pilot to actually perform the required actions. Now let’s compare this to your situation during the braking exercises you participated in during your rider training. You can probably see where this discussion is headed and agree that a three second decision period will result in stopping distances that are significantly longer than a one second period, whether for a jet fighter or a motorcycle, but it’s a fact of life (like getting wet when riding in a July rainstorm). So, what is “significantly longer” in this context?

I want you to remember one number from this discussion, whether you get anything else out of it or not. That number is 88. Remember this and you can reason your way through the rest. That number (88) is how many feet you have traveled in one second (fps) when your speed is 60 miles per hour. In other words, 60 mph = 88 fps. If you want to consider other speeds, do the math, starting with this relationship. Now, think about riding at 88 fps and seeing a car

that is stopped while waiting to turn left across your lane. You don't think much about it because there have been numerous crossing points on this four-lane highway, with cars in the turn lane of many of them, and you have the right of way and are comfortable in knowing that you're doing the legal speed limit. Besides, you have to allocate your attention to other things such as the sports car bearing down on you from a couple of blocks back, the pickup truck that just preceded you through the upcoming intersection with his right turn signal irritatingly stuck on for the last mile and a half, the big yellow bug that splattered your face shield at 12 o'clock dead center. Just how many things can you pay attention to in 88 feet of travel? Not many when it passes in 1 second. So, in an instant, the car isn't waiting any more and moves into your lane! What do you do – stop short of him, swerve left behind him, swerve right in front of him, a combination of braking and swerving, or just look at the blinking turn signal on the pickup? It takes you 3 seconds to detect the car's motion and decide what to do. You have eaten up 264 feet of pavement at 88 fps without touching the brakes or starting a collision avoidance maneuver. That 264 feet is 88% of the length of a football field, and you will do nothing but think about it, even if you're actually as good a rider as you think you are! Then, and only then can you do your superhero thing and bring the bike to a perfect straight ahead stop like they do in the motorcycle magazine tests... in another 120 feet. Total stopping distance... 384 feet, which is more than the length of an entire football field including both end zones!

I am sure that in an MSF riding course exercise where the rider is merely waiting for a braking signal from the instructor, the decision time plus the reaction time can be reduced to about one second. The same might be said for a rider in a high state of mental preparation on a roadway or on a racetrack. Unfortunately, that can't be said for a typical rider in a typical street riding (or mountain twisties) situation. And other factors can lengthen these reaction times even more, such as an untimely glance in the wrong direc-

tion and not picking up a hazard, or the physical and mental state of the rider, distractions along the roadway, environmental conditions, and on and on. Most experienced riders can tell at least one story of a classic high-threat (accident) situation developing in front of them ... and simply doing nothing about it or, worse yet, suffering the consequences of the wrong decision. Such is the nature of motorcycling when hobbled by a moment's inattention or lack of preparation. Our goal, then, is simple:

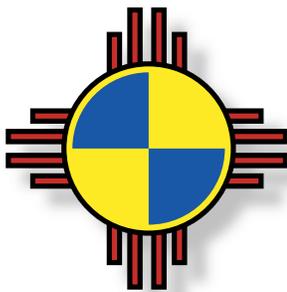
Eliminate those occasions that demand an emergency reaction and, if that fails, be prepared to instantly apply our physical riding skills at their highest level.

The first part of the goal is achieved through mental preparation and the second part is achieved by practicing proper riding skills. Although both elements are essential, I break it down percentage-wise to this – surviving on a motorcycle is 90% between your ears and 10% between your legs!

So, I guess the crux of all this is that you should add about three seconds to your braking distance, no matter what your speed is. Never lose sight of the fact that in the real world, you are always slower than your motorcycle.



*I'm sure you GS-ophiles are all over this, but since I haven't seen much about it here in the states I thought I'd spill some beans. This article is from the British Motorcycle Consumer News magazine. Check out their website for the full story on what we may be seeing any day now on this side of the Pond.*



## 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](http://www.nmbmwmc.org)

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

# SIPAPU 19

LAND OF ENCHANTMENT  
BMW RIDERS, NEW MEXICO



BAVARIAN  
MOUNTAIN  
WEEKEND  
2003

# LOE BMW R On the Road

## JULY

SUNDAY	MON	TUES	WED	THURS	FRI	SATURDAY
		1	2	3	4	5
				Chick's Ride to Telluride		
6	7	8	9	10	11	12
				BMW MOA National Rally		
13	14	15	16	17	18	19
				Paonia!		
20	21	22	23	24	25	26
Coyote Camping						
27	28	29	30	31		

### Saturday-Sunday, July 19-20

#### Coyote Creek Camp 'n Ride

Don't miss this one! Two days on some of the best roads New Mexico has to offer, and camping at the most picturesque camp ground in northern New Mexico. Meet Saturday morning at the Tramway Philips 66 off I-25 at 8am. If you can't ride up with us on Saturday morning, join us for dinner Saturday evening; green chile stew by Doug & Kathryn plus whatever you bring. We have the shelter reserved (electricity, fire place, a roof in case it rains, space for at least 30) so bring your family. Kathryn will take the SUV and can take some extra gear. Doug Guinn, 831-5238, is the contact person.

