

BMWMOCM NEWSLETTER

Volume 25, Issue 6

Editor's Notes

First of all, a big editor's thank you to all who have contributed recently. My job is so much easier when there is a generous quantity of quality content to choose from. If you didn't make this issue, have patience. To those of you thinking about submitting something, have at it!

Your editor just got back from the Utah 1088, a complete report about which is in this issue. In late breaking news, the Triumph Tiger is gone, traded for another Kawasaki, a '91 Concours plus cash for me. It shall be the endurance rally bike, at least when I'm not riding my R100"S". Or my GSPD. Truth be told, the GS was just too slow at higher elevations in the Utah rally, despite my having ridden the thing 1,369 miles in 23 hours and 50 minutes. No speed controls needed - the speed control was already installed (what with a GPS maximum rally speed of 90.7 mph!)

Speaking of Salt Lake City, if you should happen to have any issues with your BMW while you're in the area, good luck with the dealer there. Despite their ad in the MOA Owners Anonymous, I found them not nearly as "traveler friendly" as advertised. I quietly watched the service manager (Chip) wander around for over an hour, mostly doing nothing, only to pronounce himself "insanely busy" when later overheard on the phone. I did speak with Linda in Sales, where I (with my mildest sarcasm) suggested that BMW NA must be very pleased with them, to which she replied (with obvious satisfaction), "they've even given us the full apparel line!" It's a lovely new shop, just don't try to get any work done on your bike, especially if it's an older R or K model not purchased there - I left silently.

As a follow up to last month's column, I was (very politely and properly) taken to task by the owner of an Oilhead who has suffered none of the discussed surging problems, to which I offer the heartiest of good cheer. I must say, though, that I was parked next to the owner of a beautiful new Titanium Silver R1150RT in Utah, who complained bitterly about surging problems between 3500 and 4500 rpms. Perhaps he had the bike set up at the Salt Lake dealer?

Congratulations to Karol Patzer on her election as a BMW MOA Director! This outstanding achievement is the result of Karol's many years of effort on behalf of the MOA, our club and motorcyclists everywhere.

July, 2001

President's Column

Here it is, just two days before I participate in my very first (and hopefully last) Minnesota 1000, sponsored by Team Strange. I say Avery last@ as this has been nothing short of a teeth-pulling contest for my pal, Mark Kiecker, who I am partnering with for a two-up as part of an attempt to break the world record for a Group Saddlesore 1000 ride. I mean, I have said the word >No= in about 17 languages, including sign. I finally relented after Tom Roe cornered me (not to mention duct-taped my feet together in some sort of strange motorcycle bribery (and he thinks this is charm?...)) at the Club=s Hiawatha Rally. But that=s another story...

So I finally relented, saying fine, if he absolutely CANNOT find another partner to ride with, then I will go. Well, he worked like the dickens on about 3 of us - all at the same time - and all bailed. It was just yesterday I had to eat my words. At this

point, he was slightly, shall we say >stressed out;? See, he didn't know whether he was outfitting the bike to run with two-up or to put an extra fuel cell on the back. Well, I guess I settled that.

See, part of my problem here is the machine he=s chosen to take. Not only is it not a BMW, it=s not even close. I mean, we are talking a 1970-something Yamaha 400. We are talking PAIN, people! In fact, I feel pain just **looking** at it! Oh ,I have begged, cajoled, bribed and whined until I am blueCthere is no budging him. He has (get this) Adreamed of@ and A planned this for an entire year@. Of course, my first questions is AWHY?!?@, but then, I guess the newbie in me is showing.

We got through the preliminary shock of >What is important to you might not be important to me= battle; I=m thinking toothbrush, moisturizer, I dunno; maybe some fresh fruit? Maybe a change of socks & underwear (then he tells me he finds it most effective to not wear **anything** under his AerostichCOh, great. Remind me not to borrow his suit anytime soon, will ya?) He tells me to figure out what I want to bring then cut that in half. Then do it something like 7 times. Then I will have everything I need. He says I don=t even have room for a wallet, so I should take my driver=s license, insurance card, credit card (that=s not pluralCno shoppingCkidding!) and cash and put it in a plastic baggie for a pocket on the >stitch. Did I mention the much loved >stitch feels like a suit of armor to me? But I digress. As I told him, not even Flight Attendant boot camp for the airlines could shake me of my bad packing habits, so he=d better not hold his breath. So I **really** start to whine. So much so that my loving co-worker writes a nice little piece to sum things up. She thinks she=s soooo funny. She wrote:

Princess Molly Does Rally.