### Friday-Sunday, August 1-3

#### Club Birthday Party!

Saturday, August the 3rd is the big day with a brief business meeting before we get too hungry for the cook-out for lunch. This has also been the traditional time to get additional volunteers to help run the rally at Sipapu. Come, set up your tent, and enjoy the campfire fun Friday afternoon and night, and/or stay Saturday for more evening camaraderie. If not, at least head on out Saturday morning and spend the day with the LOE BMW Riders at the Manzano State Park off south 14 near the village of Manzano. Contact persons: Robert, 883-4813, or RJ, 299-4916.

### Sunday, August 17

#### Abiquiu/Cuba Loop

This is a scenic tour of Northwestern New Mexico. Plan on leaving about 8 am heading for Cuba's El Bruno Cafe for breakfast at about 9:30 am and then continue on Highway 96 through Gallina and Abiquiu. Get in touch with Steve

## AUGUST

SUNDAY	MON	TUES	WED	THURS	FRI	SATURDAY
					1	2
					Club Birthday Party...	
3	4	5	6	7	8	9
In the Manzanos!						
10	11	12	13	14	15	16
			Sierracade, WY, Best of Colorado, CO			
17	18	19	20	21	22	23
Abiquiu/Cuba						
				Beartooth rally, Chick's Amarillo ride		
24	25	26	27	28	29	30
Red Lodge, MT						
31	1	2	3	4	5	6
	Chili				It's the Sipapu Rally!	

Mounce, 275-3811.

### Monday, September 1

#### Labor Day Chile Cookout

This is when Gary and Shelly Oleson host our club's successful effort to cook the best rally chile in America for Sipapu the following weekend. Join your friends in LOE BMW R for good hard work "building the chile" (and great sandwiches for lunch) starting at 10 am. Contact Gary Oleson, 898-8320.

### Friday-Sunday, September 5-7

#### Sipapu 19!

This is the big one of the year as LOE BMW R puts on the best laid-back rally in the country at beautiful Sipapu Lodge. Get involved, be there. RJ is chairperson, 299-4916, David Tynan, 869-3645 is co-chairperson.

## & Beyond...

### Saturday, September 20

#### Breakfast in San Marcos

Remember those short rides up north 14 to the San Marcos Cafe for breakfast? Well, whether we still go to the same restaurant or one of the other newer ones in the area just south of the State Prison, it'll make a nice short (2-3 hours) fall ride. Contact RJ, 299-4916.

### Sunday, September 28

#### Chama/Antonito, CO

Yep, here's another favorite LOE BMW R ride north to check out the fall colors in the mountains of Northern New Mexico. Colorful Lynn Coburn, 266-4449, is the one to contact for this full day ride.

## Friday-Sunday, October 3-5

### ***Datil and Route 666!***

We will keep having this ride until no one comes anymore! You know the place, the accommodations, and the great twisties and scenery of Arizona's famous "Route 666." If you don't, it's about time you make plans to do this camp n' ride. For those who only camp in motels in October in the high country, let RJ know he could have a potential roommate in Magdalena, otherwise bring your tent and warmest sleeping bag! We need a volunteer contact person for this one (let RJ know if you're interested).

## Sunday, October 19

### ***Mountainair/Willard***

More nostalgia as we recreate a favorite ride from a few years back. We head south down 14 to Mountainair, then east to a little cantina in Willard for some tasty hamburgers. Dave Wilson, 232-0266, will be the one to call for this half day ride.

## Saturday, November 1

### ***Business Meeting and Tech Session***

Location and time to be announced, but we need ideas and/or proposals for tech session topics. Contact either Robert, 883-4813, or RJ, 299-4916.

## Saturday, November 15

### ***Breakfast, Birds, and the Bosque Ride***

This proved to be a popular ride last year. This time, however, we'll have breakfast at the famous Henrietta's in Los Lunas, then ride south to check out North America's most interesting birds as they make a stop-over at world famous Bosque del Apache on their way to sunnier climes for the winter. Head birdman is Bill Olsson, 821-8348.