After a grueling 24 hours of hell, Molly Gilbert (also known by the nickname Princess 2-Up) beaming with bright, shiny teeth and exclaims, AThere=s nothing like a good moisturizer on a rally! I applied mine several times (whenever we stopped for small fruit luncheon snacks at nondescript gas stations across the land) and now my skin still feels refreshed and rejuvenated. No matter that I=m totally pitted out and smell like a jockey/mechanic, I have smoothly glowing skin!@

Kiecker, the primary rider who calls himself AMan of Stoic Control or =MOS-C=@ grins broadly. Yes, his lips crack slightly and begin to bleed (he should have used Princess=s lip balm) but he remains triumphant. ASleep? What the hell is that? This race isn=t about creature comforts like sleep and nutrition. It=s about riding till you=ve got crotch rot and can=t stand your partner for even one more millisecond. Then, if you=re a real man, you just push on, find a park bench for 15 minutes and then keep ridin= man.@

Princess Molly tries to stand and stretch but her knees buckle from residual road vibrations. She fishes for her plastic baggie wallet. ASee, I=m MOLLY...GILBERT.@ she says pointing to her driver=s license in a daze. Evidently the deprivation of her daily decaf-mochaccino, (tall, skim milk, with a dusting of Madagascar cinnamon) has begun to physically affect her. Weakly she bleats, AKiecker, man. I hate you.@

*Kiecker replies with a warm smile, AI know princess, I know.@
The End.*

Yeah, that=s pretty funny, huh? Hysterical. I=ll let you know how it goes, if I don=t kill him by the end of the rally...

On another note, our Hiawatha Rally was a big success! We had 340 people in attendance and were overwhelmed with the generosity of time and energy that both club and non-club members put into it. Our thanks to Nate Birkholz, who did a great job as the primary organizer of the eventCso much so that now that he knows what he=s doing, he=s volunteered to do it again! Yea, Nate!! Thanks also to the Pennings and Moes, who showed up early and stayed late and helped smooth things over when things went awry; Bob Eckberg did a **great** job at getting door prizes rounded up for usCif you happen to see any of the sponsors who gave, be sure to thank them again on the Club=s behalf; Deb and Mike having the oh-so-difficult job of handing out those prizes (you guys wanna trade?...); past president Dale Peterson, who worked far too hard, as usual; past rally chairs Nancy Musto and Karol Patzer were on hand before and after to answer panicked questions and keep us on track; Jeff Oden making house calls to be sure our money was all in order; Kevin Kocur showing his skills at packing a trailer as he did when he was a roadie for some scurvy rock band (tee hee), and all of the other present and past board members were there to lend a helping hand and a lot of encouragement. It was an incredible effort, and we actually even had a great time!

Here=s hoping I catch you at one of the Club rides, Meet to Eats or maybe even the upcoming M2M rally (Milwaukee to Minnesota) July 6th & 7. There=s a group of us leaving Motor Oil at 11:00 a.m. on Fri., July 6th if you=d like to join. All are welcome.

Remember, our next meeting has past president Bob Cox giving us tech sessions on a.)how to plug a tire and b.) how to balance a tire. That=s Thursday, July 12th at Motor Oil Cafe -- 7:30. Hope to see you then!

Ride lots, but more importantly, ride safe (as if you=ll believe **that** after my MN1K experiences!!)

Molly Gilbert

Secretary's Report

New members and visitors were welcomed to the June 14th meeting of the BMWMOCM at Motor Oil Café in Minneapolis.

A Hiawatha Rally report was given. There were 340 people in attendance. Many successful rides were taken. Bob Cox lead a dual sport ride, Doug Scheuneman, Kevin Kocur and Darrell Penning each led scenic rides. Yes, the rumors are true, Nate has volunteered to chair the rally again next year - thank you so much Nate.

The treasurer's report finds the club with \$1,412 in the club account and \$4,449 in the rally account.

Upcoming Rides:

Dale Petersen will lead a ride to Money Creek, a chance to relive the Hiawatha Rally roads on Saturday June 30th. The Rock Elm, WI - Ice Cream Social is on the 28th (actually occurs every two weeks in the summer- see the schedule in the newsletter).

The August general meeting will be at Afton City Park - bring a dish to pass. A grill will be available.

Jerry Dubrall announced that Karol has been elected Director of BMWMOA and is on a 3 week celebration ride. There is a link on our website to Karol's e-mail so that you can send her words of encouragement.

Tom Roe gave a demonstration of what kinds of tools and accessories he packs on his bike. If you missed it, Tom printed out a list of his bag contents, ask him about it. Thank you Tom and congratulations to you on your 1st place win in the sport touring class on the MN 1000.

At the next meeting we will have a presentation and demonstration of how to balance an tire and how to plug a flat.

For those of you going to Redmond, Oregon for the MOA National Rally, BMW of North America has announced that the demo bike semis will be leaving from Ohio, and they have posted the route at www.bmwmoa.org. Riders are encouraged to join them along the way.

Respectfully submitted by Sheldon Moe

2001 Minnesota 1000 Results Are In!

Congratulations to all club members who completed this years running of the MN1K. Here are some of the results so far:

Tom Roe, First Place, sport touring class Sheldon Moe, Fourth Place, touring class Will Outlaw, Fifth Place, expert class
Steffan Fay, Sixth Place, expert class Mark Kiecker and Molly Gilbert, Second Place, two-up class

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BMWMOCM Fall Roundup

When: September 28,29 and 30.

Destination: Ely, MN.

Ride Details: Friday, Sept. 28 Ride to Ely

Saturday, Sept. 29 Ride scenic roads in the area

Sunday, Sept. 30 Ride home

Accommodations: Paddle Inn Motel, 1314 E. Sheridan Ely, MN. Tel: 888.270.2245. Kevin and Sandy Hensel, prop. (www.spacestar.net/users/paddlein.)

Cost: \$63-\$83 per night. The number of rooms is limited

to 15. Parking is outside your door.

Meals: We will find some fun places out of the mainstream

of chain restaurants.

Highlights: Visit to Aerostich

Visit to the Wolf Interpretive Center

Visit an open ore mine

Ride along Lake Superior

Ride some great roads around Ely

Reservations: Send a \$100.00 check to Darrell Penning to Darrell Penning. Checks will be cashed on Sept. 25, 2001. No refunds for cancellations after Sept. 1)

reserve your room. Make the checks out to Checks must be received by September 1,

Other Information: Last year's attendees will be give first

chance to sign up. This could fill up quickly

based on the 22 people we had in 2000.
Ely Chamber of Commerce phone # for info - 800.777.7281.

Darrell's July "Tip of the Month"

Situation:

You are packing the bike for that big trip and decide you better take a quart of oil along as she is starting to use a little. Everyone you see traveling has theirs all wrapped up in towels, socks, etc but you are a neat freak and can not imagine doing this. Remember last month that sweat shirt you packed with one arm? Now the other arm appears.

Suggestion:

Grab that old sweat shirt or the new one you purchased at a rummage sale and cut off the sleeve 7 - 8 inches from the elastic cuff end. Turn inside out and see if you know someone with a sewing machine who could sew the cut off portion up for you. Now you have a perfect padded holder for the quart of oil. Insert the oil bottle in the cuff end, put it all in a plastic zipper closing bag, add a couple of handiwipes, 3 - 4 paper funnels and toss in your saddle or tank bag. If you are still walking around at the rally with that one arm shirt that you were supposed to toss and not wear one more time@ it is because you never thought of your friends. You could have made them an oil bottle holder for a Christmas or birthday gift.

A Tractor in the Desert by Bart Bakker

I knew I wouldn't be winning this one. Salt Lake City is the hometown of one Gary Eagan, after all. Seeing him paired with Rick Morrison, both IBR winners, on factory supported Ducati ST4s, meant this one was a battle for second. Or worse.

Still, you don't enter an endurance event just to win, but rather to meet old friends, make new ones and gain rally experience. Old friends consisted of one (Dick Fish of Alberta) but new ones were made, with the Canadiens being most friendly. Steve Chalmers, the so-called "Rally Bastard", was a true gentleman, and so-named affectionately, I discovered.