## Saturday, December 13

### ***Christmas Party!***

This year's party will start with a "Polar Bear Ride" to the North Pole...well, no, just kidding! Actually, you can come in your "cages," bring the wife/husband/girlfriend/boyfriend or just yourself and enjoy the comradeship and great food at O'Niell's Uptown. Contact Robert, 883-4813, or RJ, 299-4916.



## National Events

### 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](http://www.bmwmoa.org/rally03/index.html)

### Thursday-Sunday, July 17-20

#### ***Top O'The Rockies Rally, Paonia, CO***

30th Anniversary rally with a '73 R75/5 being given away! Door prizes, vendors, free camping, hot showers, music, Saturday dinner, field events, and some of the best roads in the wild west. There's always a big club contingent there, hook up and head out. Contact Deb Lower at [deblower@attglobal.net](mailto:deblower@attglobal.net) or (303) 778-8617 for details.

### Saturday-Sunday, July 19-20

#### ***Motorcycle Racing at Sandia Motorsports Park, Albuquerque***

Remember our report on the racing up on Nine Mile Hill? Well, it's still going on. Check it out or try it yourself. Racing starts Sunday at 11am. Exit from I-40 at Paseo de Volcan and follow all the bikes to the track.

### Saturday, August 2

#### ***100,000 Foot Colorado Pass Ride***

480 miles over 10 mountain passes beginning and ending in Denver. You'll get a pin, patch, continental breakfast, catered lunch and dinner, and more. \$40 entry fee, pre-registration required. Contact

### Loud Horns

#### **Save Lives**

*Spotted at last month's Americade in Lake George, NY, this biker wants something more than just straight pipes. If the sound doesn't move the cars ahead the air blast will. And tied to the tail rack is the generator to drive those puppies.*



### Racing at Sandia Motorsports Park.

*It doesn't get any faster than this (in Albuquerque).*

## LOE BMW R

### President:

Robert Keen,  
883-4813  
motorkeen@aol.com

### Vice President:

RJ Mirabal,  
299-4916  
rjmirabal@  
centralpets.com

### Secretary/Treasurer:

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centralpets.com  
David Tynan,  
869-3645  
david.tynan@  
ae.ge.com

Foothills BMW at coloradobeemers.com  
or (303) 202-1400 for details.

### Wednesday-Saturday, August 13-16 *Sierracade, Cody, WY*

Vendor show, demo rides, rodeo, poker  
run, bike show, door prizes. Call (800)  
600-8969 for a brochure and registration.

### Thursday-Saturday, August 14-17 *Best of Colorado Gypsy Ride, CO*

4 days and 3 nights covering 1,000-1,500  
of Colorado's best roads. Starts in Denver  
and ends in Estes Park, including 20  
mountain passes, 3 National Parks and  
1 National Monument. Pre-registra-  
tion required, but no entry fee. Contact  
coloradobeemers.com or (303) 283-3690  
for details.

### Thursday-Sunday, August 21-24

#### *Beartooth Rendezvous, Red Lodge, MT*

Acres of camping, cabins, rec hall, show-  
ers, dining hall, amphitheater, and more.  
3 meals included, as well as gourmet cof-  
fee, pins, door prizes, and great Big Sky  
riding. Contact btbeemers@montana.com,  
treasurestate.com/btbeemers or (406) 587-  
5075 for details.

### Saturday-Sunday, September 20-21 *Motorcycle Racing at Sandia Motorsports Park, Albuquerque, NM*

The season's almost over, check it out  
before it's gone until next spring. Racing  
starts Sunday at 11am. Exit from I-40 at  
Paseo de Volcan and follow all the bikes  
to the track.

### Saturday, October 18

#### *Motorcycle Racing at Sandia Motorsports Park, Albuquerque, NM*

The last day for bike racing at the track,  
which starts at 11am. Exit from I-40 at  
Paseo de Volcan and follow all the bikes  
to the track.



### Thursday-Saturday, October 23-25 *VII BMW Int'l Rally, Cuernavaca, MX*

Rides and activities, gifts, official  
photo, shows, sight-seeing, trophies,  
and a raffle for a new BMW or a trip  
to the fatherland, Deutschland. Go to  
motoclubmorelos.com.mx for info.

## Chick's Rides

Chick's Harley-Davidson rides are open to  
all brands. BMW Cruisers especially (only  
kidding).

### Thursday-Sunday, July 3-6

#### *Fireworks Ride in Telluride*

Telluride, CO, 320 miles. Leave Chick's  
at 7am Thursday. Call (800) 525-3455 for  
reservations.

### Friday, August 22

#### *100th Anniversary Ride Home*

Amarillo, 293 miles. Join the H-D  
100th Anniversary ride to Amarillo (or  
Milwaukee). Leave Chick's at 9am.