The route sheets gave some credence to his name, however, as most riders were up for hours trying to find a solution to the question, what was a winning ride? I laid out a complete route and went to bed at 11:30 p.m., then spent the night reviewing my choices whilst feigning sleep. I tossed it all aside at 5:00 a.m. hastily put together a better (I hoped) route, more challenging but one that I hoped would get me into the top ten, my limited goal for this event.

You see, I had to plan around the tractor, my R100 GSPD. A fresh Works shock and new Metzlers made her feel better than ever, but I knew from experience that I wouldn't be going real fast, especially at elevation or into stiff winds. So when I saw that an overnight run from Las Vegas to Winnemucca, NV back to Salt Lake was needed for serious big dog status, I looked for something more realistic for the old GS. I focused on all possible bonuses at the end of crappy, unpaved roads, centered around a route taking me to the "far corners bonus", gas receipts from the four corners of Utah.

This route had the advantage of some really good roads. I headed southeast on US 6 toward I-70. Jed Duncan and I rode this last year in the Buttlite II at a very rapid rate, which brought back some bittersweet memories. I was more relaxed this time. Two hundred miles later I was in Sego Canyon looking at petroglyphs. South I went to the Arches National Monument, then through Moab to a gas receipt in Monticello, the first of the four needed gas receipts. I continued on US 191 through Monument Valley.

My family had been through the Four Corners area last summer on a "normal" vacation, but this was my first ride through the greatest of the Navajo lands. One felt as if a character in a classic John Ford western, Humphrey Bogart in "Treasure of Sierra Madre" or some such film. Remarkably unchanged, it would seem. It was getting hot, though, and I wasn't going nearly fast enough and began to worry about my plan. I had to be in Beaver, UT before 8:30 p.m. A long way off, it was starting to seem undoable.

I plodded on, never taking my helmet off and being as efficient as possible. I rode US 160 through northern Arizona to Page, AZ, for a receipt, and then to the Glen Canyon Dam. Crossing the Grand Staircase-Escalante NM (thanks, Bill Clinton), I regained my optimism coming into Kanab for the second of my "four corners" receipts. I was still on schedule.

I had not accounted for the time needed to get through Zion National Park from the east, though. I didn't know about the long, one way tunnel and failed to consider the motor homes. Add in some monsoonal showers and you have one crabby rider, watching all his hard won time burn up. The huge bonus I sought just west of the park proved elusive too, as I passed it the first time. This four miles of dirt road was advised to be taken only during daylight hours, as "the snakes and other wild life are too

dangerous." I hate snakes. The rain made the road incredibly greasy, which I realized as I rode standing on the pegs, while my rear end started sliding out on me. I did manage to horrify one K bike rider, who was paddling along in fear. Lost time meant I had to bag a planned for bonus at the Cedar Breaks NM. [Had I made it, I would have made tenth place.] Finally happy to see I-15, I rode hard to Beaver and made the bonus with thirty minutes to spare, and had a nice chat with Dave McQueeny, who was manning the checkpoint, about the old GS (his has over 250K on it).

This was only the half way point. I had already ridden 750 miles, but now it was getting dark and ready to storm again. I got back on the bike and headed north on the slab for a food receipt in Fillmore, UT. Just outside Fillmore the heavens opened, wind and lightning...I decided to ride the storm out for awhile. Other bikes pulled in with the same idea.

After fifteen minutes, I donned the rain gear and headed out - I couldn't afford to be down any longer. My route would now lead me west of I-15 on two-lane roads, with fairly easy bonuses but few towns and lots of wildlife potential. I reached I-80 north of Tooele about 12:30 a.m. and headed west to Wendover, UT and NV. This required crossing the Great Salt Lake Desert, with 40 mph winds from the south blowing tumbleweeds across the freeway. One lodged in my front wheel at speed, causing some concern. I got the third of my needed gas receipts and headed up the mountains toward Wells, NV, to find NV233 northwest of the Great Salt Lake.

This was the scariest part of the ride, alone on an absurdly remote road with only the stock GS headlight showing the way. I survived it, but did not enjoy it in any sense. By the time I reached Snowville, UT, my last gas receipt on the Idaho border, I was ready for sunrise and the ride in.

I picked up three more bonuses on the last 125 miles, just going through the motions at the end of a very long day. I felt like I had ridden as hard as I ever had, but could only feel less than adequate, imagining what the big dogs had accomplished. 23 hours and 50 minutes after departing, I had ridden (by my trip computer) 1,369 miles. The old tractor proved to be as comfortable as I'd hoped, with no problems of any kind.

Eagan and Morrison were first, Dick Fish second. Dick had, he said, a Bun Burner Gold (1500 miles <24 hours) at the 20 hour point, and had run at 125 mph with the winners for awhile. No competing with that on an Airhead. Later, post rally depression set in, as folks headed home and my own , 1,350 mile ride home loomed. Television and beer were of little comfort.

Monday afternoon, I stopped about halfway up the Cloud Peak Skyway (US 16 over the Big Horn Mountains) and rode up a gravel road some way to pause for a rest by a lake. I love the Big Horns because they always seem so empty of tourists - it was totally silent but for the wind. I looked at the old, dirty GS and renewed my love again for the bike. THIS is why I own this bike, I thought. I reached the Black Hills around supper time in Spearfish, SD, and rode the Canyon at sundown with only one car to pass at the mile 2.1 mark. How often do you get the chance to run the Canyon at a steady 75 mph? A bottle of wine was procured in Lead, and by 8:30 p.m. I was safely in the cabin north of Hill City, relaxing for real this time. Suddenly, the blues were gone, cured by spending a long day in the saddle on some of America's best roads.

Arriving home, after 5000 plus miles in 5 days of riding, I was satiated. I recommend the Utah 1088 very highly (a "four stars" rally). Just bring something you can go briskly on. I love my tractor, but next time, I'll take the Kawasaki.

What's in the Bag?

By Tom Roe

Core Philosophies

Use the tools that you carry on your bike, to work on your bike. Using the tools that you carry will help give you confidence. It quickly lets you know what you need to add to the kit. Your bike breaks down and you are stranded, in a strange place with no one for mile. The last thing you need is to open the factory kit and start wondering what this tube with the holes in it is for!

Start with the stock tool kit and work up. Your kit has a 12mm and a 14mm end wrench but the people you are with need a 13mm. Look to add commonly used items. Carry tools that you don't yet know how to use. Although you may not know how to use a multimeter or a siphon hose, the person who stops to help you, sometimes a motorcyclist in his cage, will know how to use them.

Carry tools to help yourself and others. Siphon hoses and jumper cables fall into this category. These items require a friend, good touring karma. Upgrade the quality of your tools and take pride in what you carry. They can help you or others out of a tight jam when called upon.

Tools that I carry

First aid kit	Leatherman
Cold pack	Multi driver
Space blanket	Shock spring tool
Towing service	3/8" ratchet
Contact sheet/phone list	Plug wrench
Cell phone	Torks wrenches
Credit card	Allen wrenches
\$100 in small bills	3mm T handle allen
Flashlight	Lug wrench
Batteries	Vise grips

Tire Gauge	Crescent wrench
Duct tape	Filter wrench
Siphon hose	Needle nose pliers
Dual lock	Multi meter
End wrenches	Hemostats
Electrical wire	Wire strippers
Spare fuses	Electrical tape
Crimp-on connectors	Zip ties
Spare bulbs	Tire irons
Tire repair kits	WD 40
Feeler gauges	Jumper cables
Tow strap	

There will be a two demonstrations at the July meeting, how a tire is balanced and how to fix a flat tire using your BMW repair kit while on the side of the road. This demo will be put on by Bob Cox and Mike Lipke.

The Road To Judson

by Kevin Kocur

On Saturday, May 19th, a group of club members took a ride out to Judson Cycles in Judson, MN. 28 riders, mostly on BMW's, enjoyed some of the best two lane roads from the South Metro all the way to Judson via a great route planned by Darrell Penning, who graciously lead the group. Anytime you have a group of any size you will always have riders who speeds vary from one another, and sometimes members of the group can get separated, but thanks to Co-Ride Captains Molly (riding sweeper) and myself (in the middle) that didn't happen.

As I mentioned earlier, there were many great roads to be found along the way and I know my sidewalls got a good scrubbing!

As we made our way South by Southwest, everyone was taking in the roads, scenery and enjoying the wonderful weather (by the way, Mother Nature does accept bribes...) when a local Sheriff decided to join us on our ride for what seemed like a hundred miles (it was only seven.) Apparently we must not have fit the Hollister image as he lost interest and decided to find another form of entertainment.