### Thursday-Sunday, September 11-14

#### *Lake City/Telluride Overnight*

Lake City, CO, 320 miles. Leave Chick's at  
8am Thursday. Lake City Thursday night,  
Telluride Friday and Saturday night. Visit  
the Blues & Brew Festival on Saturday.

### Sunday, September 21

#### *Raspberry Run*

Salmon Raspberry Ranch, 140 miles.  
Bikes, berries and buffet! Leave Chick's at  
10am. Lunch is \$5.

### Sunday, October 12

#### *Stanley Fire Station Benefit Ride*

Stanley, 45 miles. Pancake brunch served.  
Leave Chick's at noon. Brunch \$5.

### Sunday, November 21

#### *Buford's Steakhouse*

Moriarty, 56 miles. Leave Chick's at noon.  
Lunch at Buford's.

## LOE Marketplace

2000 BMW K1200LT ICON. This is a gor-  
geous motorcycle with almost unmarked  
Canyon Red Metallic paint, heated grips,

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6 disk CD changer, wired for intercom, extra power outlet, 13800 miles – always garaged, \$12,500.

Call Vic at (505) 336-1914 or e-mail vguerra@zianet.com .

**1997 R-1100RT**, Glacier Green, in excellent condition. Includes saddlebags, fairing shelf, European style light switches, throttle-clamp style cruise control, headlight protector. Never wrecked, garaged, dealer maintained. New clutch, wheels, windshield drive mechanism, all dealer installed within last 18 months. Approx. 39,800 miles. Located in Alamogordo, NM. Photos via email available. \$7,200.

Call Dick Garrett at (505) 434-6330 evenings or email dickgarrett@yahoo.com.

**1977 R100**, Parabellum windshield, hard bags, unleaded conversion. \$2500 obo.

Call Anthony at (505) 445-3259.

**1986 BMW R80**, 53+K miles, excellent condition, red with S fairing, Corbin saddle, hard bags, Koni, etc., new tires, fresh oil, ready to go! \$3900.00

Call Gordon at (505) 466-6142 or email gbunk@rt66.com for photos.

**1997 R850R**, green, 9,500 miles. BMW hard bags, heated grips, guage package and windshield. Always garaged. Never dropped. \$5390, negotiable.

Call Joel, 792-8408 or email jlw@nm.net.

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Call Joel at 505-792-8408 or email jlw@nm.net.

**Even more 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. Lense hood for R100GS, \$5. 10' heavy duty tow chain \$10. 5 quarts of 10W-30 Mobil 1, \$15. Gas cap from K75, "refurbished" (that means it should work, but would at least be good for parts) with new gaskets, \$5. Shoei RF-200 (white) or RJ-101V (white) helmets, all size medium, all used, your choice \$10 each.

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

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

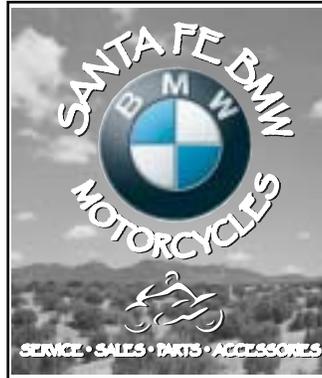
### Write!

Send in your stories, opinions, pictures, gripes... we publish anything! Send your contributions to:

David Wilson  
5700 Copper NE  
#B34  
Albuquerque, NM  
87108

(505) 232-0266  
mrmtv@aol.com

Computer files are easiest for me, sent as the body of your email or an attachment saved as ascii (text). Or you can fax it, or scribble on a piece of paper and mail it. I don't care! And don't forget lots and lots of pictures.



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## THE REAR VIEW



*Motorcycle from the collection of Craig Vechorik. Text from the BMW Motorrad USA Mobile Tradition Exhibition Catalogue.*

### **R 32**

Every BMW motorcycle of today can trace its lineage back to the seminal R 32. Introduced at the Berlin Automobil Ausstellung in 1923, BMW master engineer Max Friz's bold new creation caused a stir from the minute it was unveiled. In short, the R 32 presented innovations light years ahead of its time. Its exposed cylinders offered excellent air cooling, as well as superior handling due to their low center of gravity. Its smooth, reliable driveshaft meant zero chain or belt troubles, not to mention simplifying rear wheel changes. And the R 32's flat twin layout made maintenance easy, with plugs, ignition, and carburetors readily accessible. Compared to the other motorcycles of its day, the R 32 was an undeniably superior machine. This 1925 model came from the factory with lights and a speedometer, both options at the time.