When we arrived at Judson we were greeted by Ron and Carolyn and treated to wonderful cake baked by Carolyn's mom. Some of us checked out the shop and accessories, as well as the used bike barn (literally!) where one could find an original late '70's R100RT with 361 original miles on it. If you haven't been out to Judson Cycle before, you owe it to yourself to go before they eventually move to their bigger location in Lake Crystal and another great little motorcycle shop is lost forever.

When it was time to leave, smaller groups ventured out in search of a great restaurant, or more great roads to burn around on.

A few of us rode to Zan's in Mankato for Chilitos and then off to Cleveland, MN to pose for photo's for Team Strange's Presidential Tour. After that we split up and I, not willing to get home just yet, stopped at the Sport Wheels auction to drool over all of the cool toys my bank account won't let me have. Personal faves: an original 0 mile 80's-something CBX w/factory Hondaline Sport Touring fairing and in the original crate! I was also ogling the 1975 Suzuki RE-5, a rotary engined bike that was built for only 2 years. There wasn't much German stuff to look at, unless you count the single cylinder Zundapp that looked like a refugee from a farmer's field. I even managed to further avoid home-base by riding to Motor Oil for an iced Mocha, but was finally overcome by guilt and eventually rode on home to assume homeowner's duties which include that everlasting tradition of lawn maintenance.

My neighbors hate me because I do not possess the golf course lawn. My neighbors do not possess any motorcycles. 'Nuff said. I climbed aboard the Dixon, thumbed the starter and roared away, but even with the wind in my face and astride an internal

combustion engine-powered vehicle, it just wasn't the same. Putting around the yard I could only dream of that next ride...

Club Officers

Molly Gilbert, President	612.712.0045	Kevin Kocur, Vice-president	763.566.0243	Jeff Oden,
Treasurer	612.922.8258	Michelle Moe, Secretary	763.323.4932	Larry Stern, Board
member	651.223.3743	Deb Westberg, Board member	763.754.1614	Mike Donohue, Board member
651.633.2262	Bob Ekberg, Board member	651.690.5968	Dale Peterson, past President	651.739.4623

Judson Cycle Sales

BMW/Moto Guzzi. Peacefully located west of Mankato on Hwy. 68. As always, your hosts, Ron and Carolyn.

Phone/fax@ 507.947.3852.

Dick's Porting

Flow porting, valve grinding, polishing and boring.

Richard P. Snyder 16445 Valley Dr. NW

Anoka, MN 55304

763.427.7195

Midwest Cycle Supply

For all your accessory needs.

4300 Nicollet Ave. Minneapolis, MN

612.825.9774

Leo's South

BMW/Aprilia/Suzuki/Kawasaki

Cty. Road 46 & 1-35 in Lakeville

952.435.5371 or www.leosouth.com.

The club **voice line number is 612.534.7433**. Check it out for the latest on club activities, and contact Sheldon, our Activities coordinator with any updates or events that need to be publicized, at 763.323.4932 or sandmmoe@webtvnet..

Steffan Fay is our web meister. Contact him at sfay@odbs.com, and please visit the club web site at **www.bmwocm.com**.

Deadline for newsletter ads or submissions is the **21st** of the month. Really, it is. Contact Bart at blbakker@isd.net or phone 651.645.7796.

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Events Calendar

July 12: BMWOCM general meeting, 7:30 p.m., at Motor Oil Café.

July 14: club ride to the hill climb in Red Wing. Thrills and spills will ensue (at the hill climb - not on the ride itself!), hosted by Sheldon Moe.

July 19-22: BMWMOA National Rally, Redmond, OR.

August 9: BMWOCM meeting at **Afton City Park**. A grill will be available, please try to bring a dish to share, ice cream later at Selma's.

Check the voice line and web site for more up-to-date info on club rides, meet to eats and more!

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BMW Motorcycle Owners Club of Minnesota

155 Faye Street

St. Paul, MN 55119

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Want Ads

For Sale:

1998 Ducati 748, many options \$8495

1999 R1100RT \$11,900 Bob Cox 651.489.6467

For Sale: 1972 R75/5: Full Avon Fairing, 2 tanks, Bates bags. Runs great. \$2495. See it at: www2.visi.com/milar. Mike Larson @952-936-0989.

For Sale: 1982 R100 RT with 50,000 miles.
@952.445.5650

Black with bags & fairing, \$3000.

Ron Woodward

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